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ILLINOIS CENTRAL MAGAZINE



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No. 1

The Story of the Illinois Central Lines during the Civil Conflict 1861-5

General Beauregard at Shiloh, Sunday, April 6, '62

By Y. R. LeMonnier, M. D., Ex-private Company B, Crescent Regiment,
Louisiana Infantry, Pond's Brigade, Ruggles' Division,
Bragg's Corps, Army of the Mississippi.

PREFACE

Having been an active participant in the famous campaign of Shiloh, from beginning to end, desirous of establishing a correct record of the maneuvering of General Beauregard at that battle, during the first day's fight, Sunday, April 6, 1862, I submit the following pages, the result of honest researches from official documents and other means at my disposal, my desire being naught but a knowledge of the truth of history and its dissemination for the sake of our children, the honest student of history and the future generations, avoiding all namby-pamby.

New Orleans, La., October, 1913.

Y. R. LEMONNIER, M.D.

This article is reproduced for its historic value, and with no intention on the part of this magazine to take sides in the controversy. If those who differ with Dr. LeMonnier in his views desire to exploit their own, we will gladly furnish the necessary space—EDITOR.

COL. William Preston Johnston, son of Gen. Albert Sidney Johnston, in his "Life of Gen. A. S. Johnston," page 627, asserts that General Beauregard, by ordering the retreat of the Confederate army before 6 p. m. on Sunday, April 6, the first day of the fight, lost the fruit of the victory that General Johnston had achieved. What are the facts in support of this assertion? For Col. W. P. Johnston to say that General Beauregard ordered the retreat before 6 p. m.—and others who were in Richmond while we were fighting also say so—is most preposterous

and ridiculous, for it is well known and admitted by these very assertors that General Prentiss, with some 2,250 of his men, surrendered at 5:30 p. m. on Sunday.

As I was one of the many privates who were at this surrender, I know whereof I speak when I say that between 5:30 and 6 o'clock my regiment, the Crescent, came by a flank movement to the north of the Duncan Field into an old country road, and as we entered it three Federals came out of the woods on our left, one of whom was General Prentiss, and as we cheered—



Y. R. LE MONNIER, JR., FEBRUARY, 1864.

after having been ordered to cease firing by our colonel, Marshall J. Smith, for they had surrendered—General Prentiss stepped forward and said at the top of his voice: "Let them cheer, let them cheer; for they have this day captured the finest brigade in the United States army." The sun on that date sets at 6:10 p. m., and the long shadows of the trees that covered the country road that we were in, told plainly that night would soon put a stop to that terrible carnage—to the terrible carnage that had commenced on that beautiful Sabbath day at 4:55 a. m., thirteen hours before. To say, therefore, that General Beauregard ordered the retreat as early as 4 p. m. of the first day of the fight is so puerile that I am astonished that such men as Colonel Johnston, Mr. Davis, the President of the Confederacy, and others high in position should accept such an assertion as fact.

But let us examine their empty arguments to see what is concealed in such

an unjust assertion, and you will learn something from the knowledge of a private who on that memorable occasion did his duty from the time he was aroused from his sleep in his tent at Corinth on the morning of April 3d to the 10th, eight days afterward, when he returned to camp, slushy and muddy from head to foot, with two muskets, one a trophy from the battle-field. This private has no enemy to punish, no friend to reward. To the best of his ability he performed his duty throughout the war, and he now demands that the truth of this terrible struggle between the states be better known to the coming generation, no matter on whose toes one steps, and even if what he says is displeasing to hero idolators who can see the flaw in their enemy's eye but will not see the beam in that of their idol.

Mr. Davis, in his "Rise and Fall of the Confederacy," volume 2, pages 54 et seq., frequently repeats what Col. W. P. Johnston, a colonel on his staff, says in his account of the life of his father; but both Mr. Davis and Colonel Johnston were in Richmond, Va., the capitol of the Confederacy, while we were fighting at Shiloh on the banks of the Tennessee River, hundreds of miles away. Therefore they cannot know what one knows who participated in this momentous campaign, from camp to battle and from battle back to camp, a distance of twenty-three miles. Is the colonel the mouth-piece of the president, or is this one his echo? Be this as it may, it is to be regretted that both these authorities fall into the same errors. Their Delenda est Carthago is that General Beauregard lost the fruit of victory by ordering a retreat at 4 p. m. on Sunday, one hour and a half after General Johnston had been killed. How can that be when at 4 p. m. the hardest fighting that took place during these two days was being waged at the Hornets' Nest, where charges after charges had been made and repulsed with terrible slaughter, where in one of these charges the 18th Louisiana after 4 p. m. in ten minutes lost 42 per cent. of those en-

gaged, where these terrible repulses continued until 5:30, when General Prentiss surrendered after having been surrounded.

But let us follow the author, Colonel Johnston, in his narrative of "A Victory Lost," pages 627 et seq. He commences by publishing the telegram of General Beauregard to the Adjutant General, then comes his brief report of the conclusion of Sunday's battle, ". . . it was after 6 p. m., as before said, when the enemy's last position was carried. . . ." As I have said above, having been present I know what occurred. This last position of the enemy was the surrender of General Prentiss in the Hornets' Nest at 5:30 p. m. General Polk says ("Life of General Johnston," page 620), "About 5 p. m. my line attacked the enemy's troops—the last that were left upon the field—in an encampment on my right. The attack was made in front and flank. . . . General Prentiss delivered his sword with his command to Colonel Russell, one of my brigade commanders, who turned him over to me. The prisoners turned over were about 2,000. . . ."

It is very evident that if General Prentiss surrendered after 5 o'clock, with 2,000 or more prisoners, that it was at least 6 before they had stacked their arms and moved out of the Hornets' Nest on their way to Corinth, the rear. Therefore General Beauregard is right when he says it was after 6 o'clock when the enemy's last position was carried. If the last position were carried at or after 6 p. m., which is admitted by all, how could we be retreating at 4 p. m.? In capturing this position, instead of retreating we were advancing, for we were following the enemy, one and a quarter miles to his last position, on that hill a quarter-mile from the river (Pittsburg Landing). Says the Federal Maj. D. W. Reed, in the revised edition of his book on the battle of Shiloh and the organizations engaged, page 19: "During the afternoon Colonel Webster, chief of artillery on General Grant's staff, had placed Madison's battery of siege guns

in position about a quarter-mile out from the Landing, and then, as the batteries came back from the front, placed them in position to the right and left of the siege guns. . . . About 5 o'clock Ammen's brigade of Nelson's division of the army of the Ohio (Buell's) reached the field, the 36th Indiana taking position near the left in support of Stone's battery. Two gunboats, the Tyler and Lexington, were at the mouth of Dill Branch, just above the Landing."

During the battle we, the Confederates, did not and could not know the topography of the ground on which the Federals were contending and still less their advantages; but today, fifty years afterward, now that this piece of ground has been most carefully surveyed and converted into a beautiful park, those of us that have been over it have studied it and consequently know it, and we can account now for the many errors, made when it is stated that we were nearly or entirely on the banks of the Tennessee River. In one instance Dill Branch is erroneously mentioned by Colonel Johnston as the Tennessee River; in another, General Polk says, speaking of the Hornets' Nest, that we were about half a mile from the river. The Hornets' Nest is nearly one and a half miles from the Landing, as you will see by looking at the beautiful maps of that battle-field that have been made by U. S. Engineers for the government. I have these maps before me. Last September I went through that battle-field in company with Major Reed, the thoroughly-posted historian of the park, and was much interested and surprised at what I saw and learned. There is no doubt that the Federals en masse were surprised on that to them fatal Sunday morning, for they did not expect our visit. Gen. Lew Wallace in his address on the dedication of the Indiana monuments at Shiloh, in "Indiana at Shiloh," pages 275 et seq., mentions this fact; and so does General Buell. A great number of them were at a given moment utterly demoralized and pell-mell on the banks of the Tennessee and

unable to go farther. We never did come so near to the Tennessee River that "one more and determined assault would have brought us on its banks, with the Federals at our feet, had not General Beauregard ordered the retreat at 4 p. m." In the very words of Colonel Johnston, page 628, I say, "For this last allegation there is not the slightest warrant."

Another proof that at 6 o'clock we were still fighting and bearding the lion in his den, the Federals on their ground, is to be found on page 621, where Colonel Johnston writes: "Immediately after the (Prentiss) surrender General Polk ordered such cavalry as he had in hand to charge the fleeing enemy. A detachment under Lieutenant-Colonel Miller dashed forward and intercepted a battery, within 150 yards of the river, the 2d Michigan, and captured it before it could unlimber and open fire. A portion of this cavalry rode to the river and watered their horses." Of this incident Major Reed says: "Colonel Lindsay, 1st Mississippi Cavalry (Miller was his lieutenant-colonel), charged upon and captured Ross' battery (the 2d Michigan) as it was withdrawing from position near Hurlburt's headquarters, and then with thirty or forty men crossed the head of Dill Branch and attempted to charge another battery, but finding himself in the presence of an infantry force managed to get back under the hill without damage." This cavalry and the skirmishers from Chalmers' and Jackson's brigades were the only Confederate troops that came under musketry fire after the Prentiss and Wallace "surrender." The "within 150 yards of the river" mentioned above by the Colonel should be "150 yards of Dill Branch," which empties into the Tennessee River a quarter-mile above Pittsburg Landing. Where Ross' 2d Michigan battery was captured, near Hurlburt's headquarters, is nearly or fully three-quarters of a mile from the river. From the fact that the enemy were on their chosen ground since March 17th and that its topography was well known to them, I conclude

that the assertion of Major Reed is the correct one.

One word about Dill Branch and the gunboats. Where this creek empties into the Tennessee River is a ravine, extending some distance up, with high and abrupt bluffs and a marshy stream at their base, especially after heavy rains such as we had on the Friday night preceding the battle. Of course, the enemy knew this. On the north side of this creek, a quarter-mile from the river, Colonel Webster, chief of staff, had massed his siege guns and field batteries, and Ammen's brigade from Buell's army and other infantry supported them, while the gunboats at the mouth of this Dill Branch fired in the creek's valley, with the result, proved by reports, that many of our men were killed and wounded, denying thereby the assertion that their guns were so elevated that their shots here passed over our men. After Prentiss' surrender at and after 6 o'clock the situation was: at Dill Branch, emptying at right angle into the Tennessee River, a quarter-mile above Pittsburg Landing, were—on its south side, as near the Tennessee River as the marshy condition of the land would allow, say a quarter-mile—Clanton's Cavalry brigade, followed by and proceeding west from the river, which here runs due north, Chalmers' brigade, Gage's battery, and Jackson's, Anderson's and Stephen's brigades, the 154th Tennessee regiment, Wood's brigade, the 12th and 13th Tennessee regiments; facing them on the north, with the creek and both its swampy sides and steep banks between them, was the enemy's line of battle (last stand) extending from the river, 800 feet (?) to the Hamburg and Savannah road, three-quarters of a mile, and the gunboats at the mouth of Dill Branch. Such were the situation and condition of things when night came, more than two hours after the time Messrs. Davis and Johnston and their adherents say that General Beauregard ordered the retreat. Out of 229 Official Reports not one of them mentions a cessation of hostilities nor a retreat at or before

4 p. m. You can verify this statement by examining the "War of the Rebellion," official records, and S. I. V. X. P. I. reports. General Beauregard, therefore, is right when he says, "It was after 6 p. m., as before said, when the enemy's last position was carried and his force finally broke and sought refuge behind a commanding eminence covering Pittsburg Landing. . . ."

Wyeth, in his "Life of General Forrest," says, page 77: "But other counsel prevailed, and between 4 and 5 o'clock in the afternoon Forrest received orders to fall back with Chalmers' brigade and camp upon the battle-field. Chalmers, on the contrary, in his official report (War Records loco citato, pages 550 and 551) says, "Our men struggled vainly to ascend the hill, which was very steep, making charge after charge without success, but continued to fight until night closed hostilities on both sides."

Col. S. A. Lockett, General Bragg's chief engineer at Shiloh, in an article in "Battles and Leaders of the Civil War," volume I, page 605, says: "The time consumed in gathering Prentiss' command together, in taking their arms, in marching them to the rear, was inestimably valuable. . . . But after a while the Confederates were gotten into ranks, and a perfect line of battle was formed, with our left wing resting on Owl Creek and our right on the Tennessee River. General Polk was on the left, then Bragg, then Breckinridge. In our front only one single point was showing fight, a hill crowned with artillery. I was with General Bragg, and rode with him along the front of his corps. I heard him say, over and over again, 'One more charge, my men; and we shall capture them all.' While this was going on a staff officer (or rather, I think, it was one of the detached clerks of General Beauregard's headquarters, for he wore no uniform) came up to General Bragg and said, 'The General directs that the pursuit be stopped; the victory is sufficiently complete; it is needless to expose our men to the fire of the gunboats.' General Bragg said,

'My God! was a victory ever sufficiently complete?' Then he added, 'Have you given the order to any one else?' 'Yes, Sir,' was the reply; 'to General Polk, on your left; and if you will look to the left you will see that the order is being obeyed.' General Bragg looked and said, 'My God! My God! it is too late!' and turning to me he said, 'Captain, carry the order to the troops on the right,' and to Captain Frank Parker, 'You carry it to the left.' In a short time the troops were all falling back—and the victory was lost."

Of all I have ever heard and read concerning the battle of Shiloh this is one of the most singular assertions, and may I not, in the very words of Col. W. P. Johnston, repeat, "There is just enough of truth in all this to mislead." See the few lines from Chalmers' report cited above, in answer to Wyeth's assertion, in which he (Chalmers) says that "night closed hostilities on both sides." General Anderson, who was on the left of General Chalmers when hostilities ceased, says (page 499, Reports, loco citato): "It was now twilight. As soon as we had placed a hill between us and the gunboats the troops moved slowly and apparently with reluctance from the direction of the river. It was 8 o'clock at night before we had reached a bivouac near General Bragg's headquarters."

In "Battles and Leaders," volume I, page 606, Col. Alexander R. Chisolm, who was on General Beauregard's staff, says: "It so happened that I rejoined General Beauregard at a point near Shiloh Chapel (having escorted General Prentiss from the field to General Beauregard) when General Bragg rode up from the front, and I heard him say in an excited manner: 'General! we have carried everything before us to the Tennessee River. I have ridden from Owl to Lick Creeks, and there is none of the enemy to be seen.' Beauregard quietly replied: 'Then, General, do not unnecessarily expose your command to the fire of the gunboats.'" Compare these quotations with the as-

sertion of Col. S. H. Lockett. Again says the Colonel, ". . . a staff officer (or rather, I think, it was one of the detailed clerks of General Beauregard's headquarters, for he wore no uniform)." Yet from a detailed clerk, wearing no uniform, General Bragg at such a momentous opportunity accepted such an order! I mention this only to show the ludicrousness of such a conclusion. That General Bragg should have said, "One more charge, my men, and we shall capture them all," was not only proper, but it was his duty to stimulate his men; he certainly should not have discouraged them.

Today, thanks to "The Battle of Shiloh" and its beautiful maps, by Maj. D. W. Reed, we know what we did not and could not know during and soon after the battle, and here we read on page 20: "In the meantime General Bragg made an effort to get troops into position on the left of Pittsburg road, but before arrangements were completed night came on and General Beauregard ordered all the troops withdrawn. The Confederate troops sought bivouacs on the field, some occupying captured Union camps and some returning to their bivouac of Saturday night. General Beauregard remained near Shiloh Church; General Polk retired to his Saturday night camp; General Bragg was with Beauregard near the church, occupying General Sherman's headquarters' camp; General Hardee and General Withers encamped with Colonel Martin in Peabody camp; Trabue occupied camps of the 6th Iowa and 44th Ohio; Pond's brigade alone of the infantry troops remained in line of battle confronting the Union line."

Col. David Urquhart, of General Bragg's staff, in a letter to Gen. Thomas Jordan, a general of the Confederate forces at Shiloh, dated Narragansett, R. I., August 25, 1880, says: "Subsequently I rejoined General Bragg, whom I met engaged with the Federal troops, who were now disputing every inch. At about sunset an order came from General Beauregard to withdraw,

collect and reorganize the troops. . . . At the time this order was given, the plain truth must be told, our troops at the front were a thin line of exhausted men who were making no further headway and who were glad to receive orders to fall back. At the same time, as I had myself previously reported to General Bragg, over one-third of the army were scattered in different parts of the field, loading themselves with plunder from the abandoned Federal camps."

Out of 229 reports, 32 from the Federals and 44 from the Confederates, 76 in all, give the hour at which the battle ceased—namely, after 6 p. m., not one says 4 p. m., or before 6 o'clock.* It is,

In *loco citato*, the following reports, Confederate and Federal, give the time of the cessation of hostilities, all about, at, or after 6 p. m.:

Confederates: General Beauregard, page 384; Col. Jacob Thompson, A. D. C., page 400; Major-General L. Polk, page 409, says: "About 5 p. m. my line attacked the enemy's troops—the last that were left upon the field. . . . It proved to be General Prentiss and W. H. L. Wallace. . . . The prisoners turned over were about 2,000. . . . And by an order from the commanding general they were withdrawn from the field." (As General Prentiss surrendered at 5:30 p. m. it is clear that it was after 6 when, through with Prentiss, we were able to advance. I was there and know such to be the case.) General Russell, page 418; Colonel Vaughan, page 425; Major James A. McNeeley, page 431; Lieutenant-Colonel O. F. Strahl, page 432; Lieutenant-Colonel C. D. Venable, page 434; Colonel A. W. Campbell, page 435; Major General B. F. Cheatham, page 440; Colonel Preston Smith, page 448; Colonel George Manney, page 455; Major-General Bragg, pages 467 and 470; Brigadier-General Ruggles, page 472; Colonel Hodge, page 493; Brigadier-General Patton Anderson, page 499; Colonel W. A. Stanley, page 509; Colonel, acting Brigadier-General Pond, page 518; Colonel Looney, page 526; Captain Ketchum, page 528; Brigadier-General Withers, commanding division, page 534; Colonel Z. C. Deas, page 538; Brigadier-General Chalmers, page 551; Colonel Joseph Wheeler, page 559; Colonel John C. Moore, page 562; Lieutenant-General Hardee, pages 568 and 569; Major R. J. Harvey, page 577; Brigadier-General P. R. Cleburne, page 582; Colonel W. K. Patterson, page 599; Major John H. Kelley, page 601; Major A. B. Hardcastle, page

therefore, evident that General Beauregard did not order the cessation of hostilities at 4 p. m. Sunday, April 6, 1862. I could stop here, for these are Official Reports, published by the government—"Verba volant, scripta manent"—but other proofs will not only uphold these reports, but show the animus of some persons in misrepresenting the facts of history and the thoughtlessness of others in making statements that cannot be corroborated. On both sides, South and North, the battle of Shiloh has been persistently misrepresented. Why has this been done? Certainly not through lack of proofs of the truth.

About a quarter of a mile above Pittsburg Landing is Dill Branch, which empties at the right angle into the Tennessee River. The river was very high and there was water to a considerable depth in the ravine (General Grant). At the mouth of this creek were the gunboats Tyler and Lexington shelling up this ravine.

General Beauregard had cautioned against the useless exposure of the men

to their fire. Concerning this caution Colonel Johnston in his life of his father, pages 628 and 629, says: ". . . the roar and bursting of the shells, however terrific in the rear, at Beauregard's headquarters, were almost harmless to the troops near the river. This was one of the lamentable features of the day; that what General Beauregard saw at Shiloh Church should be mistaken for the situation at the front; that the trains of wounded and the tide of fugitives should supplant in his eyes those heroic warriors who were still marching forward." In other words, Colonel Johnston, who was thousands of miles away from the battle-field, would have us believe that he knows better than General Beauregard, certainly a superior authority, what was going on after 6 p. m. on the battle-field of Shiloh on Sunday, April 6. This is absurd.

Major-General Polk, on page 632 of his report, erroneously says: "At this juncture his gunboats dropped down the river near the landing, where his troops were collected and opened a tremendous cannonade of shot and shell over the bank in the direction where our forces were approaching. The height of the plain on which we were, above the level of the water [General Polk did not know the river was very high], was about 100 feet, so that it was necessary to give great elevation to his guns to enable him to fire over the bank. The consequence was that shot could take effect only at points remote from the river's edge. They were comparatively harmless to our troops nearest the bank, and became increasingly so as we drew near the enemy and placed him between us and his boats. Here the impression arose that our forces were waging an unequal contest; that they were exhausted and suffering from a murderous fire; and by an order from the commanding general they were withdrawn from the field."

The report of General Polk was written in September, 1862, when he had no access to the reports of others, and therefore he was liable to error; but

603; Colonel R. P. Trabue, commanding brigade, page 161; Colonel J. D. Martin, commanding brigade, page 622; Colonel Isaac L. Dunlop, page 625.

Federals: General Grant, page 109; Major-General McClelland, page 114; Colonel M. M. Crocker, pages 125 and 132; Colonel C. C. Marsh, page 134; Colonel J. M. Tuttle, page 149; Colonel J. J. Woods, page 151; Lieutenant-Colonel J. C. Parrott, page 150; Colonel Wm. T. Shaw, page 154; Colonel B. S. Compton, page 161; Colonel J. L. Geddes, page 167; Captain H. Richardson, page 167; Lieutenant-Colonel John A. Rawlins, A. A. G., page 188; Brigadier-General S. A. Hurlbut, page 205; Colonel I. C. Pugh, page 212; Major John Warner, page 218; Captain L. D. Kelley, page 227; Major John W. Foster, page 232; Colonel Charles Cruft, page 236; Colonel H. B. Reed, page 239; Colonel J. A. McHenry, page 241; Lieutenant Cuthbert W. Laing, page 246; Brigadier-General B. M. Prentiss, page 279; Lieutenant-Colonel Quin Morton, page 291; Major-General Don C. Buell, page 292; Brigadier-General William Nelson, page 324; Colonel Jacob Ammen, page 334; Colonel William Grose, page 337; Lieutenant-Colonel N. L. Anderson, page 339; Colonel Frederick C. Jones, page 339; Colonel D. A. Enyart, page 350.



Y. R. LeMONNIER

Johnston's book was published in 1878, when he had full access to all reports on the battle of Shiloh, and therefore his misstatements are unpardonable.

Let us see what the reports say. Brig.-Gen. A. P. Stewart, page 428, says: "We finally took position, under the orders of General Breckinridge, to aid in the pursuit of the enemy, which was checked by the fire from the gunboats." Lieut.-Col. O. F. Strahl, page 432, says: "We then marched forward into line, and continued in line until after dark, when we fell back, in order to get out of reach of the shells from

the gunboats." Brig.-Gen. Patton Anderson, page 499, says: "Soon after halting, several brigades, composing portions of General Polk's and Hardee's commands, filed across the road. . . . The enemy's gunboats now opened fire. General Ruggles directed me to move forward a short distance, and by inclining to the right to gain a little hollow, which would probably afford better protection for my men against shells than the position I then occupied. I gained the hollow and called a halt, ordering the men to take cover behind the hill and near a little

ravine which traversed the hollow. We occupied this position some ten or fifteen minutes, when one of General Ruggles' staff directed me to retire to the enemy's camp, beyond the range of his floating guns. In filing off from this position several men were killed and many wounded by the exploding shells of the enemy. It was now twilight. As soon as we had placed a hill between us and the gunboats the troops moved slowly." Capt. W. G. Poole, page 504, says: "My command then, with a portion of the brigade, proceeded forward as far as within range of the heavy guns on the Tennessee River, where we were for some time exposed to the enemy's shells. One or two of my command were either killed or mortally wounded while under this fire. We then fell back to the enemy's camp and bivouacked during the night."

Col. W. A. Stanley, page 509, says: "We were then ordered to join the command in that direction, which was reported to have the enemy badly routed and driving them toward their gunboats. After proceeding some distance we found ourselves in the range of shot and shell fired from the boats and vicinity." Col. Marshall J. Smith of my regiment, on page 524, says: "After their retreat the gunboats opened a most destructive fire, which we endured for some time, not being able to reply, and under orders we retired in good order from the point gained, and took up our quarters for the night in one of the enemy's encampments."

Brigadier-General Chalmers, page 550; Jackson, page 555, and S. A. M. Wood, page 593, had ten men killed and many wounded. Colonel Patterson, page 599; Maj. John Kelley, page 601, and Col. R. P. Trabue, page 616, lost eleven men and Lieutenant Kellar wounded.

Now let us examine the Federal's reports. Brig.-Gen. S. A. Hurlburt, commanding division, page 205, says: "He (Captain Gwin, U. S. N.) had called upon me by one of his officers to mark the place the gunboats might take to

open their fire. . . . He did so and from my own observation and the statement of prisoners his fire was most effectual in stopping the advance of the enemy on Sunday afternoon and night." Maj.-Gen. D. C. Buell, page 292, says: ". . . opened fire on the enemy and repulsed him. The action of the gunboats also contributed very much to that result. The attack at that point was not renewed, night having come on." Lieut.-Col. F. C. Jones, page 339, says: "Having scoured the woods for half a mile to the front, . . . and the shells from our gunboats falling but a few feet in front of us, we halted. . . ."

From such positive statements from officers of high standing in both armies, what excuse can Colonel Johnston offer for his erroneous statements, concerning the results of the fire of the gunboats? He certainly cannot plead ignorance of these reports. How do these facts agree with the following statement that he quotes from General Bragg in support of his thesis, to be read on page 622: "Their fire, though terrific in sound and producing some consternation at first, did us no damage, as the shells all passed over, and exploded far beyond, our position."

Knowing who Col. William Preston Johnston was, I am astonished at the puerility of many of his quotations from the reports, which clearly disprove his assertions instead of upholding them. And this brings to mind these beautiful words of Bossuet (1627-1704), named the Eagle of Meaux on account of his eloquence, "Le plus grand dereglement de l'esprit est de croire les choses, parceque l'on veut qu'elles soient," which in plain English is, "The greatest disturbance of the mind is to believe things because we want them to be." Colonel Johnston wanted his father, though dead, to have won the battle of Shiloh; he brooded over it, and, with a foregone conclusion, wrote his book and declared, *mirabile dictu*, that had General Beauregard not ordered the retreat, the victory won by his father would not have been lost.

How could this have been the case when his father was killed at 2:30 P. M., after which occurrence the hardest fighting of the two days took place at the Hornets' Nest until 5:30 P. M., three hours after his father's death, when General Prentiss and his 2,250 braves surrendered?

Up to this time, though we had surprised the enemy and carried everything before us, it was here a nip-and-tuck proposition as to whether we would master the position, and it was not until 4 P. M. when General Ruggles placed all available artillery in position, some sixty pieces, and opened fire on the enemy that we succeeded in surrounding them and effecting their capture; and it was only after this surrender that we could reasonably expect to drive General Grant's army into the Tennessee River or force its capitulation. Having disposed of our prize, we proceeded a mile farther toward the river, but alas! when we reached this place it was 6 P. M., after Buell had made his junction, as feared by General Beauregard. The position of the enemy was a most formidable defensive one, and he in turn had here massed all his artillery, besides two gunboats on the river. His line ran at right angle to the river, from the bluff a quarter-mile above to the Hamburg-Savannah road, half a mile farther west.

To-day, with my knowledge of the topography of the Shiloh battle-field, I can account for the many errors in some reports and also for the shortcomings in the Colonel's book.

Causes Which Lost the Fruits of the Battle.

When on the 2d of April, 1862, Major-General Polk received at about 10 P. M. a telegram from Major-General Cheatham, commanding a division at Bethel, the outpost twenty-four miles from Corinth, saying "that a strong body of the enemy, believed to be Gen. Lew Wallace's division, was seriously threatening his front," Gen-

eral Polk at once sent the dispatch to General Beauregard, who immediately,—through the adjutant General of the Army, General (then Colonel) Thomas Jordan,—transmitted the news to General Johnston, with the endorsement, "Now is the time to advance and strike the enemy at Pittsburg Landing."

General Johnston with General Jordan proceeded to General Bragg's headquarters, and after a consultation in which General Beauregard's suggestion was accepted minute instructions, through Special Orders 8, were at once dispatched by couriers to Generals Polk and Hardee and by telegraph to General Breckinridge at Beirnsville. These instructions were that the next day, April 3, the army was to leave Corinth with forty rounds of ammunition and three days' cooked rations to each man and proceed with the utmost alacrity to Pittsburg Landing, twenty-three miles east of Corinth, to attack Grant's army before Buell's army of 25,000 men could make a junction. And here comes the first cause of failure. Alfred Rowan, in "General Beauregard," volume I, page 275, says: "The march, nevertheless, did not begin at the time directed, chiefly through the misapprehension of the commander of the 1st Corps, General Polk, who, instead of moving forward upon the full verbal instructions he had received, held his corps under arms, and with its trains blocked the way of the other troops . . . but it was already dark before the rear of its column filed out of Corinth." The second cause of failure was the most unfortunate delay on the morning of the 5th, which prevented the battle from commencing on that day at 8 A. M., as intended by General Johnston.

In "The Life of General Albert Sidney Johnston" we read on page 563: "All this was to be done by 7 A. M. on the 5th and the battle to begin at 8." In a little while Bragg's right wing, under Withers, deployed into line, but 8 o'clock came, and then 9, and still the division on his left was nowhere to be

seen. About 9:30 General Johnston sent me to General Bragg to know "why the column on his left was not in position." Bragg replied: "Tell General Johnston the head of that column has not made its appearance. I have sent to the rear for information, and as soon as I learn the cause of its detention he shall be informed." 10, 11, and 11:30 o'clock came, and General Johnston began to show signs of impatience. I was again sent back to know of Bragg "why the column on his left was not yet in position." At length 12:30 o'clock came, and still there was no appearance of the missing column nor any report from Bragg. General Johnston, looking at his watch, then glancing at the position of the sun, exclaimed: "This is perfectly puerile! This is not war! Let us have our horses."

He, Maj. Albert Smith, Capt. Nathaniel Wickliffe, and I rode to the rear until we found the missing column standing stock-still, with its head some distance out in an open field. It was about 4 o'clock when the lines were completely formed,—too late, of course, to begin the battle there. Had Bragg been in the rear attending to his corps, this would not have happened; the battle would have been fought on Saturday the 5th with different results. And Lee would have had different results at Gettysburg had Longstreet, as ordered, attacked at 9 A. M. instead of 3 P. M.

We fought the battle of Shiloh with an army of men the majority of whom were fresh from mercantile houses and the pursuits of a peaceful life, fagged out by a three days' march over very rough roads that were rendered almost impassable by the rain; our officers were insufficient in numbers, and were inefficient because of their ignorance of the tactics of war. In addition to these disadvantages our three days' supply of cooked rations was exhausted, and we feared a junction of Grant's forces with Buell's.

Buell did make his junction with Grant, as was feared by General Beauregard, at 5 P. M. on the first day, two hours, more or less, before cessation of hostilities,

when Ammen's brigade fell in line on the river bluff on the left of the siege guns. Here Chalmers' and Jackson's and Tra-bue's brigades and the 1st Mississippi Cavalry under Colonel Lindsay moved into the valley of Dill Branch and attempted to displace them; but the exhausted condition of our men, our lack of ammunition, the topography of the grounds, and the position of the gun-boats proved insurmountable obstacles; and the attempt failed.

The "famous council of war" of which Colonel Johnston writes on page 566, whether intentional or casual, was a "pause at the Rubicon."

The third cause of failure was the unnecessary exposure of the general in chief, resulting in his death, and the most unfortunate loss of time that brought us on the river bluff after the arrival of Ammen's brigade of Buell's army had saved Grant's army from annihilation or capture. In all these three causes the loss of time was the loss of the fruits of victory.

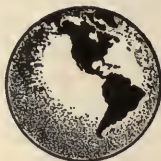
General Albert Sidney Johnston.

True type of the Southern gentleman, noble Christian, brave, honest, dutiful to the marrow of his bones, Gen. Albert Sidney Johnston had been most severely and at times unjustly criticized for reverses that were not always under his control. "The test of merit in my profession with the people is success. It is a hard rule, but I think it right." These few words,—ending his letter of March 18, 1862, to Mr. Davis,—and his offer to turn over to General Beauregard the command of the army bear testimony to the magnificent patriotism of the man and his veneration for the opinion of his countrymen. As he was sensitive and his feelings had been wounded by criticism, we can account for his presence at the head of a charging brigade where he received his mortal wound, instead of being where he should have been,—in the rear of his army. On this occasion, however, he had with him General Beauregard, in whom, unlike his son, he had implicit confidence.

(Continued in August Issue.)

PUBLIC OPINION

What the



World thinks

Ambulance Chasing

THE OMAHA DAILY BEE

Sunday Morning, May 31, 1914

LAWYERS CREATE FAT INDUSTRY AT RAILWAY EXPENSE

Few Minnesota Attorneys Get Rich Out of
Nonresident Personal Injury
Litigation.

TAKE CASES FROM MANY STATES

Solicit Business by Most Modern Com-
mercialized Methods.

SEND OUT AGENTS FOR CLIENTS

Pay Employes of Railroads to Help Them
Land Suits.

CLAIMANTS NOT BIG GAINERS

Often Lose by Process—Lawyers Get the
Long End.

STATE BAR ASKED TO MOVE IN

In Two Years 341 Outside Cases From
Seven States, Aggregating \$6,400,000
Are Brought—Taxpayers Burdened

By JAMES B. WOOTAN.

THE STORY IN NUTSHELL

Cases imported:
Filed Jan., 1912, to Jan., 1914.....341
Now in Twin City courts.....375
Aggregate amount claimed..\$6,358,522.50
Principal railroads as targets—Illinois Cen-
tral, Milwaukee, Burlington, Northwest-
ern, Great Western, Great Northern,
Soo Line, Northern Pacific, Minneapolis
& St. Louis.

Cost to Minnesota taxpayers:
Total per diem court expenses.....\$ 100
First batch of cases, 72 days.....7,200

How suits are obtained:
Solicitation by literature, personal and
circular letters, agents, lecturers and
more devious ways—when necessary.

Here is a story of how a few Minneso-
ta lawyers are getting rich out of non-
resident personal injury lawsuits against
railroads.

Demands for \$6,358,522 from a dozen
railroads in 341 personal injury cases as-
sembled from seven different states, but
all filed in Minnesota within two years,
suggests the possibility of a gigantic in-
dustry originated and maintained by
shrewd lawyers taking advantage of fav-
orable legislation and sentiment and ap-
plying modern business-getting methods to
their profession.

Sixty-two of these cases were brought
against the Chicago, Milwaukee & St.
Paul, representing total claims of nearly
\$1,000,000; thirty-eight were against the
Illinois Central, with claims of \$1,120,000.

Both these roads have their headquar-
ters in Illinois and might have been sued
there. The Illinois Central has only 30.19
miles of trackage all told in Minnesota,
and not a mile in either Ramsay or Henne-
pin county, where the bulk of these cases
are tried. The accidents occurred in Illi-
nois, Iowa, Wisconsin, South Dakota, Ken-
tucky and Tennessee, and the demands for

compensation might have been adjudicated in those states, where also all the claimants resided, except one who hailed from Missouri.

According to the railroads, the chief beneficiaries are the lawyers, not their clients; also that the average net judgment is no larger than may be obtained in a fair case in any other state, if as large. A survey of the lawyers' own exhibits seems to show very few extra large judgments, but a multiplicity of smaller ones. In many instances, the railroads say, the crippled or deluded claimant gets much the worse of it for going to Minnesota with these lawyers.

Here is a case at hand: An Illinois Central switchman lost part of a hand at work in the Chicago terminals. The company says it offered him a payment of \$5,000, together with a permanent job. He hesitated. A firm of these Minnesota lawyers got hold of him. They convinced, first his wife, then him, that he ought to give them the case for trial in Minnesota. He did. The jury gave him a verdict of \$6,000. Accepting the lawyers' word for it, they got one-third, he two-thirds, or \$4,000, with some incidental expenses to look after, and no job. The company, as well as others, says it could recite many such cases.

Why are these multitudinous suits brought in Minnesota?

Say the railroad attorneys: "Because the courts and juries there are favorable to the plaintiffs in this class of litigation."

Say the personal injury lawyers, quoting directly from some of their publicity literature: "Minnesota and its courts come nearer to giving the poor man a fair shake than any other state in the union. Where it is possible, by all means have your case tried in the state of Minnesota."

The railroads insist that a meritorious case has nothing to gain, but much to lose for the claimant, in going out of the state in which it has its origin.

The laws figuring in the situation are, a five-sixths jury system and a statute preventing any trial judge from directing a verdict for the defense in any personal injury suit. He may set aside a verdict, "though no judge ever has," say a dozen railroad attorneys, but he may not, under the law, direct it for the defense.

These laws were enacted by the legislature of 1913. There are those who say the personal injury lawyers did nothing to obstruct their enactment at St. Paul.

Attention is called to these laws in literature sent broadcast by the lawyers soliciting business. Soliciting business is one of the liveliest tricks of the trade. The lawyers—it takes money to play this game—have their personal agents and solicitors, some of whom go from state to state,

others simply covering their own local friends. Many of these agents are employees of the railroads. The Illinois Central railroad is working alive with them, clear down into Louisiana and Mississippi.

Some of these thrifty counselors-at-law have even gone so far in the pursuit of business as to send out lecturers to address large assemblages of railroad employees, or others likely to be hurt by trains.

George C. Stiles

John P. Devaney

STILES & DEVANEY, Lawyers.

535-544 Andrus Bldg. Minneapolis, Minn.

Presented by

A. A. ROE,

75 30th St.,

Milwaukee, Wis.

This is the card of such a lecturer. He represented Stiles & Devaney of Minneapolis, one of the leading law firms in this species of law. Mr. Roe says he was formerly national legislative representative at Washington, D. C., for the Brotherhood of Railroad Trainmen and the Brotherhood of Locomotive Firemen and Enginemen."

On the night of April 21, 1914, Mr. Roe spoke to several hundred men, mostly employees of the Illinois Central, in a hall at 9231 Cottage Grove avenue, Chicago, near the Illinois Central shops, on the subject, "The Federal Employer's Liability Law."

After explaining that he was the agent of Stiles & Devaney, Mr. Roe said, speaking of the firm's "organization":

"They have every city organized clear to the coast, and I put some forty-six experienced railway men to work for this firm. And we have a corps of surgeons, such men as Reed. Every time a case comes up he is examined by our competent men up there, such men as Reed, and when Mr. Reed gives a report on an injury the claim department in that territory don't dispute what Mr. Reed says about that."

"Is it legal to solicit law suits?" a voice asked Mr. Roe.

"Why, I believe there are some state laws in respect to that matter, but I am not posted on state laws."

"Do the courts of Minnesota favor the solicitation of law suits?"

"I would say not."

After extorting his own firm and lambasting their competitors, saying that 90 per cent of the lawyers soliciting business are not competent men and in cases where they are competent they are not financially fixed to handle these matters, Mr. Roe exclaimed:

"We guarantee that any case brought

into Minnesota will be settled inside of eight months, absolutely."

"But you don't guarantee a recovery?" asked the voice again.

"We don't guarantee a recovery, no; but a jury has never failed to bring in a verdict in any particular case to my knowledge."

It cropped out that two shorthand reporters were in the hall taking all that Mr. Roe said, which was a great deal. Mr. Devaney, who happened also to be in Chicago with Mr. Roe, learned of this and was around the next day to say that he hoped the papers would not be tipped off to the meeting or the speech; that he was going to "call Roe off," and "stop this chautauqua end of the play."

These lawyers solicit business by every available means. They write personal letters, secure the intervention of personal friends, send out circulars, pamphlets, lists of cases won setting forth amounts obtained and often have their ambulance chasers on the ground when the "accident" occurs.

One of the captains of the industry is Thomas D. Schall, the blind lawyer of Minneapolis, head of the Security Claim agency. He is very wealthy and very resourceful. On a little brochure sent broadcast by him appear such catchy little phrases as these:

If getting the money talks we have a lot to say.

We never sleep.

The proof of the pudding is in the eating.

Once a client, always a booster.

Robert D. Jones, another Minneapolis attorney, gives a good example of the perseverance characterizing the pursuit of a "prospect."

Anton Bergy of Montevideo, Minn., it seems, was hurt on the Milwaukee railroad December 27. Mr. Jones wrote him as follows:

Minneapolis, Minn., Dec. 27, 1912.

Anton Bergy, Montevideo, Minn. Dear Sir: I have been informed by a friend of yours at Montevideo that some two months ago you sustained serious injuries because of the negligence of the Milwaukee Railway Company, and as yet you have not settled your claim or placed it in the hands of an attorney.

From what I know of your claim I feel that you have a very substantial cause of action. I have a man in my office who is well acquainted in your town and he CAN GET THE ASSISTANCE OF NECESSARY WITNESSES, and for that reason believe that we could handle your case to your advantage.

I will be glad to call and see you, as I am going to be out that way next week, or if you desire I should be glad to have

you call at my office and have a talk with me, and thus give you an opportunity to look us up, and if you do I am sure you will be satisfied that we can handle your claim fully as well as anyone.

If you desire it I can give you some good references right there in your own town. Hoping to hear from you by return mail, I am, yours truly,

ROBERT D. JONES.

This case, of course, involves a resident of Minnesota, but it is typical of scores of nonresidents.

Not hearing from Mr. Bergy, Mr. Jones wrote him another letter on December 30, urging him. On January 20 he addressed Mr. Bergy at Milan, Minn., in a three-page typewritten letter, telling him that he had gathered some information about his case, which convinced him that Bergy had a "very substantial claim." Still another beseeching epistle went forth from Mr. Jones to the obdurate Mr. Bergy on April 2. This one did not stop at three typewritten pages, it went to four, together with an attached list of cases that had been won as samples of the work offered.

In this letter the lawyer made this proposition:

"I will take you to any man you want to go to, or find you a man whom I know can be depended on as being as good as any, and you can take treatments and care from whoever you choose, for as long as you want to, without any expense whatever to you, and I will also advance you any reasonable amount of money you may need until your claim is adjusted, and I will handle your claim on any terms you want me to, and guarantee that you will get what you are entitled to, and as much as anyone can."

Other lawyers go after the business harder and enclose stamped envelopes for replies. W. R. Duxbury of St. Paul, for instance, in soliciting a claim from Charles Foote, a brakeman, attached to his letter of June 25, 1913, a list of "cases won," aggregating \$134,000. In that letter Mr. Duxbury said:

"Within the last eighteen months we have recovered in verdicts and settlements \$134,000 for our clients. Out of the last forty-nine cases placed in our hands we secured an adequate settlement in forty-three of them, going into court in only six instances."

The lawyers tell their prospective clients they get only one-third of the money recovered as their fees. At that rate—although the railroads purport to show that they often get half or two-thirds—Lawyer Duxbury's income for these eighteen months was \$44,666, at the rate of \$30,000 a year.

The Security Claim agency of Minneapolis, T. D. Schall's company, like other

concerns, sends out printed circular letters of stereotyped form. Invariably this postscript appears at the bottom:

"Make no statement, written or otherwise, regarding the accident until you have consulted competent counsel."

On this letterhead of Mr. Schall's company appears a list of nine "solicitors and investigators."

Many of the lawyers send forms of contracts to be filled out by the prospect to insure the case. Here is the form used by Hall, Tautges & Loeffler, Minneapolis lawyers:

This agreement, made this — day of —, A. D. 191—, by and between — of —, party of the first part, and Hall, Tautges & Loeffler, attorneys at law, of Minneapolis; Minn., parties of the second part,

Witnesseth:

Whereas, the party of the first part has a claim for damages against — arising from or growing out of injuries received by — on the — day of —, 19—; and,

Whereas, said parties of the second part are engaged in the practice of law; and,

Whereas, said party of the first part is desirous of having the parties of the second part prosecute said claim against

Now, therefore, in consideration of the professional services heretofore and hereafter tendered by the parties of the second part in the prosecution and adjustment of said claim, the party of the first part hereby agrees to pay to the parties of the second part, their heirs or assigns, or to allow the parties of the second part to retain — per cent of the entire amount obtained in settlement of said claim or of any adjustment secured in any action or actions instituted for the enforcement of said claim.

The party of the first part hereby expressly authorizes the said parties of the second part to institute and conduct a civil action or actions against said —, or make any settlement or compromise of said claim either before or after the commencement of an action or actions, as said parties of the second part shall deem advisable.

In witness whereof the parties hereto have hereunto set their hands and seals the day and year first above written.

In presence of

..... (seal)
..... (seal)
..... (seal)

Other forms of contracts, some much more elaborate, are used by other lawyers. The Bissell Claim company of Minneapolis, run by W. G. Bissell, formerly claim agent for the Great Northern railroad, issues very nifty "Accident Report" blanks.

They are so arranged as to be easily filled out, giving a description of the victim and his injury or claim.

Stiles & Devaney have developed the business-getting part of the industry about as systematically as any. In addition to maintaining a large corps of agents, they maintain offices in thirty-three cities, including Chicago, Omaha, St. Louis, Kansas City, Memphis, New Orleans and San Francisco. Two of their advertising traveling representatives, in addition to their lecturer, Mr. Roe, are P. A. Horton and H. J. Shay, or they were up to the publication of their 1913 edition of "Hints to Personal Injury Claimants."

In this pretentious little booklet of thirty neatly printed pages, Stiles & Devaney outline the whole procedure. First, they devote a chapter to the federal employers' liability law, then they take up "Probable amount of damages recoverable in certain cases," beginning their tabulation with \$10,000 to \$15,000 for loss of hand or arm below the elbow and running up to \$30,000 to \$50,000 for total disability. They then discuss "Juries," "State Courts," "Last Chance Doctrine," "Who May Sue and Where," "Appeals," concluding with a chapter on "No Charge for Advice."

Stiles & Devaney are reputed the wealthiest firm in this business. They have their own hospital at Minneapolis, where they keep their clients pending preparations for the trial or settlement. Stiles owns an elegant home, is a millionaire, according to his official lecturer, Mr. A. A. Roe. And if Mr. Roe is to be believed, he has made it all out of railroad litigation. In the Chicago speech already referred to Mr. Roe explained:

"George C. Stiles is classed as a millionaire. He has been engaged in the practice of law for thirty years, handling nothing but interstate commerce cases against railway corporations and Mr. Devaney came out of school and went right in with Mr. Stiles, handling nothing but that kind of law. They don't know anything but that kind of law."

To impress his hearers that he is perfectly candid with them the speaker added:

"Now that concluded the part as to what my graft is." Again: "Now you have my graft."

Stiles & Devaney are said to have come into the personal injury industry through claims for loss and damage. For instance, the court records show that at one time 100 "loss and damage" freight cases were pending in St. Paul against the Northwestern railroad, every case having arisen along the Northwestern line from Omaha to Lander, Wyo. There was no special reason for taking a single case to Minnesota, except to get into a more favorable

jurisdiction. All could have been tried or adjusted in Nebraska or Wyoming, where they arose.

Stiles & Devaney were the attorneys in seventy-four of these 100 cases and they get about 75 per cent of all of that kind. They have had many against the Union Pacific and Burlington. As a matter of fact, the loss and damage freight cases outnumber the personal injury cases three to one. The non-resident personal injury industry seems to have been an outgrowth of these loss and damage claims, although the latter are more often settled out of court, with the claim departments of the railroads.

Illustrating a further development of the industry the firm of Hall, Tautges & Loeffler, Minneapolis, like some of the others, get hold of railroad and former railroad employes to work among their fellows. Here is a sample letter written by one of these agents, soliciting a case from a former fellow employe, which is characteristic:

Minneapolis, Minn., Dec. 5, 1912.

Mr. Edberg—Dear Sir: Having saw an account in the paper where you were injured working for the Great Northern. I used to work there myself and I know

the game. I cannot work there any more. I have a job now that burns up the railroads. I am working for Albert H. Hall and William A. Tautges, and we get the money for the boys that get hurt, and we don't keep it all, either, like some of the wise guys here in the city. We will guarantee to treat you right. Ask Peckover what we done for him, or ask Red Boil, Ed Fay and several other boys. We got the money for where the company would not pay 1 cent otherwise, we take the cases on a small commission and when the contract is made out you get a copy and whatever we say in that contract is as good as the wheat in a mill and the toll paid. These fellows have been in the business for twenty-seven years and know the game. I would suggest that you don't sign any papers of any kind for anybody, and don't tell anyone how it happened, for they will fix the statement to suit themselves. Now I enclose one of my cards and if you want me to come and see you, tell one of the nurses to call me up or write me and I will take care of your case. The evidence should be looked up at once. Hoping to hear from you soon. I remain, yours respectfully. Show this to Cary, too.

A. E. GANNON.

722 New York Life Bldg.

THE OMAHA DAILY BEE

Monday Morning, June 1, 1914

DOZEN RAILWAYS SUED FOR MORE THAN \$6,300,000.

Industry Built Up by Lawyers Without Attracting Attention of Minnesota People.

CENTERS IN THE TWIN CITIES.

State Supreme Court to Rule on Legality of Traffic.

RIGHT OF NONRESIDENT TO SUE

Question Raised in Hope of Breaking Up the Industry.

COURT DOCKETS ARE SWAMPED.

Judges Kept Busy Trying Cases from Other States.

MEANS \$100 A DAY TO TAXPAYER.

Schedule Showing Cases and Amount as Apportioned Among Various Roads, Also the Leading Lawyers in Game.

(By JAMES B. WOOTAN.)

IMPORTED CASES IN TWO YEARS.

Railroads	Amount of Claims	No. of Cases.
Illinois Central	\$1,126,000.00	38
Milwaukee	997,162.00	62
Great Northern	1,066,934.00	64
Omaha	448,305.00	29
Burlington	375,730.00	17
Great Western	632,976.50	27
Soo Line	552,925.00	23
Northwestern	235,550.00	11
Minn. & St. Louis.....	325,180.00	15
Northern Pacific	201,300.00	13
Other roads	395,460.00	42

Totals\$6,358,522.50 341

Lawyers.	Number.
S. A. Anderson, St. Paul.....	72
Barton & Kay, St. Paul.....	60
Stiles & Devaney, Minneapolis.....	48
T. D. Schall, Minneapolis.....	29
Other attorneys	132

Total 341

	Hennepin County (Minne- apolis.)	Ramsay County (St. Paul.)	St. Louis County (Du- luth.)
Cases brought in..65		198	33
Other counties,..45			

Many cases brought since January 1, 1914.

That such an industry as represented by these figures, further explaining the non-resident personal injury litigation against railroads in Minnesota could be built up over a period of two years without attracting the attention of the Minnesota taxpayers on whom it imposes a tremendous financial burden is one of the strange features.

Since these lists were made up the first of the year, many additional cases have been filed and yet the railroads, themselves, only recently awakened to the situation. They got their heads together in a plan to "move in" against the graft. Their legal departments took the matter up with the Minnesota State Bar association, which in turn authorized its committee on ethics to co-operate with the railroad attorneys in a complete investigation. That investigation has been made and the results placed in the hands of Judge Lorin Cray of Mankato, chairman of the bar association's ethical committee. The association is to meet in July. Some disbarments are expected, but all agree that they alone will not break up the questionable practices, that far more drastic action will be necessary.

The question of the right to bring cases from other states and compel their trial in Minnesota is now pending on appeal before the Minnesota supreme court. It came up from Judge Childress' district court in the southern part of the state. The plaintiff resided in Nebraska, was injured in Iowa and sued in Minnesota. Judge Childress refused to try the case simply on the ground that there was no valid reason why the expense of it should be imposed on the taxpayers of Minnesota, when it could as well be tried in either of the other states, and besides that Minnesota courts were being deluged by these non-resident cases.

After this decision had been appealed by the personal injury lawyers, Judge William E. Hale of Minneapolis declined similarly to try another non-resident case, and further action in it awaits the ruling of the supreme court.

District court judges in St. Paul and Minneapolis are finding it necessary to call in judges from outlying counties to help them. One judge in each city is said to be giving practically all his time to this non-resident litigation. These judges are paid \$5,700 a year each, their bailiff \$1,200, clerk \$1,200, reporter \$2,000, making \$10,000, a year for each bench. The per diem expenses for maintaining a court for the benefit of these

non-resident litigants are placed at exactly \$100. Last year twenty-three days, or \$2,300, went for the trial of cases against the Illinois Central alone.

There are now 1,172 untried cases on the Hennepin county (Minneapolis) calendar, about 250 of which are non-resident personal injury cases and many others are non-resident loss and damage cases. The percentages run about the same for St. Paul in Ramsey county. Unless there is a check somewhere this graft, of course, will be magnified and the burden on the Minnesota taxpayers vastly increased. Hennepin and Ramsay are not the only counties in the state where such actions are brought. A great many have been brought in St. Louis county (Duluth), and others.

Of course, while it means a heavy financial drain on Minnesota, it is like-wise laying an enormous extra burden of expense on the railroads. The Illinois Central alone reports its legal department expenses for 1913, \$50,000 above normal owing to this litigation. Most of this was spent in transporting and maintaining witnesses from other states. Many witnesses were carried from Mississippi, Louisiana, Tennessee and Kentucky to Minnesota and the railroad officials say that every case compelling their presence in Minnesota might have been tried in their own states.

The railroads undertake to show that in a great number of these cases the victim who sues comes out of the little end of the horn. That is, he does not get more by turning his case over to the Minnesota lawyer than he would by settling direct with the company and often not as much. While these lawyers advertise that they take only one-third of what they get for their client, the railroad men purport to show that they very often take two-thirds or more. Besides, the litigant, if an employee, loses his place with the company.

Many of these personal injury cases involve employes of railroads. The railroads complain that they are thus exposed by their interstate character, as purely state corporations that are protected by the state compensation acts are not. They are contending for an adequate federal compensation and liability law that will afford them equal protection from the ravishing greed of such grafters.

The personal injury lawyers "get away" with their graft by claiming the right to import such litigation from other states under a certain act of the interstate commerce law, which enables a plaintiff to sue in his own state, the state where the defendant resides or any other he may choose. Then they go back finally to the so-called immunities clause of the federal constitution, section 2 of article 4:

The citizens of each state shall be entitled

to all the privileges and immunities of citizens in the several states.

They cite certain rulings tending to support this contention, but the railroads combat this view, taking the position that a different attitude on the part of the Minnesota courts, both trial and appellate, would soon establish the futility of this argument. It is the avowed belief of railroad attorneys that the graft flourishes simply because thus far it has been made popular to "skin" the corporations, largely regardless of the merits of the issue.

Some of the lawyers are beginning to scent trouble. "It has been coming too easy to last," said one recently. They, like the railroads, feel that the graft will never withstand the withering test of publicity.

Railroad attorneys contend that the proper use by judges of their discretionary powers of entertaining jurisdiction would go a long way toward stopping the abuse. They point to the precedents of other states, particularly New York, for proof of this. Yet

to clinch any action depending upon the personal equation in the courts, the railroads conceive the necessity of remedial legislation. To this end they are suggesting to the Minnesota Bar association the enactment of laws by the legislature dealing with the problem. As a model they point to a law in Texas on the subject of venue for suits for personal injury or loss and damage. This statute rests on the principle that the suit must be brought either in the state where the injury happened or the plaintiff resided at the time of the injury, or, in any event, in the county nearest the plaintiff's residence at the time of the injury.

In addition to this proposed law, they would also have one enacted making it illegal for lawyers to solicit business in this wholesale fashion. There is some talk also of putting the matter up to the federal congress with a view of securing the enactment of a law to fortify any legislation by states.

THE OMAHA DAILY BEE

Tuesday Morning, June 2, 1914

SHADY SIDE OF THE BIG PERSONAL INJURY INDUSTRY.

Cases Suggest Devious Methods Sometimes Employed by Lawyers to Land the Railroad Money.

COURT AND JURIES ARE KIND.

Case Tried Three Times, Affirmed on Last Appeal.

CLIENTS OFTEN GET SMALL END.

Poor Woman Gets \$2,800 of a \$10,000 Settlement.

LAWYERS SEIZE LION'S SHARE.

Yet They Advertise Generosity to the Claimants.

SAMPLE OF GETTING BUSINESS.

List Sent Out by Lawyer Purporting to Show Cases Settled—Claimants May Not Fully Appear.

By JAMES B. WOOTAN.

An Iowa country girl who had seldom ridden on trains takes the Minneapolis & St. Louis for a visit. Eager to get off, grip in hand, she alights 40 feet before reaching

the depot, with the train going fifteen miles an hour. The brakeman of her own train and fireman and engineer of a train on a siding see her, but are unable to stop her; they hasten to her. The roadmaster and an insurance man, who are on the train, observe her as their car passes, the train still going toward the depot. These men and others at the station look back and see the girl carried up to the station.

The girl fell into the hands of some of these lawyers. They had her testify that she started to get off at the depot while the train was standing still, and that it suddenly started and dragged her a considerable distance. Eight persons, eye witnesses, testified the accident happened 400 feet before the train reached the depot and while it was still in motion. The brakeman testified he saw the girl start to alight and tried to get to her and prevent her.

Somewhat Typical Case.

This is a somewhat typical case, according to railroad authorities, in one phase of the industry in non-resident personal injury litigation built up at the expenses of the railroads and the Minnesota taxpayers by a few shrewd lawyers in Minneapolis and St. Paul, together with a few other Minnesota points.

This case was tried three times in Minneapolis, twice the girl, save two women who only said she was on the train at the depot, her sole witness against these eight, got a verdict and twice the supreme court set it aside. On the third trial she got a ver-

dict \$15,000. This time the supreme court affirmed it, saying that while the case was not without its difficulties, there must be an end of litigation somewhere. The girl claimed to be paralyzed. Sometime after she went to Minneapolis to visit a lightning-cure "specialist." A little after entering his office, she suddenly arose, threw away her supports and walked out hale and hearty.

This case is typical of many that go to make up this Minnesota industry of non-resident personal injury litigation against railroads. How much of this \$15,000 the girl herself received, no one knows. While the lawyers advertise generosity with their clients, many clients, if they would, could relate different tales.

Client Gets Little.

A woman was badly hurt on one of the lines converging in the twin cities. She sued the company through a firm of the Minneapolis lawyers and got a judgment of \$20,000. The court cut the judgment to \$14,000. The railroad appealed the case. While it was pending on appeal the road effected a settlement with the lawyers at \$10,000. The attorneys for that road declare the poor woman only got \$2,800 of that \$10,000. The lawyers often scale down such allowances to their clients by introducing the doctor bills and other incidentals, although they explicitly advertise that they pay all doctor's fees and give their clients two-thirds of the proceeds net.

Another woman had a claim against the Milwaukee railroad at Minneapolis, which the road was willing to settle and did settle at \$2,500. The woman's lawyer obligingly offered to take the company's check, cash it, pay the woman her share, which was the major portion, and take out his "little fee." The company turned over the check to him. The next day the woman came to it with the complaint that she had been given only a few hundred dollars, of the \$2,500. By the speedy action the railroad attorneys got hold of the thrifty lawyer and made him disgorge the woman's rightful share.

Fraud and Fake.

Instances of fraud and fake are numerous in this line of litigation. The Great Northern railroad has a nice surprise party awaiting a certain individual who is suing it for \$21,000. He alleges a permanently disabled left arm and shoulder. Pending the hearing of his suit, however, he is enjoying himself at one of his hobbies of motoring. And the company's photographer has snapped him several times in the act of cranking up his own machine, then leaping nimbly into it and whisking away.

The Great Northern has had to run its legal department expenses up about \$100,-

000 a year as a result of this industry, and it is making every possible effort to cut down expenses.

One of the most interesting frustrations was accomplished by the Northern Pacific, yet not without a regular trial in court. A traveling man residing in St. Paul sued the road for \$3,000 for alleged injuries at Mackenzie, N. D. He was on a passenger train which by some means or other was "cut in two" his section bumping down a siding until his car leaped the track. It was moving slowly, however, and finally stopped of its own motion without any injury. This was on November 12, 1911. On November 10, 1913, this man, with three others, some of whom were intoxicated, was in a serious automobile smash-up in St. Paul. They were joy-riding when their machine got away from them and collided with an iron telephone or light pole. The machine was split in two and the men all badly hurt.

Good Excuse to Sue.

That was as good an excuse to sue a railroad as one lawyer wanted. He nailed his man and together they made out their case. This case was tried at St. Paul late in April of this year. The railroad won only after as desperate a fight as if the case had actually been bona fide, and when the verdict of the jury was telephoned into the railroad's legal offices its attorneys who had fought it through were as jubilant as if they had actually achieved a signal victory.

This man swore on the stand, under his lawyer's direction, that his injury came from from the accident at Mackenzie, N. D., two years before; that at that time he was so badly hurt as to be unable to travel and laid in bed at Fargo seven days. The railroad produced the books of the company for which this fellow had worked to show that he never lost a day; that instead of being laid up for seven days immediately following the accident, he made five towns the very next day. The man swore that he had been earning on the road from \$150 to \$300 a month. The company's books showed that the most he ever earned was \$176 a month for only one month and that his highest annual income was \$1,400, and that this was earned in the year following his alleged injury at Mackenzie.

Yet when this case went to the jury after a severe trial the jury balloted several times before reaching a conclusion in favor of the company. The plaintiff's attorney in this case was Tautgess of the firm of Hall, Tautgess & Loeffler of Minneapolis.

Poor Lawyers Barred.

This is no business for a poor lawyer or a young one just starting into practice, unless he can get in with one who has the money. For it takes money to play this

game. It requires an immense amount for advertising—under cover—soliciting and maintaining agents. Besides, some of the more successful practitioners, such as "Bill" Keefe of St. Paul, who though not a lawyer is a pioneer at the business, with S. Anderson as his chief lawyer; Stiles & Devaney of Minneapolis and others, have their own "homes," or hospitals, where their patients or clients are kept. It is much safer to keep a client at one's own hospital where he knows all that goes on.

The railroads profess to have a record of a case where one of the clients with a broken arm was kept at a hospital for thirteen days before anything was done to relieve his injury. The worse the injury the better the chance for damages.

Then another source of expense is the payment of contingencies and the purchase of claims. These lawyers very frequently go to an injured person and guarantee him any amount he is offered by the company

in a proposed settlement, simply buying the man's claim. They also pay as high as \$100 a month contingency pending the trial. This all takes money. This is one reason why the industry is monopolized by a handful of lawyers.

One of the most resourceful of these personal injury experts is W. R. Duxbury of St. Paul, who served many years as a railroad lawyer.

List of Exhibits.

Here is "the enclosed schedule of recent cases" Mr. Duxbury sends. The case of Burho against the Minneapolis & St. Louis Railroad, with a verdict of \$25,750, was, according to the railroad's lawyers, finally settled at Washington, D. C., pending appeal, for less than the amount stated. This is a sample list, which seems to verify the statement made in contradiction to the personal injury lawyers that the average judgment in Minnesota is not greater than elsewhere:

PARTIAL LIST OF VERDICTS AND SETTLEMENTS.

Title of Action	Verdict or Settlement	Amount offered before we took charge of case	Am't we obtained client
Bota vs. C., M. & St. P. Ry.....	Settlement	Nothing	\$ 800.00
Dougherty vs. W. & L. Herald.....	Settlement	\$ 1,000.00	4,000.00
Burho vs. M. & St. L. R. R. Co.....	Verdict	10,000.00	24,750.00
Prlegge vs. G. N. and N. P. Rys.....	Settlement	300.00	800.00
Windenwerder vs. G. N. & Soo L. Rys.....	Settlement	500.00	2,500.00
Murray vs. G. N. Ry.....	Settlement	1,500.00	3,750.00
Heffron vs. Street Ry. Co.....	Settlement	200.00	500.00
Gage vs. M. & St. L. R. Co.....	Settlement	1,000.00	5,000.00
McDonald vs. G. N. Ry. Co.....	Settlement	2,000.00	7,500.00
Snyder vs. Box Board Co.....	Verdict	250.00	2,500.00
Bowen vs. Mpls. Gen. Elec. Co.....	Settlement	2,000.00	6,000.00
Peters vs. No. Pac. Ry.....	Settlement	350.00	1,100.00
Barry vs. Soo Line Ry.....	Settlement	3,000.00	10,000.00
McGovern vs. Soo Line Ry.....	Settlement	1,000.00	3,200.00
Harouff vs. Chl. Gt. Western Ry.....	Settlement	Nothing	400.00
Leko vs. North Am. Tel. Co.....	Settlement	50.00	1,000.00
Meyers vs. C., M. & St. P. Ry.....	Settlement	1,500.00	6,000.00
Cowing vs. Spokane & I. E. Ry.....	Settlement	200.00	1,000.00
Heller vs. Soo Line Ry.....	Settlement	500.00	2,000.00
Vander Wegen vs. Gt. No. Ry.....	Settlement	1,000.00	2,100.00
Hill vs. Jones.....	Verdict	Nothing	5,000.00
Bray vs. Duluth Edison Electric Co.....	Settlement	800.00	2,100.00
Wiegmann vs. Soo Line Ry.....	Settlement	200.00	625.00
Koller vs. G. N. and C., St. P., M. & O. Rys.....	Verdict	Nothing	7,500.00
Dieter vs. B. & O. Ry.....	Settlement	Nothing	600.00
Johanson vs. Mpls. Drug Co.....	Settlement	250.00	1,000.00
P. Leko vs. C., B. & Q. Ry.....	Settlement	1,000.00	4,500.00
Vaughan vs. Ry. C. C. A.....	Verdict	Nothing	500.00
Ryerse vs. Soo Lin Ry.....	Settlement	Nothing	400.00
Johanson vs. Am. H. & D. Co.....	Settlement	50.00	400.00
Kalmar vs. Engine Works.....	Settlement	45.00	500.00
Colberg vs. Street Ry. Co.....	Verdict	150.00	800.00
Peterson vs. Brooks.....	Settlement	100.00	500.00
Ulm vs. Deeks & Smith.....	Settlement	50.00	400.00
Joiner vs. Street Ry Co.....	Settlement	Nothing	500.00
Holman vs. St. P. P. G. L. Co.....	Settlement	500.00	1,500.00
Davis vs. Street Ry. Co.....	Verdict	400.00	1,500.00
Moritz vs. C. & N. W. Ry.....	Settlement	Nothing	1,000.00
Dunn vs. C. & N. W. Ry.....	Settlement	500.00	2,000.00
Sperry vs. Winnett & Burdick.....	Settlement	Nothing	2,500.00
Bulatovich vs. C., M. & St. P. Ry.....	Settlement	Nothing	500.00
Cook vs. C., M. & St. P. Ry.....	Settlement	1,000.00	3,600.00
Steen vs. C., M. & St. P. Ry.....	Settlement	Nothing	1,000.00
Sodergren vs. Gt. No. Ry. Co.....	Settlement	300.00	1,000.00
Ellickson vs. M. & St. L. R. R. Co.....	Settlement	250.00	1,000.00
Peterson vs. M. & St. L. R. R. Co.....	Settlement	500.00	1,875.00
Shewlin vs. C., M. & St. P. Ry.....	Settlement	1,000.00	3,500.00
Williams vs. Dickson.....	Verdict	100.00	1,100.00
Schloesser vs. C., St. P., M. & O. Ry.....	Settlement	Nothing	1,000.00

Totals \$33,545.00 \$133,300.00

In these instances we recovered four times the amounts offered in settlement to our clients before we took charge of the cases, and settled forty-one out of forty-nine, without the expense of going into court.

The railroads not only emphatically deny this last statement, but go on to show that, counting for the amount paid the lawyers and the loss of employment to those who might have it from the roads, the claimants come out of the majority of cases in Minnesota very much worse off than had they settled direct with the companies.

According to the railroads these sample lists are not so arranged as to reflect all the little details. For instance, they do not always disclose just how the spoils

were divided as between the lawyer and his client. One of the tricks of the trade, so the railroads say, is for the personal injury lawyer to drag a "settlement" or suit along as long as possible and the result generally is a big amount of fees and "expenses" to counterbalance whatever the client is supposed to get.

This much seems plain—these lawyers are in this unusual game, not for their health, nor that of the claimant against a railroad, but for their own financial enrichment.

HOW TO STOP AMBULANCE CHASING

PITTSBURGH, June 6 (On Train.)—To the Editor of the Bee: I read with great interest your article entitled "Lawyers Create Fat Industry at Railway Expense." I have often wondered how much longer the people of Minnesota would stand for such a game. I think you have started something, and the taxpayers of Minnesota will now sit up and take notice.

Minnesota should have the same law as Maryland relative to "Ambulance Chasers." The "Ambulance Chasers" had become so bold at Baltimore that I have seen the lawyers' runners get in the ambulance with the injured person and hold his hand while he signed a contract with the lawyers to handle his case, and at the same time the injured man was so badly injured that he did not know what he was signing.

For the benefit of your readers, I will quote the Maryland law relative to "Ambulance Chasers" passed April 18, 1908, as follows:

Section 1—Be it enacted by the general assembly of Maryland, that the following additional section be added to Article 27 of the code of public general laws of Maryland, entitled "Crimes and Punishments," subtitle "Barratry," to be known as Section 17-A, and to read as follows:

17-A.—Whoever, for his own gain, and having no existing relationship or interests in the issue, directly or indirectly, solicits another to sue at law or in equity or to make litigious claim; or to retain his own or another's services in so suing or making litigious claim; or whoever, knowingly, prosecutes a case in which his services have been retained as a result of such solicitation; or cause any case to be instituted without authority; or whoever, being an attorney-at-law, directly or indi-

rectly agrees to procure another to be employed as an expert witness or otherwise, or persuades another to be so employed in consideration of his soliciting litigious business, or undertaking to solicit it, or in any other way compensates another for so doing, shall, upon conviction thereof, be punished by a fine of not more than \$500, or by imprisonment in jail for not more than three months, or by both. Any solicitation as aforesaid, shall be prima facie evidence that the person so soliciting is doing so for gain. The term attorney-at-law shall include counsellor-at-law, provided that nothing herein contained shall impair or effect the disciplinary powers of the courts of this state over attorneys and counsellors-at-law appearing and practicing in the same.

I was connected with the New York Sun in 1908 and assigned to look into "Ambulance Chasers" cases in Maryland, which the taxpayers were bitterly protesting against, as so many cases of fatal and personal injuries were being brought to the courts of Maryland by other states; and I was one of eighteen reporters who furnished the data for the commonwealth of Maryland, which brought about the above mentioned law.

I am, at present, a taxpayer of Minnesota, and as a taxpayer, I protest against this system of robbing us by lawyers of the class you so well describe, by bringing cases into our courts from other states. I think it time the honorable bar associations of the many counties of Minnesota look into such methods of their colleagues, the same as the bar associations of Maryland did and have such a law passed as the Maryland law above mentioned.—X. X. Reader, The Omaha Bee, June 9, 1914.

National Ambulancing

THE last exhibit of efficiency in ambulance chasing comes from Minnesota.

Firms of lawyers in Minneapolis and St. Paul have established a system of runners, a literary bureau and employed

lecturers to go over the lines of the great railways and to seek damage suits. The activities of these men are manifest here.

Already a number of cases in the local territory against the Illinois Central Railroad have been transferred to Minneapolis or have been instituted at Minneapolis.

In the State of Minnesota there is what is known as five-sixths vote for verdict on the part of a jury. A trial judge may not direct a verdict of acquittal or a verdict for the defendant in a damage suit, though he may set a verdict aside.

These laws are of recent passage. As soon as they were passed groups of law firms in Minnesota immediately began to scour the country for business, seeking to get the business of railroads that have branch lines in Minnesota. The principal roads sued are the Illinois Central and the trunk lines going west out of Chicago, most of which have main lines or branches in Minnesota.

Up to January 1, 1914, 341 cases were imported into Minnesota. There are now 375 cases awaiting trial in Minneapolis and St. Paul. The aggregate amount claimed is \$6,358,522. The suits are from seven different states.

Ex-railroad employes go up and down the railways lecturing the boys and telling them in case they get hurt to report the matter to the firm for which the solicitor is working.

Of course the ending is worse for the injured party than if he sued at home. If a verdict of \$6,000 is returned in Minneapolis \$4,000 goes to the attorneys and the injured man gets the rest.

One of the law firms in Minneapolis has a hospital and a corps of physicians. When the injured person files suit he goes there, is thoroughly examined and is thoroughly tuned up for the trial.

Ambulancing has been a curse throughout the country for many years. The high cost of living has made it necessary for the damage suit attorneys to get more business. Those of them who do ambulancing are therefore driven to greater exertion, but the St. Paul and the Minneapolis men have nationalized ambulance chasing. They have brought it up to date. They have made it efficient.

Unless local ambulancers organize against these men Minnesota attorneys will get all the business.—Editorial, Commercial Appeal, Memphis, Tenn.

Railways Should Receive More Pay

WASHINGTON, D. C., June 14, 1914.—"I am thoroughly convinced that for carrying the mails the railroads should be paid a rate that will give them the same returns, per car-mile, that they get on an average from passenger traffic," said former Senator Jonathan Bourne, Jr., chairman of the Joint Congressional Committee on Railway Mail Pay, this morning. "I am speaking entirely for myself and in no manner for the Joint Committee on Railway Mail Pay. My conclusions have been reached after many months' study of the subject.

"The desiderata in mail transportation by railroads are frequently, regularity, speed and safety. Mail is car-

ried almost entirely on passenger trains. The volume of passenger traffic determines and primarily controls the frequency, speed and regularity, and to a great extent the safety, of railroad passenger transportation. Hence, everything that is necessary for increased volume of passenger traffic is a relatively corresponding benefit to the mail in its transportation over the railroads.

"The Post Office Department has advanced the theory that the mail shall not bear its relative proportion of expensive terminals, ticket agents, and many other things pertaining to the passenger service, but I assert this contention is not sound. The volume

of passenger business depends on all of those things and they are necessary to the increase of passenger business and, hence, necessary for mail transportation, and the government should pay its relative proportion of same.

"With these premises and deductions I again assert that my own conviction is that the government should at least pay a car-mile rate equivalent to the average passenger car-mile rate for the last five years, assuming the passenger car-mile rate to be a just rate, namely, a little over 25 cents per car-mile. If my premises are sound, my deductions are certainly syllogistical.

"The duty of our committee is to determine, as far as it is possible to determine, what is a just compensation to be paid to the railroads for the carriage of mail. The apparent aim of the Post Office Department has been to evolve a method by which the railroad mail pay could be reduced. Government is formed for the protection of its citizens, and the preservation of their personal and property rights. It ought to set an example for all the people and should, therefore, itself do justice to each individual in society."—Editorial, Nashville, Tenn., Commercial News.

Sublimated Gall

THE queerest damage suit ever instituted against a common carrier in this state has been docketed in the Circuit Court of Pike county. A. M. Newman filed a declaration against the Illinois Central Railway asking damages in the sum of \$2,999.99, the amount being put at that odd figure to prevent a transfer of the litigation to the Federal Court.

Several months ago Newman killed Jack Ansley, conductor on an Illinois Central train at Summit. The two men had engaged in a fight, and Newman claimed that he acted in self-defense. The tragedy aroused much bitterness between friends of the two men, Newman belonging to a prominent family, while Ansley was one of the most popular conductors on the system.

Newman was indicted for murder, and acquitted after a hard-fought trial. Ordinarily it would be expected that a man would be satisfied with an outcome of that sort, but not so with Newman. He wants \$2,999.99 in perfectly good money from the railroad company's exchequer, not for any damages received in the fight with the conductor who fell victim to his bullet, but because of the annoyance, embarrassment and humiliation the tragic incident has caused him, and also to pay a fee of

\$2,000 which he pledged to the attorneys who defended him.

Newman does not explain why he wants the additional \$999.99, unless it is for mental anguish, or as a balm to his conscience because he slew a fellow-being. Ordinarily, a man with the gall to ask for damages under such circumstances might be expected to file an itemized statement. For instance, he might include therein the cost of the bullets he pumped into the body of his victim, a *per diem* for the brief period spent in jail while held under the murder charge, and speculative items on the sums he might have made in various ventures during the interval between the tragedy and the acquittal.

The Circuit judge who would give serious heed to such a damage suit ought to be taken off the bench and bored for the simples. We opine that Mr. Newman's damage suit will be promptly thrown out of court on a peremptory instruction. The railroads in this state have been buncoed and flim-flammed in shameless fashion, but we do not believe the point has been reached where individuals will be awarded damages because they have killed conductors. — Editorial from Jackson Daily News, June 26th, 1914.

Interesting Information from the New York News Bureau

Illinois Central Increases Car Order.

Tuesday, June 23, 1914.

THE Illinois Central has given an order for 2,000 additional freight cars, bringing the total amount up to 5,000, a previous order for 3,000 cars having been placed early this month.

Arrangements have also been made by the company for the ordering of steel underframes for 30,000 cars now in service to cover a period of three years or at the rate of about 10,000 a year.

The board of directors has also authorized the scrapping of 10,000 old 30-ton cars which have become obsolete, and it is expected that this will be accomplished within the next year.

The new cars ordered are of 40-ton capacity, so that it is estimated by the management that the additional tonnage that will be carried by the new cars, together with the smaller expense in their upkeep, will more than overcome the loss in tonnage as a result of scrapping just double the amount of cars now on order.

On March 12 of this year the company ordered 50 Mikado locomotives from the Baldwin Locomotive Works and on March 16, 22 switching locomotives from the American Locomotive Co. These new engines will be delivered in time to be pressed in service for handling this fall's crops.

It is authoritatively stated that the company will do no new financing to provide funds for the payment of this new equipment, but that it will be paid for with funds in the treasury.

Nor will it be necessary for the company to do any new financing for the present in order to provide funds to carry on its campaign of improvements and betterments, the details of which have already been published.

The order for the 2,000 additional cars is distributed among the following four companies: American Car & Foundry Co., 500; Western Steel Car Co., 500; Standard Steel Car Co., 500, and the Barney & Smith Car Co., 500.

Despatches from Chicago recently were somewhat misleading in that they indicated that the company had just undertaken the expenditure of \$10,000,000 for improvements and betterments to the property. The facts are that many of these proposed improvements have been under way for some time, others were authorized some time ago, but have only recently been commenced, while still others are nearing completion.

The improvements at Kensington, for instance, which will cost between \$2,500,000 and \$3,000,000 have been under way for some time and the work is that of elevating the tracks at that point where several other roads cross the Central's lines. The work at the Memphis terminals also has been under way, and provides for the building of a new passenger station at that city as well as realignments, etc.

The 37 miles of double track work is new and has just been commenced. This will probably cost in the neighborhood of \$1,500,000. The line will extend from Fulton, Ky., and Memphis, Tenn., and its completion will give the Illinois Central a double track line all the way from Chicago to New Orleans. When this new track is laid the necessity of detouring business over other lines will be eliminated and efficiency of the system greatly increased. The other miscellaneous improvements at various sections of the system, the most important of which is the Kentucky division grade reduction, at a

cost of about \$900,000, will also add to the efficiency of the road.

One who has recently visited the South in the territory served by the Illinois Central says that the outlook for crops in that section was never better. The cotton plants in Alabama, Georgia and Louisiana look fine and give promise of a large yield. In Texas some damage has been done, but the indications are that the crop in that State will be about on a parity with last year.

This year there will be a large amount of wheat shipped from Oklahoma and Kansas territory and the Illinois Central expects to obtain a considerable tonnage for New Orleans for export. This movement will be large, it is expected, as the wheat crops in the sections mentioned during the past couple of years have been poor. The road has enjoyed a liberal tonnage of corn, however.

With the harvesting of large crops, the purchasing power of the district east of the Mississippi river in the territory served by the Illinois Central will be very great and it is pointed out that such a condition will make for better business throughout that section of the country. Therefore, the Illinois Central expects to handle an unusually heavy tonnage this fall on both north and southbound trains. Last year the banks in that section of the country compelled the farmers to pay up their loans after the crops were harvested. As a result, it is stated, there was but a

small surplus left for the farmers to spend. This year, however, no such condition will exist and after the crops are moved there will be left a very large free surplus for the rural element to utilize in such ways as may be deemed expedient.

Therefore, the prediction is made by experts who have studied the situation in the past that commercial activities will receive considerable stimulus this fall and winter. This condition always results in good earnings for the railroads. The Illinois Central will be one of the companies to benefit from it, as it has expended liberal amounts on its property which is now in excellent condition, and will be in much better shape when the improvements now under way are completed.

It is estimated that the Illinois Central will earn in the neighborhood of 8 percent on its outstanding capital stock for the fiscal year to end June 30 next. Revenues of the road, it will be recalled, have shown satisfactory increases from month to month until at the close of April there was a gain in gross for the ten months of over \$2,000,000 and about \$1,000,000 in net after taxes. In April alone the gain in the former item was about \$265,000 and \$263,000 in the latter, as compared with April a year ago. The company has been free from floods during the entire fiscal period and the large earnings are ascribed not alone to this condition, but also to the high standard of efficiency maintained on all parts of the system.



WASHINGTON STREET, VICKSBURG, MISS., LOOKING NORTH AND SOUTH.



J. W. MARELIUS.

The officers and employes of the Traffic Department want to take advantage of the columns of *The Employes' Magazine* to pay tribute to Mr. J. W. Marelius, a loyal and conscientious employe of our General Freight Department, who retires from the service on pension, effective July 1st, having reached the age limit of 70 years.

Mr. Marelius was born in Sweden in June, 1844, and landed in New York just after the close of the Civil War. After struggling in the East for a short time, in a new country and with a

strange tongue, he arrived at Chicago in the early sixties at the foot of Van Buren street, where, in sharp contrast to the imposing aspect of today, he found a crude roadway bordered by rough wooden sidewalks, some being on grade and others as high as twelve feet above grade.

After employment as a chemist and later graduating from a local medical school as an M. D., which vocations he afterwards abandoned, owing to the immediate necessity of earning a livelihood instead of undergoing the "starvation period" of a young doctor, he secured a position as stenographer in the General Freight Department of the Illinois Central Railroad in 1881, where he gave faithful and loyal service as Secretary to the General Freight Agent and Clerk right up to the day of his retirement.

After thirty-two years of service he is still in full possession of his health and vigor and "Doc" Marelius, as he is fondly called by those who know him well, carries away with him all the best wishes of his co-workers in the Traffic Department, including the officers, from Vice-President Bowes down.

One of his immediate superiors makes the following fitting comment:

"He is an ardent lover of truth, and as an example of a pure, wholesome and homely man, his association with us, the young and old of the General Freight Department, has been and is our good fortune and blessing."

Surely that man has not lived in vain who, after years of struggle and hard work, leaves a thirty-two years' service record with an unsullied reputation for truth and honor.

A Compliment to Conductor Ross and Brakeman Coffee

Rock Well City, Ia., May 31, 1914.

Dear Sir: I take pleasure to inform you of Conductor N. A. Ross and Brakeman M. J. Coffee of being the most accommodating and civil railroad men I have met in my travels on many roads, and I thank you to notify them of same.

I remain, a friend of I. C. R. R.

A. N. GARDNER.

To the Clergy of the United States

A Letter from the Secretary of the Church Peace Union

Gentlemen:

Through the kindness of the press, I am taking this opportunity of addressing you concerning some matters in which you will be greatly interested and of asking your kindly co-operation in the great cause of furthering international goodwill.

In the first place, The Church Peace Union has authorized me to offer to the churches five thousand dollars (\$5,000) in prizes for the best essays on international peace. The sum is apportioned as follows:

1. A prize of one thousand dollars (\$1,000) for the best monograph of between 15,000 and 25,000 words on any phase of international peace by any pastor of any church in the United States.

2. Three prizes, one of five hundred dollars (\$500), one of three hundred dollars (\$300), and one of two hundred dollars (\$200), for the three best essays on international peace by students of the theological seminaries in the United States.

3. One thousand dollars (\$1,000) in ten prizes of one hundred dollars (\$100) each to any church member between twenty (20) and thirty (30) years of age.

4. Twenty (20) prizes of fifty dollars (\$50) each to Sunday-school pupils between fifteen (15) and twenty (20) years of age.

5. Fifty (50) prizes of twenty dollars (\$20) each to Sunday school pupils between ten (10) and fifteen (15) years of age.

In the accomplishing of the desired results among the church members and the Sunday-school pupils, and in the awarding of the prizes, The Church Peace Union will have to depend largely upon the assistance which the pastors can render. It is earnestly

hoped that the pastors will make the announcement of these prizes in all of the churches and Sunday schools of the United States. In competing for the prizes only one essay should be sent from each church and from each Sunday school, the essays of the local church and Sunday school being read by a local committee and the one winning essay forwarded.

It is hoped that from the thousand dollar (\$1,000) prize offered to clergymen one or more essays may be found which will be worthy, not only of the prize, but also of publication and distribution by the Foundation.

All essays must be in by January 1, 1915.

Further particulars about these prizes, as well as literature to be used in the preparation of the essays, and lists of books can be secured by addressing the secretary of The Church Peace Union, Rev. Frederick Lynch, D.D., 70 Fifth Avenue, New York City.

The churches of the country will be interested in knowing that a world conference of ministers interested in the peace movement has been called by The Church Peace Union for the first week in August (3d to 8th) in Switzerland. The German Church Peace Council and the British Church Peace Council are arranging to carry a large number of delegates to this conference, and they hope to meet there many clergymen from America. It will be a rare opportunity for the American clergymen to meet their European brethren. This conference will be of an intimate nature rather than of the nature of a great public demonstration, but it is hoped that it may lead up to a great world congress of the churches in the near future. While the Union is asking the churches to appoint official del-

egates, and while several of the leading peace workers among the clergy have been especially asked by the Union to attend this conference, every clergyman traveling in Europe in August is not only invited most cordially to be present, but if he is interested in the great world movement toward closer brotherhood and goodwill and the union of the churches in all social reform, he is strongly urged to take part in the discussions. The only credentials demanded will be the desire to help the cause. A great many American clergymen will be traveling in Europe this summer, and the Union

earnestly hopes that they will adjust their tour so as to be in Switzerland for this first week in August. I would like to hear as soon as possible from any clergyman who is to be in Europe this summer and who would be interested in taking part in this gathering. It will be a very unique meeting, the first of its nature ever held, perhaps the beginning of a great movement. Whoever attends will have the opportunity of meeting some of the leading pastors of both Great Britain and the Continent.

(Signed)

Frederick Lynch, Secretary.

Mr. Badger, in the Service Many Years, Enters Service of United States Government.

MR. WM. W. BADGER, who filled the responsible position of chief clerk to the shop superintendent at Burnside and to the master mechanic of the Illinois Division, has laid down the duties of this position which he very ably performed for a number of years, to enter the service of the United States government. He is succeeded by Mr. A. J. Gibney, formerly chief clerk to the master mechanic at Memphis, Tenn., and who is well known and deservedly enjoys great popularity among his associates in the service.

On the evening of May 14th, 1914, a number of the Burnside office force gathered at the residence of Mr. Badger, greatly to his surprise, and after a short season of general conversation, Mr. Stripp (the dean of the office) addressed Mr. Badger, giving expression to a sense of regret which all felt that the ties which had so long united them should now be severed, and wishing him "God speed" in his new field of activity, and presented him, on behalf of his clerical force, with an easy chair to be enjoyed in his hours of rest and recreation; also a fountain pen, in order that he might always be ready for instant action when his loving helpmeet required a check.

Mr. Badger responded with much feeling, dwelling largely upon the harmonious conditions which prevailed between him and his associates during his term of office.

After another short season of music, song and conversation, the visitors were invited into the dining room where they were entertained by Mrs. Badger with her usual grace and amiability.

During the evening the following "poem," perpetrated for the occasion, was read:

To Our Boss.

After twenty-two years of service
On the good old Illinois Cent.,
Of which the past ten or eleven
At Burnside Shops were spent,

Will Badger, chief clerk and respected,
Is about to get up and take leave
Of his clerks and office companions,
Who are bound his departure to
grieve.

Long years of morn's daily greetings,
As each to his own work had sped,
Had formed a close friendly fondness;
We have listened with pleasure, his
tread.

But now he moves onward and upward,

We wish him "God Speed" where he goes;
 We extend to him friendship's best wishes
 Through life's daily sunshines and snows.

What'er be his station in future,
 No matter how high, he will climb,
 We will call him our own Billy Badger
 And ever remember the time

When at Burnside we labored together
 Oh! how many hard hours we spent
 In checking repair incidentals
 And expense reports down to a cent.

These thoughts will come to us often,
 As we hope they will also to you;
 And as you look back, in the future,
 Consider us your faithful crew.

And now, boys, let's give all together,
 "Three Cheers" and a big "Tiger,"
 too—
 To Will Badger, our friend and companion,
 Who always proved "True Blue."
 —Stripp, Chicago, Ill., May 14, 1914.

Those present were: The Misses Mabel Cox, Anna Kelly and Anna Noerenberg and Messrs. E. A. Hank, R. A. Burgeson, Edward Rogers, W. H. Schramm, E. A. Dengler, Dale Burkhardt and R. G. Stripp (all of the Burnside office) and Mr. and Mrs. E. N. Harding.

The bunch of handsomeness above mentioned will be found pictorially represented elsewhere in this issue.



TRACK SUPERVISOR JACKSON AND HIS FOREMEN, FULTON DISTRICT.

Vicksburg Miss.

by A.H. Davis

BEAUTIFUL, historic old Vicksburg, nestling among the Walnut Hills of Warren county; at her base sweeps the Yazoo river, just a little south of the main city rolls the grand old "Father of Waters," in the background rear the mountain-like hills several hundred feet above the river level, where the eye is greeted with beautiful homes surrounded by flowers, shrubbery and giant forest trees, among which the legends of the times long ago say the Indian and wild beasts roamed at will; in her business district are seen some of the most up-to-date stores, the largest warehouses, banks and shipping facilities of any city in the South. We cannot describe the grandeur of Vicksburg better than the able and beautiful writers, Chapman and Battaile, in their "Picturesque Vicksburg" as follows:

"A glory of time, a halo of history, like the hallowing effects that endear to memory ancient splendor, hovers over Vicksburg, and throws its charm surcharged with the spirit of sentiment and poetry imperceptibly around the writer, who essays even in a feeble way to chronicle its past, or to prophesy its future greatness. A subtle power that springs from some mystic source, we know not where or how, carries the mind back to scenes, where the rich redundancy of old-time Southern magnificence have been glorified by genius.

"It is the South—the very words act like an incantation upon imagination. It means at once a clime of beauty and bounty, the land of soft and fragrant airs, perpetual flowers and unfailing song birds. It is the mecca of the cultured voluptuary and the asylum of the invalid.

"No experiences of age dispel the charm of a bright romance. The very soil around us is hallowed with the best and bravest of our countrymen."

In the seventeenth century the French had a settlement here, which they called Fort Yasous, whose garrison was murdered by the Natchez tribe of Indians. Afterwards the Spaniards settled just north of the city limits, built a fort, which is still standing, and is known as Fort Nogales, interpretation of the Spanish for walnut.

The old fort was used by the Confederates for river battling in the siege of Vicksburg in 1863. It covers the north end of Fort Hill and is a most picturesque sight, overlooking the National cemetery, and from its prominence the landscape of the Yazoo delta can be viewed as far as the eye can reach.

Vicksburg was chartered as a city in 1826, ceded by Newt Vick, a large planter and Methodist preacher, whose plantation site is the present City of Vicksburg. The old Vick home, now located on Cherry street, is the residence of the late W. C. Craig. Many of the Vick family still live in the city, all prominent and highly connected.

The county seat of Warren county prior to 1826 has been located at Warrenton, a village on the Mississippi river eight miles south of Vicksburg.

Just why the county seat was moved from Warrenton to Vicksburg, we have no history to warrant, but it is assumed that Warrenton being located in the lowlands was subject to overflow during the prevalence of high water and Vicksburg being situated upon the high hills it was thought a more desirable location for the county seat.

From the founding of Vicksburg to



THE COURT HOUSE, VICKSBURG, AND FAMILIAR SCENES.

the present time it has developed and grown as has no other Southern city on the Mississippi river, with the exception of Memphis. The founders were evidently men of acute business acumen, reading the possible future of a city so well located as to draw trade from the Mississippi river, north and south, also the Yazoo river and its many tributaries, possibly at the time not dreaming of ever having two large trunk lines of railroad. It was a river town from its foundation up to 1883. In its early history it was the mecca for flat boats that came down the river grain laden, and the magnificent steamers that plied the river loaded with heavy cargoes of cotton, grain and other staples. The writer has on many occasions seen as many as fifteen to twenty steamers lying at Vicksburg Landing, some from the Yazoo and its tributaries exchanging cargoes with the New Orleans, St. Louis and Cincinnati boats, others direct from St. Louis bound for the Crescent City, some from the latter city bound up stream for Cincinnati and other points—'twas a sight that one can never efface from his memory. In these days of railroad bustle we look back upon those old scenes and it seems that we can hear the old river songs of the rousters, and the sublime orders from the mate, for there was always a divinity in the language used by the mates on the old Mississippi river steamers. We seem to hear the creaking of the ropes as the heavy stages are raised or lowered, the janglings of the bells in the engine room, and see the pilot, "Lord of the Boat," swinging around the steering wheel and by reason of his knowledge of the channel avoiding every sand bar and snag between Cincinnati, St. Louis and New Orleans.

I will always recall the Mississippi river pilots as my ideal of men; I will always remember them as a class taught and trained to scorn the word fear; men who with but few exceptions always measured up to their requirements. I remember well the night of 1883 when John Stout of the Robert E. Lee re-

mained at his post and amidst the flames of his ship and brought her to land near Waterproof, La.

Vicksburg Commercially.

Vicksburg has the largest in and out-bound tonnage of any other city in Mississippi, and is recognized as the commercial center of North Louisiana, West Louisiana as far as Delhi, South Louisiana as far as St. Joseph, and in Mississippi as far south as Gloster and north as far as Leland. The Vicksburg jobbing houses conduct a very large and satisfactory business with river towns of Arkansas, and with certain sections of Alabama and Texas by rail.

The tonnage by river from Vicksburg aggregates three hundred thousand with approximate value of nine million dollars. The city's jobbing lines include packing house products, dry goods, hardware, agricultural implements, machinery, hay, grain, builders' supplies, furniture, ice, oils and drugs.

Vicksburg has a progressive Board of Trade, composed of the best business men of the city, who devote their time and attention to the upbuilding of the city. A more progressive and more conservative body of men would be difficult to find; the public utility companies have nothing to fear from them; they will meet them in a spirit of fairness if a corresponding disposition is shown; honesty, fairness and progress mark the history of their success.

Financial.

Vicksburg has six prosperous banking houses, four of which are commercial and two savings banks.

Capital, surplus and profits aggregate one million eight hundred thousand dollars, deposits five million six hundred and twenty-five thousand dollars.

The Vicksburg banks are well managed, pay good dividends and are perfectly sound, having excellent connections in the great financial centers, are able to extend to desirable customers very liberal lines of credit. Indeed, so solvent are the banks of Vicksburg and so conservatively managed that not-

withstanding some recent years of business depression there have been no bank failures here since 1883.

Agriculture.

North of Vicksburg lies the great Yazoo Delta, the wonderland of not only America, but the world; the Valley of the Nile cannot cope with its fertility, where each acre of cotton properly tilled produces from 400 to

planters in that section has been turned to truck, vegetables and stock raising; the latter is destined to become one of the most important features of farming in South Mississippi. The pastures grow Bermuda grass nine months in the year, and there is always found a plentiful supply of water from the many springs that bubble up at the base of the hills; this is not advertise-



500 pounds of lint cotton. The delta extends from Lake View south to the Yazoo river, from which Vicksburg draws an immense trade, principally cotton, much sought after by the English spinners because of its length of staple and strength.

South of the city in recent years the Mexican boll weevil has retarded cotton raising, and the attention of the

ment, or theory, but an unbiased statement of conditions as they exist. Hay is also raised in quantity.

When the possibilities of stock raising are understood the land will greatly increase in value and undoubtedly Vicksburg will boast a packing plant that will redound to its advantage.

Churches.

Vicksburg has some of the hand-



VICKSBURG CITY HALL.

somest religious edifices of any city of its size in the South, pictures of many of which will appear in this issue of the Illinois Central magazine; St. Paul's, the Roman Catholic, and Christ Church, and the Episcopal being the old landmarks of the ante-bellum days.

Educational.

There are few cities in the South with better educational facilities than Vicksburg. A very handsome high school, to cost fifty thousand dollars, is nearing completion. It will be ready for use in the fall.

Besides the high school, we have the Southern Business College, the St. Aloysius College for boys and St. Francis Xavier Academy for girls and small boys, and All-Saints' College for young ladies.

The faculties and teachers generally are of high grade.

Manufactures.

There are few Southern cities equipped with manufacturing plants, but Vicksburg has in the past years made wonderful progress in this respect. However, there is sufficient raw material at our doors now for many substantial factories.

We have oak, ash, cypress, gum, cottonwood, willow, hickory and pecan.

With river transportation these timbers are rafted from the smaller streams and floated or towed to the factories at a very small transportation cost.

The prospector for manufacturing enterprises would do well to investigate Vicksburg.

The fuel problem is not a hard one; the Illinois and Kentucky mines, situated a few hundred miles north; the Alabama mines, two hundred miles east, and the coal from Pennsylvania, which is barged direct to the city, give us a plentiful supply at reasonable figures.

City Government.

The city's government is administered by a body of progressive and high-class gentlemen, composing the mayor, two commissioners, police judge, city clerk, city assessor and city attorney.

Suffering for years from the "Carpet Bag" mis-rule or reconstruction period, Vicksburg was slow in developing its municipal improvement. Lately, however, the city has gone forward in leaps and bounds; miles of streets

have been paved, a modern sewage system installed and the construction by the city of a modern water works plant has begun.

Few cities in America today can boast of a better record than shown by Vicksburg during the past five years, having by strict economy paid for its improvements out of the current funds without resorting to a bond issue.

Vicksburg has an up-to-date fire department, fully equipped with all the modern fire-fighting apparatus, and headed by an efficient fire chief.

It is a city that enforces law and order and, while its officers are broad-minded men, the law-breakers are promptly brought to an account.

Health.

Situated on the high hills with natural drainage, the health of Vicksburg is unsurpassed by any other southern city. Located within a few miles of the city is "Warren Springs," the water of which has been analyzed, showing its medical properties to be far superior to many of the noted watering places in the United States in the curing of diabetes and other organic troubles.

This spring for a number of years

had been used by negroes and the healing qualities of its water were only ascertained recently.

Surrounding the springs is a most beautiful tract of woodland made up of beech, magnolia, water oak, cedar, walnut and the pine trees and evergreens.

Around the springs are long stretches of level land; an ideal place for a tennis court and golf links.

A trip to these springs carries the visitor through the National Military park, and with the improved gravel roads now under construction it is but a few minutes' drive from the city.

Climate.

In the coldest weather the temperature seldom goes below thirty-five, and snow or sleet is rarely experienced.

In the summer months the temperature will not go over one hundred, and is usually tempered by a breeze; prostrations from heat are practically unknown.

Transportation.

Vicksburg enjoys the benefit of river as well as rail transportation, the former giving the city eight hundred miles of intrastate transportation facilities on the Mississippi, the Yazoo and its



ON THE LEVEE, VICKSBURG.



Vicksburg



This house was
Gen. Pemberton's
Headquarters in
— 1863 —



in 1914



tributaries, with sufficient water for navigation the greater part of the year, the new locks and dams being installed by the National Government in the "Big Sunflower river" will open that stream to navigation the year round. The city is served by the Yazoo & Mississippi Valley Railroad, the Queen & Crescent System, and enjoys a very low freight rate, being one of the Mississippi river basing points for making rates to compete with water competition. The Yazoo & Mississippi Valley Railroad have their shops here with a payroll of from three to five hundred employees; and as it is a division terminal, many of the train and engine-men receive their wages and have their homes here. Conservatively estimated, the Yazoo & Mississippi Valley Railroad disburses about two hundred thousand dollars per month in the City of Vicksburg.

A Residence City.

As a residence city, it is "par excellence." In fact, the entire city is one of substantial business houses and beautiful homes, surrounded by flowers typical of the old South. Vicksburg, as much as any city South of the Ohio river, has retained the culture and hospitality that made the South the most delightful section on the globe to visit.

Public Buildings.

Vicksburg has one of the largest Government buildings in the South.

Warren County court-house is one of the most unique as well as beautiful old buildings in the city, standing on

a high hill, surrounded by terraced lawns, it is indeed good to look upon. The fact that it is of ante-bellum architecture adds to its beauty.

The dome of this building is four hundred feet above the river level.

The old structure is today as sound as the foundation upon which it is built, though it is fully sixty years old. During the reconstruction period many a stormy debate and many an encounter took place within its historic walls.

During the siege, one of the many canon balls that was shot from the Federal fleet found lodgement in its tower, but like the scars of the war has likewise been smoothed and cemented so as to leave no trace. In order to get a real view of the city and its surroundings, the tourist is advised to go up into the dome of the court-house.

To the south will be seen the grand old river, winding its way to the Gulf like a silver braid; to the north the large Louisiana plantation with its whitewashed houses and gins.

To the west is seen the National Military park with its beautiful monuments and winding roads. Looking north on the Valley Railroad can be seen the National cemetery, filled with beautiful shrubbery, trees and the white markers that show where over seventeen thousand soldiers lie buried.

Looking south upon the city we see it in all its splendor.

Public Improvements.

In a decade, under the management



A RESIDENCE OF THE OLD REGIME.



A VICKSBURG HOME.

of Captain Rigby, the National park has been constructed.

The building of this park brings numbers of tourists to Vicksburg each season.

Up to 1875, Vicksburg was on the Mississippi river proper, that stream running around a long bend that swung entirely around the city, the river running north from where Delta Point now stands to the National cemetery, thence south along the city front. This was known as DeSoto Point. The lower end of this point caved through into the lower wing of the Mississippi river, leaving DeSoto Point, DeSoto Island and Vicksburg on a lake, afterwards named "Centennial," as the lake was formed in 1876, the year of the Centennial in Philadelphia to celebrate the 100th anniversary of America's independence. For a number of years the city was compelled to handle its river traffic from south of the city at a place that was then known as Klineston, where the wharf boat was moved from Clay street. The citizens inaugurated a

steam street railway of narrow gauge type from Levee street, where the Vicksburg Ice Company now stands, to Klineston, in order to take care of the river business. This was before the building of the Louisville, New Orleans & Texas Railroad Co., and as a bit of history connected with that road we will explain that the original railroad was built from Warrenton to the suburbs of Vicksburg, its terminus being where the viaduct of the Queen & Crescent Railroad now crosses the Yazoo and Mississippi Valley, its Southern terminus south as far as the Howell Goodrum Field one mile south of where Glass Station now stands. This road was chartered under the name of Vicksburg, Ship Island & Pensacola Railroad Company. The road failed and was taken over by the Vicksburg Street Railroad Company, which latter company extended it as far as the Big Black river and sold out its interests to the Louisville, New Orleans & Texas Railroad in 1882. Thus from this street railroad was born the present trunk line that now links



Vicksburg

Churches



Vicksburg with the Illinois Central Railroad. After the cut-off across De-Soto Point left Vicksburg an island town, the business interests of the city immediately sought aid from the National Government to divert the Yazoo river through Old river, thence by canal into Lake Centennial. The first survey of the route was made by Major T. G. Dabney in 1877, and later in 1890 under the direction of Major J. H. Willard of the United States Engineers. The undertaking was begun in January, 1895, and under the management of Major J. H. Willard it was completed in 1903, when the bells of river commerce again rang for joy. Vicksburg was again on the river where the largest steamers can come to her wharves. The cost of building this

canal was one million eight hundred thousand dollars.

Vicksburg Merchants.

The class of business men in any capacity not having the confidence of the public cannot long stem the tide of commercialism. We find many of the Vicksburg merchants that have been in business here for the past fifty years, the original heads of some of the largest firms are still actively engaged, many others having left their business to be conducted by their children under the original firm's name. This speaks volumes for the confidence that the people of Vicksburg and its trade centers have in their merchants. A more courteous or better equipped lot of merchants cannot be found in any



AN ARCHITECTURAL FEATURE OF THE CITY.



VICKSBURG SANITARIUM

city. Records prove that there have been fewer failures in Vicksburg than any city in the state.

Vicksburg Society.

Few cities have a more chivalrous class of gentlemen than this historic old city, nor can more beautiful or graceful ladies be found than here. There is no country under the sun where strangers are more hospitably received than here. There are several social clubs in the city, all of which are up-to-date and of modern structure and furnished luxuriantly, where the young people can enjoy themselves with reading, music, dancing, golf-playing and other amusements. To appreciate the class of society, the easy, gentle manners of the Vicksburgers, the stranger has only to watch the throngs late in the afternoons as they move about the places of amusement, theater, automobiling, moving pictures and street car

excursions. All appear happy and bright and seem to vie with the Southern sky in keeping peace with that serenity that health and happiness alone can give. During the spring and summer months the people spend much of their time out of doors, taking advantage of the cool air and enjoying the scenic beauty that is to be had in any part of the city.

Vicksburg Streets.

Vicksburg has some of the prettiest streets that are to be found. Most of them are overhung with forest trees, many of them have been standing since the foundation of the town. In many of the residence streets they are beautified by such flowers as the Crepe Myrtle, the honeysuckle, calldaium, cape jessamine and other foliage of tropical growth. Its business streets are scenes of activity from early morning until late in the afternoon, Wash-

ington street being the main thoroughfare of the heart of the city. Vicksburg is a city of natural advantages in so far as commerce is concerned, and when the Panama canal is opened no doubt there are greater possibilities in store for it. Situated where it can draw the trade from all points of the compass, there is but little doubt in the optimistic mind that it will advance in the future as rapidly as in the past. In 1900 the city had a population of 14,892, in 1910 20,814. The population now is estimated at 25,000.

Bank deposits in 1895, one million no hundred and seventy thousand. In 1914, five million six hundred and twenty thousand. Postal receipts, nineteen hundred thirty thousand seven hundred dollars; in 1910, fifty-four thousand dollars. Assessed value of property in 1903, six million seven hun-

dred forty-three thousand. In 1914, eleven million dollars. The Vicksburg Light & Traction Company have a line of street railway fifteen miles long, that runs into the suburbs and takes in the National cemetery and park.

In conclusion, let us have a glimpse of the river south of the city on the Warrenton road. Looking west from the chain of hills, lately pierced by the engines of war, we see the long and winding reaches of the mighty Mississippi bearing on gently to the Gulf; under the hills are twined with bright flowers and beautiful shrubbery, just across the willow-fringed shores are seen, around Delta Point a graceful steamer is to be seen gliding softly and gracefully into the harbor. 'Tis then that the wanderer, having returned home after a long lapse of years, feels a deep sympathy for the "Last Minstrel."



CATTLE DINING ROOM, NATIONAL PARK HOTEL,
VICKSBURG, MISS.



SHOWING TOPOGRAPHY OF PARK, ILLINOIS STATE MEMORIAL, MONUMENTS, MARKERS, THE SHIRLEY HOUSE—A LANDMARK OF THE SIEGE.

Union and Confederate Reunion

Vicksburg National Military Park, October 13-16, 1915

IT has been determined to hold a Peace Jubilee, Union and Confederate Veterans, conducted somewhat along the same lines as the Reunion at Gettysburg, Pa., in 1913 in the National Military Park at Vicksburg,

Mississippi, on the dates above noted. An organization composed of Union and Confederate Veterans, known as The National Association of Vicksburg Veterans, has the matter in hand.

The officers of this organization are:

EXECUTIVE COMMITTEE.

A. G. Weissert, Past Commander-in-Chief, G. A. R.....	Milwaukee
Leo Rassieur, Past Commander-in-Chief, G. A. R., and President Missouri-Vicksburg Park Commission.....	St. Louis, Mo.
Frank Johnston, Late of 1st Miss. L. Artillery; Ass't Attorney-General of Mississippi	Jackson, Miss.
Charles R. E. Koch, Past Adjutant-General, G. A. R., and member Illinois-Vicksburg Park Commission.....	Chicago
J. Wynne Jones, Chaplain-in-Chief, G. A. R.....	Baltimore, Md.
W. R. Warnock, Commander Dept. Ohio, G. A. R.....	Urbana, Ohio
Joseph Rosenbaum, Past Commander Dept. Illinois, G. A. R.....	Chicago
James G. Everest, Commissioner Vicksburg National Park.....	Chicago
J. A. Watrous, Lieut.-Col. U. S. A., Retired, A. A. G. Dept. Wis., G. A. R.....	Milwaukee
Geo. D. Reynolds, Late Lieut.-Col. 6th U. S. Heavy Art'y; Pres. Judge Court of Appeals	St. Louis
E. E. Lewis, Vice-Chairman Michigan-Vicksburg Park Com.....	Coldwater, Mich.
J. B. Allen, Past Pres't Ohio-Vicksburg Battlefield Commission.....	Athens, Ohio
Wm. P. Gault, A. A. Q., Dept. Ohio, G. A. R.....	Columbus, Ohio
W. H. Upham, Late Major 2nd Wis. Cav.; Ex-Gov. Wisconsin.....	Marshfield, Wis.
Frank Gaennie, Past Commander U. C. Veterans.....	St. Louis, Mo.
H. H. Rood, Member Iowa-Vicksburg Park Commission.....	Mt. Vernon, Ia.
John M. Vernon, Member Illinois-Vicksburg Park Commission.....	Chicago
Louis Guion, Late Capt. 26th Louisiana Inf'ty, Commissioner Vicksburg National Military Park	New Orleans
John G. Cashman, Late 1st Miss. Light Art'y; Editor of Vicksburg Evening Post..	Vicksburg, Miss.
John R. Cook, Capt. Iowa Inf'ty; Special Passenger Agent C., M. & St. P. R. R. Co.	West Union, Ia.
A. M. Trimble, A. A. Gen'l, Dept. of Nebraska, G. A. R.....	Lincoln, Neb.
James S. McCullough, Late State Auditor of Illinois.....	Springfield, Ill.
James H. Buck, Late 1st Lieut. 72nd Ill. Infantry.....	LaPorte, Ind.
F. A. ROZIENE, President, 4316 N. 43rd Ave., Chicago,	W. F. CRUMMER, Secretary, 134 S. Kenilworth Ave., Oak Park, Ill.

The object of the reunion, of course, is to enable those who were opposed to each other on many battle fields fifty years ago, to meet on one of the most historic of those fields, and to extend to each other the friendly greeting that one brave man always has for another, regardless of their former affiliations, thereby obliterating the last vestige of animosity that was engendered by the Civil War.

President Roziene is not a little perturbed by the views entertained by many Mississippians relative to the failure of the Mississippi legislature to make an appropriation to enable their state to entertain and care for those who may attend.

In order to correct this idea Mr. Roziene has issued and generally circulated the following statement:

Chicago, June 27, 1914.

Dear Sir:

It has been brought to my attention that the Senators and the Representatives in Congress from Mississippi entertain misconstrued views in that The National Association of Vicksburg Veterans, and the states, expected Mississippi to provide entertainment for the visiting veterans as did the state of Pennsylvania at Gettysburg. Feeling confident that the friends of Mississippi will accept my statement of facts and that a misconstruction exist I beg leave to offer the following:

The survivors of Vicksburg campaign, encouraged by the Government's liberal participation with the Eastern army survivors in Gettysburg celebra-

tion of its semi-centennial of that sanguinary battle to which the coincident Vicksburg success was largely contributive, it became eminently proper that the western veterans should also be accorded a well earned celebration. To carry out such purpose, the National Association of Vicksburg Veterans was organized as a national association of Northern and Southern Civil War Veterans, of whatsoever branch of service, who served in the Vicksburg campaign. As a national association all states of the Union are equally interested.

Incidentally and geographically Vicksburg was chosen the only appropriate place for this occasion, and connecting it with the campaign.



STATUE OF LIEUT. GENERAL STEPHEN DILL LEE, C. S. A.



SITE OF INTERVIEW BETWEEN GENERALS GRANT AND PEMBERTON, AFTERNOON
OF JULY 3, 1863—ON PEMBERTON AVENUE.

In my correspondence with Governor Brewer of Mississippi on this subject, he has uniformly expressed his deep sympathy with the proposition, but beyond his belief that the people of his state would welcome the veterans to Mississippi soil at no time did he express an expectation that the state would, or could, grant an appropriation for the care and entertainment of the veterans. In his message, February 19th last, to the legislature for an appropriation of \$10,000 he explicitly asked for that sum to be used in paying for transportation for such men in the state who are not financially able to pay their own fare to the celebration. All other states are expected to care for their resident veterans in that respect.

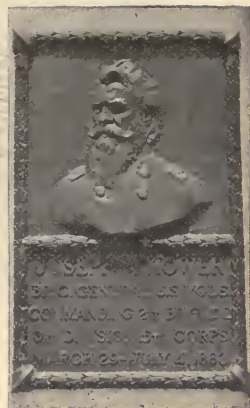
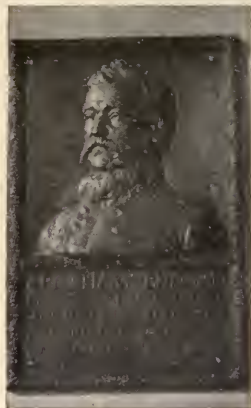
Though the celebration will be held on Mississippi soil, it will be in the Military Park owned and controlled as National property. While highly appreciating the proverbial spirit of cordiality and hospitality of the people of that state, we desire it especially understood that the state of Mississippi is under no obligations, existing or implied, to assume any responsibility in

the care and entertainment of the attending veterans. They are to be the guests of the United States Government and at the expense of its 90,000,000 people.

On April 13th last, Governor Brewer filed his memorial in United States Senate, asking for an appropriation for the entertainment. April 27th last, this National Association of Vicksburg Veterans also filed in the U. S. Senate its memorial asking for an adequate appropriation for the installment and preparation of the camp, the provision of necessary supplies and plants for the sustenance, care and comfort of the attending guests. Nine Representatives in Congress have, unasked as far as I know, introduced memorials and petitions in the House of Representatives in behalf of this proposed reunion and celebration.

"Mississippi soil" being now much in evidence and her good people much interested and hopeful for success in this undertaking.

With much respect for the Mississippi delegation in Congress, whom we believe would be pleased to favor their



UNION NAVY MEMORIAL.

Portrait Tablet of
Brig. Gen. Abraham Bu-
ford, C. S. A.

Portrait Tablet of
Brig. Gen. Joseph A.
Mower, U. S. V.



PANELS OF BATTLEFIELD PICTURES—IOWA STATE MEMORIAL.

constituents and take this matter up, introduce the required bill and through their well-known influence and legislative ability have it enacted into the desired ends before the close of the present session of Congress. However, should the Senators or Representatives from Mississippi prefer to be relieved from the case, early information to that effect will be highly appreciated to enable me to turn it over to some of my northern and western friends in Congress who also desire to serve their aged veterans in these their latter days.

Yours respectfully and sincerely,
F. A. ROZIENE,
President.

It has been suggested that in all

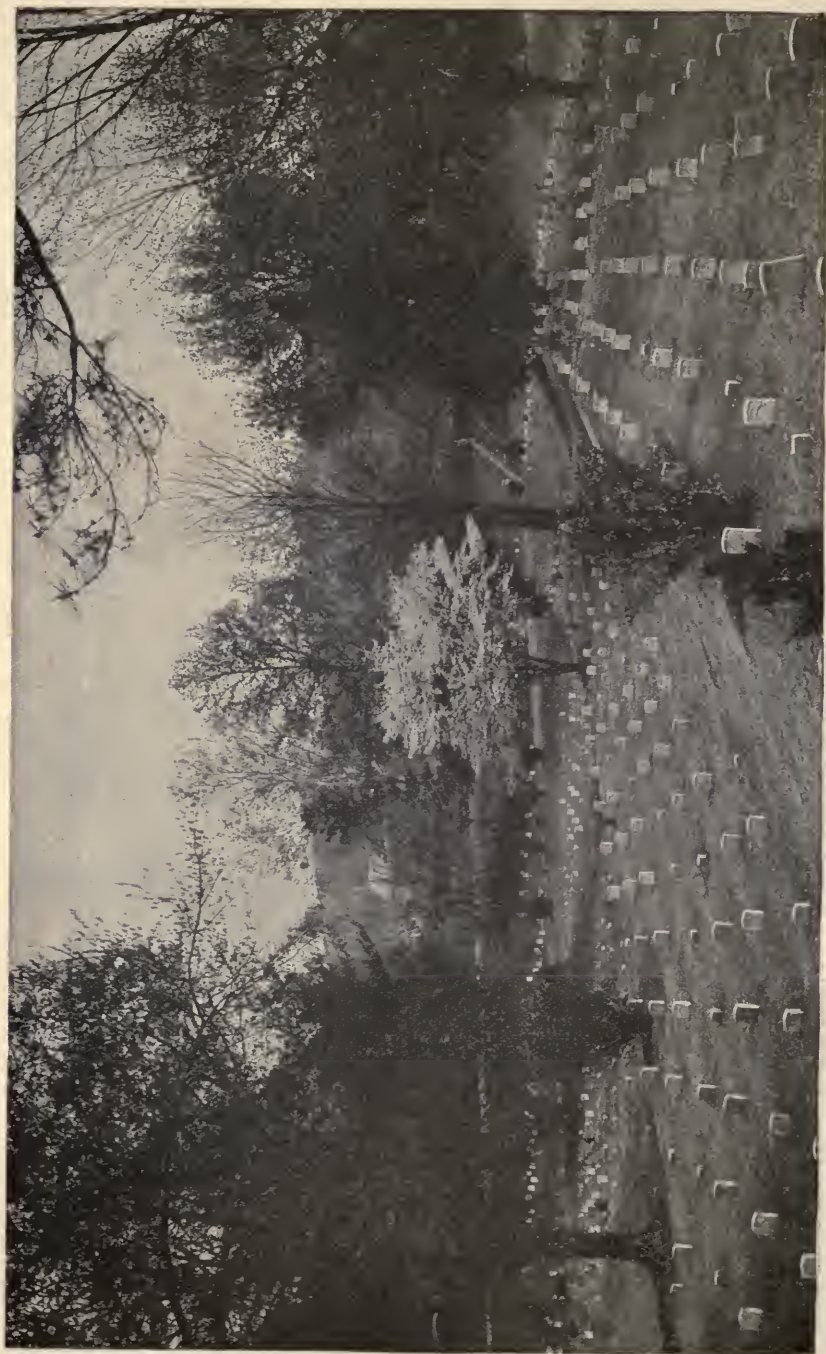
likelihood a visit to the National Military Park during the reunion can be included in the trip to the Panama Exposition at San Francisco.

A great many people will desire to go through the Canal, and undoubtedly numbers can be persuaded to so time their trip that either going or coming they can at least for a day stop off at Vicksburg.

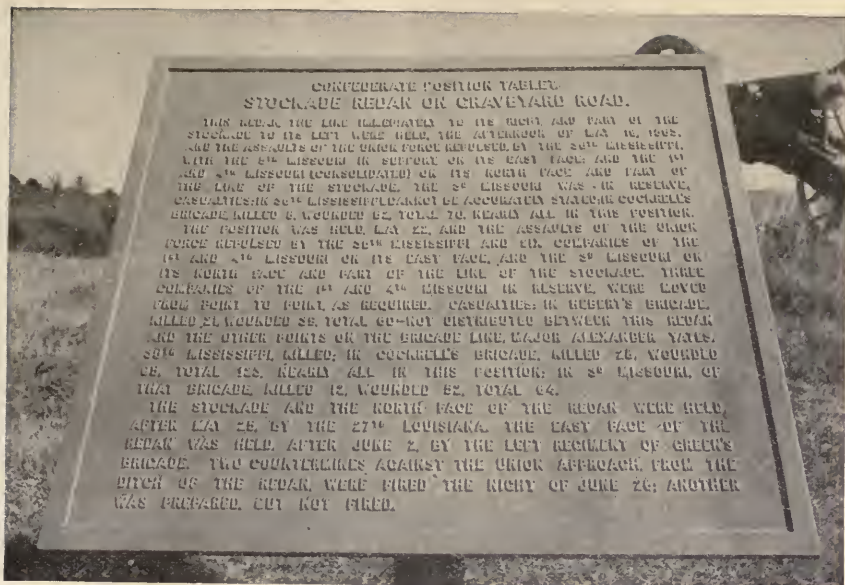
It has been the custom for a number of years for the War Department of the United States to hold in various parts of the country army maneuvers, including not only the regulars of the army, but the militia from the states adjoining. If the Mexican situation is quieted sufficiently, it is within the bounds of possibility that the War De-



BUST OF BRIGADIER GENERAL ANDREW J. SMITH, U. S. V.



IN THE NATIONAL CEMETERY.



CONFEDERATE POSITION TABLET—ILLUSTRATIVE OF THE 897 TABLETS PLACED IN THE PARK BY THE UNITED STATES.

partment may be induced to arrange—for the entertainment of the Veterans—one of these war schools at Vicksburg during the reunion.

Again, it may be possible to have some of the lighter war vessels and a torpedo flotilla sent up the river and a naval display be made a part of the entertainment of the Nation's guests.

With all these possibilities it is in-

conceivable that any one can fail to be enthused.

Nothing worth while has ever been accomplished in this world without organization and work. So it behooves those who are interested to perfect an organization, and unceasingly and everlastingly work for the appropriation which Congress will be asked to make.



IOWA MARKER—ILLUSTRATIVE OF THE 59 MARKERS PLACED IN PARK BY THE STATE.



ALBERT W. BIGGS



Albert W. Biggs

IF A man ever spoke evil of Albert Biggs he did not utter the truth.

* * * He was loyal to every duty that is imposed upon a son, a husband, a father and a friend."

This excerpt from an editorial in the Memphis Commercial Appeal aptly describes the character of Mr. Biggs and will meet the sincere endorsement of those who knew him.

Mr. Biggs was a native of Trenton, Gibson county, Tennessee, and there he spent his boyhood and received his early education. He was the son of Dr. Zack Biggs, who survives him, and of Julia Elizabeth Raines Biggs, who died in 1909. After graduating at the Trenton high school he attended the Vanderbilt Law School in Nashville, where he graduated in 1892 with the degree of LL. B. Returning to Trenton, he entered the practice of law and his capacity as a lawyer at once became apparent. In 1903 he was married to Miss Margaret Pharr, of Kenton, Tenn., who with a son of ten years survives him.

Shortly after his marriage, he moved to Memphis to become a partner in the firm of Carroll, McKellar, Bullington & Biggs. In 1905, the office of general solicitor of the Y. & M. V. R. R. Co. was established at Memphis, Mr. Burch being appointed general solicitor. Between him and Mr. Biggs there had long existed a close friendship, as the result of which Mr. Biggs was made assistant general solicitor. This relation continued until late in 1906 when, upon the resignation of Judge Tim E. Cooper, who had been local attorney at Memphis for the I. C. and Y. & M. V. Railroads, Mr. Biggs, desiring to return to general practice, was appointed to fill that vacancy—a position which he retained until his death. He at once formed a partnership with Mr. G. T. Fitzhugh, which continued until 1913 when the firm was

dissolved and Mr. Biggs associated with himself Mr. Thos. A. Evans.

Mr. Biggs' law practice was one of the largest in Tennessee. He was local attorney for the I. C. R. R., the Y. & M. V. R. R., the St. L. & S. F. R. R., the M. & O. R. R., the Merchants' Cotton Compress & Storage Company, and other large corporations. In addition to this, he was a director of and the attorney for the Bank of Commerce & Trust Company, the largest financial institution in Tennessee, and had an exceptionally valuable practice as the representative of individuals.

In his career as a lawyer, Mr. Biggs measured up to the highest ideals of the profession, and his best asset was the confidence which the courts reposed in him—a confidence entirely deserved.

His qualities as a lawyer consisted not merely in an exceptional ability as an advocate in the trial of cases before both courts and juries, but in the soundness of his judgment, his resourcefulness, and his unusual foresight. Added to this was a remarkable personality which enabled him to win the confidence and regard of those with whom he came in contact, even in opposition—as the result of which he had an unusual ability for carrying conviction whether in conference or in court.

In his relations with the Illinois Central and Y. & M. V. Railroad Companies, Mr. Biggs was all that they could have wished him to be. His first railroad clients, their affairs engaged his interest peculiarly; and certainly no clients were ever served with greater ability or more unfailing loyalty. There is not an officer of these companies who does not feel a keen personal regret over his death.

Mr. Biggs' private life was not merely so free from wrong as to be above reproach, but was even more. He was clean in mind, in morals and in conver-

sation; an ideal husband and father, a loyal friend. As Bishop Hoss, who had long known him intimately, well described him, "He was a great gentleman."

He was a member of the Methodist Church and took an active part in its affairs. He was one of the leading counsel for the church in the recent litigation before the Tennessee Supreme Court affecting the relations of the church to Vanderbilt University. His argument in that case before the Supreme Court was declared by many who heard it to have been one never surpassed and rarely equalled in the history of Tennessee advocacy. It was likened, and justly, to the great argument of Mr. Webster in behalf of his alma mater in the Dartmouth College case.

He was a member of the Kappa Sigma Fraternity, a Mason, and a member of the Tennessee Club, the Chickasaw Club, the Business Men's Club and the Country Club of Memphis. He was also a member of the American Bar Association, in whose deliberations he took an active part, and of the Tennessee Bar Association. Of the latter, he was the president for 1912-13. The Bar Association of Illinois and that of Missouri each paid him the unusual compliment of inviting him to deliver an address before them and his effort on both occasions received wide and notably favorable comment.

In a memorial of this kind, it is scarcely permitted to attempt a por-

trayal of his home life. Still, it was there that the beauty of his character was most apparent and those who knew him intimately love to speak of the constant and unfailing consideration, courtesy, respect and affection he felt and exhibited towards the inmates of his home. In his relations with the companion of his life, respect and affection rivalled each other and his son he taught no less by example than by precept.

He was taken sick May 15, 1914, and steadily grew worse, his death occurring at St. Joseph's Hospital in Memphis at 7:15 a. m. of Sunday, June 28th. His remains were carried to Trenton, Tenn., the home of his boyhood, and interred in the cemetery there. A special train furnished by the Illinois Central Railroad Company took a large party of his relatives and friends to Trenton, where they were met by almost the entire population of that town who had assembled to pay a last tribute to their friend and fellow townsman. Expressions from them, heard on all sides, bespoke the genuine affection in which they held him.

Mr. Biggs' death deprives the Tennessee Bar of one of the ablest and best men it has ever known; it deprives a wife and son of a noble and devoted husband and father; it deprives hundreds of people in Tennessee and elsewhere of a loyal and beloved friend. Well may it be said of him as of the noblest Roman—*nobilis et vir fortissimus*.
H. D. M.



ILLUSTRATING TOPOGRAPHICAL FEATURES OF THE NATIONAL MILITARY PARK, VICKSBURG.

Get Acquainted Meeting, St. Louis Division

THE station agents of the St. Louis Division, and their forces, were invited by the Division Staff to participate in a "Smoker and Get-Acquainted" meeting in the office of Superintendent, at Carbondale, Ill., Sunday, June 21st, 1914, for the purpose of forming a closer acquaintanceship. The attendance, however, was so much greater than anticipated the offices would not accommodate standing room, much less reasonable and comfortable accommodation; therefore, arrangements were immediately made for the use of the Masonic Hall, where the meeting was called to order at 10:30 a. m., lasting until late in the evening.

The following is the name of each individual assembled, his address and position.

W. S. Williams, Superintendent and Chairman.

H. J. Roth, Train Master.

C. W. Shaw, Train Master.

F. B. Oren, Road Master.

D. B. Dickey, Chief Dispatcher.

P. E. Odell, Night Chief Dispatcher.

J. W. Branton, Master Mechanic.

O. A. Garber, Master Mechanic.

H. E. Exby, Traveling Engineer.

S. Turlay, Traveling Engineer.

J. H. Boodro, Traveling Freight Agent.

J. L. East, Agent, Loss and Damage Bureau.

E. J. Weynacht, Traveling Passenger Agent.

W. R. Givens, Assistant Train Master.

Geo. McCowan, Special Agent.

W. M. Hale, Loss and Damage Bureau.

A. M. Umshler, General Yard Master, Centralia.

G. D. Buck, General Yard Master, E. St. Louis.

J. D. White, General Yard Master, Carbondale.

J. W. McKinney, Supervisor B. & B., Carbondale.

T. A. Robertson, Supervisor, Carbondale.

H. A. Bradley, Route Agent, American Express Co.

Fred Howell, Route Agent, American Express Co.

Phillips Jay, Claim Agent, Carbondale.

B. Runalls, Claim Clerk, Carbondale.

H. C. Marmaduke, Division Accountant, Carbondale.

F. W. Rankin, Asst. Chief Clerk to Supt., Carbondale.

M. S. Carr, Chief Clerk to Roadmaster, Carbondale.

P. Chastaine, Chief Time Keeper, Carbondale.

H. Culley, Time Keeper, Carbondale.

H. A. Grandstaff, Chief Clerk to Chief Dispatcher.

Fred Hobbs, Percentage Clerk.

Geo. E. Walkup, Stenographer, Supt.

A. G. Moody, Secretary, Supt.

H. C. Atherton, Asst. Car Distributer.

F. Rauch, Car Distributer.

S. W. East, Dispatcher.

J. A. Robertson, Dispatcher.

R. O. Wells, Agents, E. St. Louis.

W. H. Rhedemeyer, Chief Clerk to Agent, E. St. Louis.

J. D. Ladd, Agent, Cairo.

H. V. Lind, Chief Clerk to Agent, Cairo.

A. Steele, Chief Warehouse Clerk, Cairo.

F. M. Block, Agent, Mounds.

M. J. Moffett, Agent, Pinckneyville.

B. F. Williams, Agent, Carbondale.

C. R. Isherwood, Agent, DuQuoin.

W. A. Steers, Agent, Metropolis.

A. Lindsay, Agent, Murphysboro.

I. C. Barbee, Agent, Herrin.

W. Syfert, Agent, Coulterville.

W. T. Elrod, Agent, Marissa.

N. C. Chrisman Agent, Lenzburg.

J. G. Mulcaster, Agent, Makanda.

W. A. Hamilton, Agent, Gale.

G. W. Mercer, Agent, Marion.

Robert Simpson, Cashier, Marion.

A. M. Mathis, Agent, Tamaroa.

H. A. Spear, Agent, Ashley.



Wm. Chrisman, Agent, Irvington.
 H. S. Noble, Agent, Balcom.
 J. K. West, Agent, Brookport.
 G. A. Ballegee, Agent, Round Knob.
 J. C. Ragsdale, Agent, Bois.
 S. B. Morris, Agent, Simpson.
 T. E. Crawford, Agent, Tilden.
 C. W. Downs, Agent, Christopher.
 R. J. Stokes, Agent, Richview.
 End.
 E. J. Hobbs, Agent, West.
 S. J. Woodward, Agent, New Athens.
 J. P. Bradley, Agent, Thompsonville.
 R. J. Arndt, Agent, Raleigh.

J. S. Breeze, Agent, Galatia.
 T. T. Turner, Agent, Pulaski.
 T. A. Gannon, Agent, Mounds City.
 R. E. Breeze, Agent, Ziegler.
 J. F. Settlemoir, Agent, DeSoto.
 W. T. Wright, Agent, Carterville.
 W. H. Lauder, Bill Clerk, Carterville.
 J. A. Green, Agent, Cobden.
 G. T. Starkweather, Agent, Grand Tower.
 S. H. Tripp, Agent, Reynoldsville.
 E. Hobbs, Agent, Mulkeytown.
 W. E. Williams, Agent, Eldorado.
 S. F. Quinn, Agent, Hanaford.
 E. E. Copeland, Agent, Creal Springs.

The meeting was first called to order on the lawn adjoining the Division Offices, where the Introduction Committee proceeded to make everybody in the party acquainted. Approximately one hour was consumed in completing introductions and arranging for a photograph of the party. Those assembled then repaired to the Masonic Hall where the meeting was called to order.

The object of the meeting was for the purpose of getting acquainted and spending the day, and while it is not the intention to have this considered a regular agents' meeting, there were so many agents present, a number of subjects were discussed having reference to the duties of the station agent, which in part were as follows:

Co-operation.
 Safety First.
 Courtesy to Public.
 Joint Facilities.

Prompt Movement of Loaded and Empty Cars.

Reduction of Claims—and other subjects I will not take the space to enumerate; all of which were very intelligently responded to and a number of very good and instructive talks were made by different agents and others present, which served in a co-operative and educational direction.

At one o'clock the meeting was adjourned and the party was escorted to the hotel, where lunch was served. Meeting was again called to order at 2:30 p. m., and discussion on above subjects resumed, continuing until 5:00 p. m., when meeting stood adjourned, a number present being required to meet trains to return home.

It was suggested that an announcement of this meeting and a meeting of this character will have a great deal to do in the direction of strengthening the organization, making the individual better satisfied, placing him in a position to better serve the Company and the public, and also make it easier to handle the business with his fellow employees.

It was suggested that an announcement of this present be photograph of those present be published in the Illinois Central published in the Illinois Central Magazine. I am, therefore, enclosing you one picture, and if this suggestion meets with your approval will you be kind enough to so arrange?

Very truly,

W. S. WILLIAMS,
 Superintendent.



PENNSYLVANIA STATE MEMORIAL.



How to Live



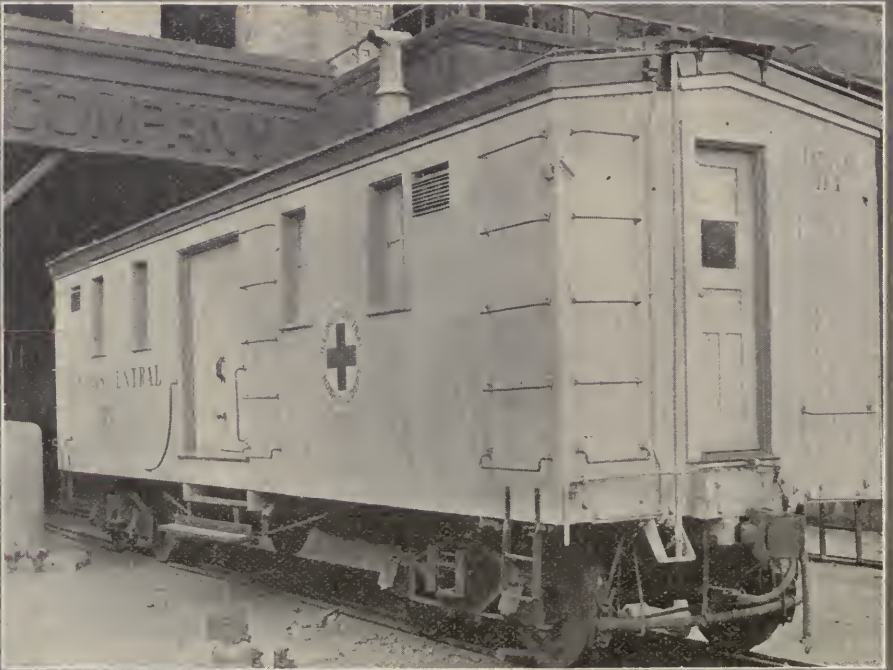
It is not the Science of curing Disease so much as the prevention of it that produces the greatest good to Humanity. One of the most important duties of a Health Department should be the educational service

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

NEW HOSPITAL CARS.

THE Illinois Central Railroad Company has just completed the building of a high-grade "First Aid" car, which is expected to be of great advantage in the handling of emergency cases of serious injury. This particular car is fully equipped with all modern surgical appliances to render the most efficient first aid attention in even the most serious injuries. It is planned to make this the first of a number of

such cars which will be built by the company for the purpose of having one car at each of the larger terminals, where it will be available for movement promptly to the scene of any accident or derailment, where it is necessary to look after a number of seriously injured persons. Only the surgeon, who has engaged extensively in emergency surgical work following railroad accidents, can realize the many disadvantages to which a surgeon is put in





attempting to render the necessary care to the individual who is seriously injured out on the line away from all modern hospital conveniences. A number of the different railroads in the past have from time to time built a very elaborate hospital car, each system planning to have but one such car. The Illinois Central, however, is the first railroad in the country which is putting into effect the idea of having a number of such cars which will be located at the various places along the system with a view of having at least one car situated conveniently in the case of a serious accident to a number of persons.

These cars, as will be noted from the accompanying photographs, are built very much on the plan of the standard box car, but ample facilities for light and ventilation have been provided. The means of ingress and egress are well provided for. In the interior, the equipment consists of two beds with facilities for installing other simi-

lar equipment on short notice. These beds can quickly be transformed into a stretcher, and when the injured man is put upon this stretcher and carried into the car, he is practically placed into a bed which has adjustable springs without it being necessary to move him again. These adjustable springs are suspended on a number of chains which furnish the most comfortable freedom from the jar of the moving train. Every convenience has been provided for surgical treatment, and even a major surgical operation can therein be safely performed in the event that conditions would indicate it. Or in other cases, the patient, after the necessary first aid has been afforded him, can quickly be transferred to a hospital. However, the many facilities of this car render it practically a small hospital on wheels, and amounts to the transferring of a small hospital to the scene of any serious accident. The car is equipped with operating tables, hot and cold water, instrument tables, cab-

inets, excellent light, and in fact, all of the necessary conveniences to do the best modern surgery.

This is one of the great advances of a combination of modern railroad effi-

ciency with modern surgery, and promises incalculable benefit to any who may be so unfortunate as to receive serious injuries along the right of way of this company.



INTERIOR HOSPITAL CAR.

Appreciates Artificial Limb Furnished by the Hospital Department

National City, National Stock Yards, Ill., May 4, 1914.

Dr. G. G. Doudall,

Chief Surgeon, I. C. R. R.

My Dear Doctor:—It is with much pleasure that I take this opportunity to say that I heartily appreciate the kindness of the Hospital Department in fitting me with a most satisfactory limb, and will say that the limb furnished me at the expense of the Hospital Department is as good an artificial leg as any that I have ever seen and is considerably better than a great majority of those with which I have compared it. I am on it 15 hours a day and am walking most of the time, what better test do I need to prove its quality. I do not hesitate to recommend this leg to any one.

Respectfully yours,

G. L. MITTEN,

National City, National Stock Yards, Ill.

Jubilee Celebration of Engineer C. R. Smith

Who Has Retired on Pension, Louisiana Division, February 28, 1914

ON Thursday night, May 21st, McComb City, Miss., was the scene of one of the most enjoyable affairs that has ever taken place in that little city.

The occasion was the celebration of the Jubilee of Engineer Mr. C. R. Smith commemorating his fifty years' continuous membership in the B. of L. E. and his long and faithful service to the I. C. R. R. Co. as engineer, on his retiring from active service.

The invitations were of a very unique design, showing a photo of Mr. Smith as a young man beside an old wood burner, in 1863, and on the other side his photo, in 1914, beside a Pacific type locomotive, showing the change time has made on the man as well as the engine.

Upwards of 150 people responded to the invitations, composed principally of Engineers and their wives while amongst the special guests were a large number of the local officials and leading citizens of the town.

Amongst those present were: Mr. C. M. Starke, M. M., Messrs. J. D. Harrell and George McIntyre, Traveling Engineers; Messrs. C. L. Carroll and H. P. Campbell, Train Masters; Mr. J. Schneider, Chief Dispatcher; Mr. W. J. Shea, Foreman, Mr. W. P. Bonds, Dispatcher and wife, Mr. H. P. Hughes, Superintendent City Schools and a number of others. Letters of regret at not being able to be present were received from Mr. T. J. Foley, General Manager, Mr. R. W. Bell, General Superintendent Motive Power; Mr. J. F. Porterfield, General Superintendent, also from W. S. Stone, General Chief B. of L. E., each of them expressing in the highest terms their appreciation of Mr. Smith's long and faithful service. Mr. Foley's message being especially kind and in the name of the Company, conveying a glowing tribute to Mr. Smith for his splendid



record, and best wishes for his future welfare.

While the audience was being seated the High School Orchestra played a selection of popular music in a manner which reflected credit on themselves and their gifted leader, Miss Whitnell:

Program

Meeting called to order 8:00 P. M.

E. R. Harlan, C. E.

Music by Orchestra.

Special Business.

Presenting Bro. C. R. Smith with badge.

Quartette—Old Kentucky Home.

Messrs. Hainer, Lee, Gatlin and Dodds.

Presentation to Bro. C. R. Smith.

Mr. A. M. Stewart.

Refreshments.

Piano Solo.

Miss Marie Harlan.

Toast—The Machinery Department.

Mr. C. M. Starke.

Vocal Solo—A Perfect Day,

Miss Willie Kimbrough.

Toast—Transportation Department,

Mr. H. P. Campbell.

Violin Solo—Canzonetta,

Miss Olive Ellsworth.

Toast—The Ladies,

With presentation to Mrs. C. R. Smith.

Mrs. J. S. Harris.

Quartette—Bohunkus.

Orchestra.

Master of ceremonies—J. R. Hoskins.

Mr. E. R. Harlan, C. E., called the meeting to order, and in appropriate manner briefly stated the purpose of the meeting after which Mr. J. M. Hoskins took charge of the proceedings as M. C. and he made an ideal Chairman, by his witty, eloquent, and appropriate introduction of the various speakers.

As a prelude to the business of the evening a mock trial of Mr. Smith was staged as he was accused of being too old, accused of *stealing oil*, and various other offences. "The Dramatis Personel" were E. R. Harlan, Judge; I. H. Martin, Prosecutor; J. M. Hoskins, Counsel for defense and J. H. Mogan and A. M. Stewart, witnesses.

The taking of the testimony of both Mogan and Stewart was exceedingly amusing and kept the audience in a roar throughout the trial, and as part of the evidence an original poem was recited by A. M. Stewart, which added to the hilarity of the evening:

Retrenchment.

"With apologies to Longfellow and other fellows."

The shades of night are falling fast,

As through an I. C. Round-House passed,

An anxious looking engineer,

Whose eyes around did vainly peer:

'I need the OIL.'

Don't ask for oil, the Foreman said,
To grant your wish I am afraid,
Aught else I have you may command,
But, Oil is strictly "Contraband."
"Don't ask for OIL."

The Hog-head says "Deny me not,
I have two boxes blazing hot,
My valves have both begun to wheeze,
Please let me have a little grease.
'I need the OIL.'

Up spoke the Traveling Engineer,
"Your talk to me seems very queer,
When I a locomotive ran,
I simply let her smell the can,
'But used no OIL.'

The General Foreman then did say,
We all must use economy,
I might as well begin with you,
And cut your oil supply in two.
We must save OIL.

The Hog-head heaved a bitter sigh,
And said some other scheme I'll try,
He in a bucket boiled some DOPE
Then mixed the scum with Laundry
Soap,
To make some OIL.

Alas, the compound would not do,
His boxes hot, then hotter grew,
His pistons groaned as if in pain,
His main valves squeeled, but squeeled
in vain,
They needed OIL.

And in the morning cold and grey,
His engine on a side track lay
His valves were cut, a brass was lost,
And thus his GOAT gave up the
Ghost!
For want of OIL.

After the evidence was all in it was found that he was only guilty of having been a member of the B. L. E. for fifty years and Judge Harlan sentenced him to wear a Badge of the G. I. D. B. L. E. for the rest of his life, which makes him an Honorary Member of the G. I. D. for life.

After a quartette composed of Messrs. Hainer, Gatlin, Dodds and Lee had sung in taste "My Old Kentucky Home," the M. C. called on Engineer A. M. Stewart who, in the course of remarks, paid a high compliment to the officers of the I. C. for their fair, courteous, and considerate treatment of the employes under their charge, and after paying a splendid tribute to Mr. C. R. Smith for his long and faithful membership in the B. L. E. and his loyal service to the I. C. Company on behalf of the Members of Division 196, B. L. E. presented him with a splendid slumber chair.

In response to the toast of "The Machinery Department," Mr. C. M. Starke, M. M., delivered a most fitting speech, the kindly tone of which, and the beautiful language used, making a deep and favorable impression. Mr. H. P. Campbell, T. M., responded in his usual happy style to the toast of the "Transportation Department," and vainly tried to get his partner, Mr. C. L. Carroll, T. M., on the platform for a speech, claiming

he was the orator of the McComb Office, but Charlie refused to take the bait and Harry had to wear his laurels alone. Mrs. J. K. Harris was then called upon to respond to the toast of "The Ladies," and in a beautiful, short speech which was splendidly received, she, on behalf of the L. A. and the Engineers and their wives, presented Mrs. Smith with a magnificent cameo pin. Mrs. Smith in a very able manner thanked the donors of the gift and Mr. J. W. Regan also thanked the subscribers on behalf of Mrs. Smith who was too overcome to speak. Throughout the evening the ladies served an elegant supper, and violin, piano, and vocal solos were admirably rendered by Misses Olive Ellsworth, Thelma Stewart, Willie Kimbrough and Whitnall.

At the conclusion of the program an informal reception was held and after a short period of getting acquainted, a most enjoyable evening closed.

Alex. M. Stewart,
Engineer.



MONUMENT 11TH WISCONSIN, MONUMENT 21ST, 22ND AND 23D IOWA, MISSOURI GUN, TABLETS AND FRENCH-MARKER, VICKSBURG NATIONAL MILITARY PARK.



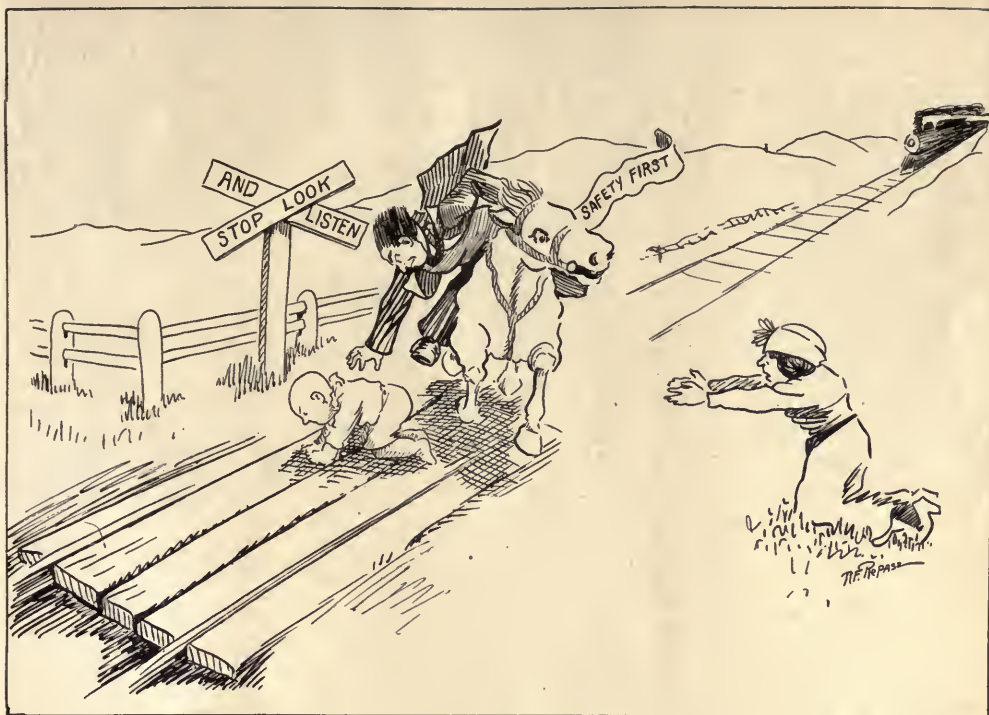
ALWAYS SAFETY FIRST

Some men are careful, some men are not,
As thru the day they walk or trot;
For if the safety rules they follow,
Each will have no cause of sorrow.
To forget the rules sure causes grief—
Your slogan's "Careful," not "Relief."

For all the rules are for your good,
It's easy to have them understood.
Reason them out and obey them all,
Surely, then, you cannot fall.
Today! not tomorrow is the call.

From "The Mixer," June 15, 1914.





Safety First

By R. F. Repasz

THERE is little, if anything, to be said on the subject of safety first which has not been mentioned by that department. But one can refreshen the mind as to his safety.

It seems as though chance and hurry play the first part in the safety campaign. Thoughtlessness and absent-mindedness taking a secondary part.

In life in the midst of and surrounding a large city, we find chance and hurry flourishing to the last degree, and the city is not the only place we find it; chance and hurry are found even in the more remote parts of the world.

We hear too often the exclamation: "Oh! I'll take a chance," or, "I took a chance."

A chance is all right as long as one is on the safe side, but we must remember that a chance means *once*, and

if we fail, things are not so pleasant.

How often do the most careful of us have that impulse to take a chance when coming to a crossing at grade, on the street in front of cars and autos to gain a few seconds, which is of no value considering what may be lost. The in-born instinct of chance predominates invariably.

"I'll chance it," once said a man of the rural district coming home after disposing of a load of produce; and that was his last chance; his home was filled with sorrow. And person after person said: "If he had not—" "If," the first and last resort. Stop, Look and Listen, and "if" will not be used.

As usual, the blame was placed on the engine crew who had no power to control the impulse of chance in this man. While this happened once, it has happened a thousand times and will

continue till our minds are trained to wait.

Yes, the blame is always placed on those in charge. It is much easier to stop oneself, a car, or auto, than to stop a train going at great speed.

We know from actual intermingling that if pedestrians would be one-third as much on the alert as the enginemen

and train men, we would have little cause for safety warnings.

The old warning, "Stop, Look and Listen," has never been surpassed, and if heeded will place one in perfect safety. Therefore, the sorrow of the shadow of death shall not enter our homes unexpectedly and the law of safety shall reign.

Safety First Meeting at Mounds

ON Monday evening, May 18th, was held the most successful "Safety First" meeting ever witnessed in Mounds.

Although only a brief advance notice had been given of the meeting, yet such was the promptness and energy displayed in getting it before the public, that the Owego Theatre was filled to its utmost capacity, the crowd being representative of all departments of Mounds, Cairo Terminal and their families and other citizens.

Among the officials present were: S. S. Morris, Chairman General Safety Committee, Chicago; H. J. Roth, Trainmaster, Carbondale; W. R. Givens, Assistant Trainmaster, Mounds; H. E. Bixby, Traveling Engineer, Carbondale; D. L. Barthel, General Foreman, Mounds; W. H. Putcamp, Assistant Roadmaster, Mounds; J. W. Kern, Supervisor, Mounds; F. M. Block, Agent, Mounds; L. Hodge, Assistant Agent, Mounds; P. G. Bride, General Yardmaster, Mounds; W. H. Stout, General Yardmaster, Cairo.

An interesting program was rendered, which we briefly outline as follows:

1—Reading by Mrs. Maude Southall.

2—Solo by Mrs. H. S. Adams.

3—Two reels moving pictures, illustrating dangerous practices of railroad men and the traveling public.

These were very practical and impressive and no doubt will result in much good.

After the pictures were shown, the audience listened to a brief and interesting address from the chairman, S. S. Morris.

Music for the occasion was furnished by the Mounds Orchestra.

Much credit for the success of this meeting is due to the untiring efforts of Mr. J. C. Mench, Secretary of the Mounds Railroad Y. M. C. A.



CONFEDERATE SOUTH FORT—LOOKING SOUTH—VICKSBURG NATIONAL MILITARY PARK.



Type of Iowa Regimental
and Battery Monument.

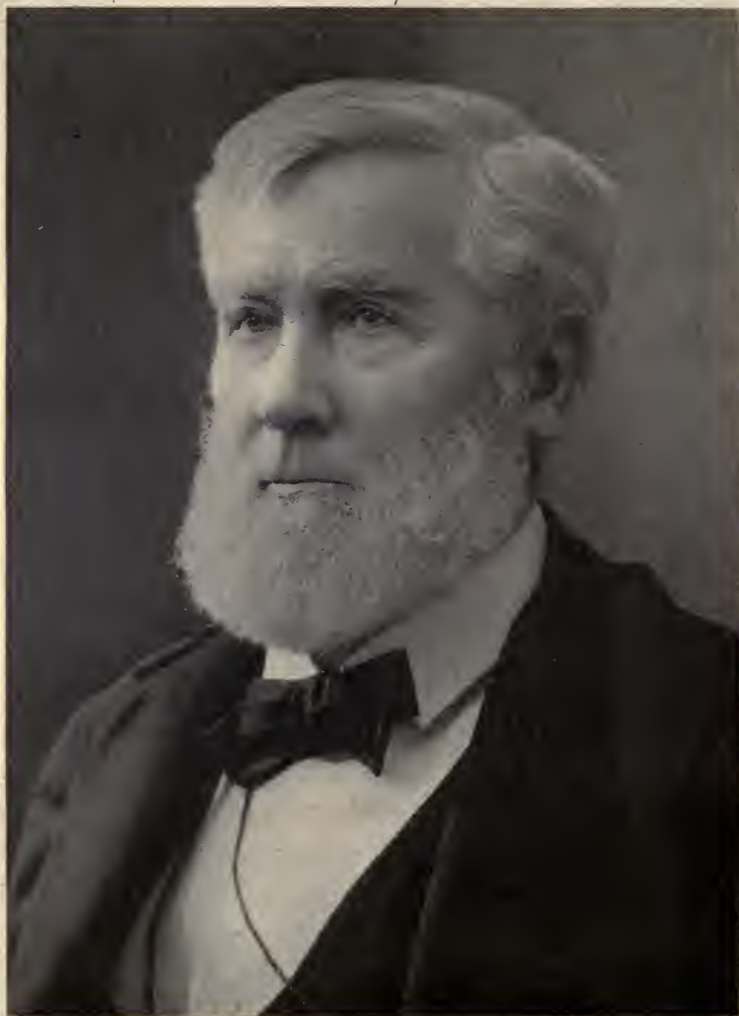
PARK OBSERVATION TOWER.

Cave in the City, the Only
One Remaining of the
Many in Use During
the Siege.

NATIONAL MILITARY PARK, VICKSBURG, MISS.

From the
Law Department

Biographical Sketch No. 5



James Frederick Joy,

Born in Durham, N. H., December 2, 1810.

Solicitor for Illinois Central Railroad Company, September 4, 1852 to 1867.

Died at Detroit, Mich., September 24, 1896. He employed Abraham Lincoln to handle certain cases for the road.

James Frederick Joy

JAMES FREDERICK JOY was born in Durham, N. H., on December 2, 1810; was graduated from Dartmouth College in 1833, with valedictory oration; served for a short time as Principal of Pittsfield (N. H.) Academy and as Tutor in Latin at Dartmouth College; took a course in law at Harvard College and was admitted to the bar in Boston in 1836. Immediately thereafter he engaged in the general practice of the law at Detroit, Mich., with George F. Porter, under the firm name of Joy & Porter.

In 1846 Mr. Joy became identified with the corporation which had bought the Michigan Central Railroad and he shaped the legislation in Indiana and Illinois under which that road was extended to Chicago. He then specialized in railway affairs, was largely engaged in extending their lines, and he became one of the most noted railway attorneys in the country. He organized and for many years was President of the Chicago, Burlington & Quincy Railroad Company; promoted the railroad from Kansas City to what is now Oklahoma, which road was built with the aid of Government troops, and he built the first bridge across the Missouri River at Kansas City. He was Solicitor for the Illinois Central Railroad from 1852 to 1867, and he employed Abraham Lincoln to handle certain cases on behalf of the Company.

In 1857 he undertook the building of the Soo Canal and two years later the first ship canal between Lake Superior and Sault Ste. Marie River was opened;

in 1867 he became President of the Michigan Central and then resigned as Solicitor for the Illinois Central. When the promoters of the Detroit, Lansing & Northern Railroad failed in New York he took hold of and built that road. He also secured the extension of the Wabash Railroad to Detroit and then projected and built the Detroit Union Depot and yards, for use of the Wabash, Pere Marquette, Detroit, Lansing & Northern and Canadian Pacific roads.

He served a term in the Michigan Legislature during the Civil War. In 1880 he was delegate-at-large to the Republican National Convention. He was a warm personal friend of James G. Blaine and made one of the speeches placing him in nomination for the presidency in 1884.

His home was unostentatious, his family and his library furnishing his chief delights. The traits of character which made him the foremost citizen of Michigan and a chief factor in the development of a large section of the country were clearly marked. They were business integrity, common sense, untiring industry, prompt decision, and unswerving determination. (*Compiled from "Thomas Joy and his Descendants," by James R. Joy, and from other data furnished by his sons, Richard P. Joy, President of National Bank of Commerce, Detroit, Mich., and Henry B. Joy, President of Packard Motor Car Company, and from records of Illinois Central Railroad Company.*)

Some Recent Commerce Decisions

SALT Rates from Minneapolis to New Orleans.—On June 9, 1914 (30 ICC Rep., 587), the Commission authorized an increase from 25 to 30½ cents per 100 pounds in these rates via the Illinois Central and other lines. The real basis of Milwaukee's protest was that under the advanced rate Chi-

cago would for the balance of its haul from Chicago to New Orleans on barley from Webster City and made into malt at Chicago, pay 19 cents out of its through rate of 32 cents, while Milwaukee's balance on a shipment from Chicago to New Orleans of malt from barley originating at Minneapolis, would

be 23 cents, but the Commission said, in permitting the advanced rate to become effective, that "the shipper whose through rate is reasonable and non-discriminatory cannot complain of the division thereof," citing the **Iowa Case**, 28 ICC Rep., 64, 73.

Shreveport Case—When state and federal power with respect to interstate commerce conflict the federal power must control.—On June 8, 1914, in the so-called **Shreveport Case** (**Houston East & West Texas R. Co. vs United States**), the Supreme Court affirmed the decree of the Commerce Court, 205 Fed. 380, which in turn had sustained the Interstate Commerce Commission's order, the opinion being delivered by Mr. Justice Hughes. The proceeding was brought in the Commerce Court to set aside the Commission's order (23 I. C. C. Rep., 31, opinion by Mr. Commissioner Lane) on the ground that it exceeded the Commission's authority.

The complaint was that the carriers maintained unreasonable class and commodity rates from Shreveport, La., to various points in Texas, and that they unjustly discriminated in favor of traffic within the State of Texas and against similar traffic between Louisiana and Texas; the gravamen of the complaint was that they made rates out of Dallas and other Texas points into eastern Texas which were much lower than those which they extended into Texas from Shreveport. Thus, Shreveport, La., is about 40 miles from the Texas state line and 231 from Houston and 189 from Dallas. Shreveport competes with both cities for the trade of the intervening territory. The rates on these lines from Dallas to Houston eastward to intermediate points in Texas were much less, according to distance, than from Shreveport westward to the same points. For example, a rate of 60 cents carried first-class traffic 160 miles to the eastward from Dallas, while the same rate would carry the same class of traffic only 55 miles into Texas from Shreveport.

The Commission found that the interstate class rates out of Shreveport

to the named Texas points were unreasonable and established maximum class rates for this traffic, which were substantially the same as class rates fixed by the Railroad Commission of Texas and charged by the carriers for similar distances in Texas; it also found that the carriers maintained "higher rates from Shreveport to points in Texas" than were in force "from cities in Texas to such points under substantially similar circumstances and conditions," and that thereby "an unlawful and undue preference and advantage" was given to the Texas cities and a discrimination that was undue and unlawful was effected against Shreveport.

Omitting here the citations and argument, the Supreme Court held, as expressed in the more material portions of the opinion, the conclusion of the court is as follows:

1. "We find no reason to doubt that Congress is entitled to keep the highways of interstate communication open to interstate traffic upon fair and equal terms. That an unjust discrimination in the rates of a common carrier, by which one person or locality is unduly favored as against another under substantially similar conditions of traffic, constitutes an evil is undeniable; and where this evil consists in the action of an interstate carrier in unreasonably discriminating against interstate traffic over its line, the authority of Congress to prevent it is equally clear. It is immaterial, so far as the protecting power of Congress is concerned, that the discrimination arises from intrastate rates as compared with interstate rates. The use of the instrument of interstate commerce in a discriminatory manner so as to inflict injury upon that commerce, or some part thereof, furnishes abundant ground for federal intervention. Nor can the attempted exercise of state authority alter the matter, where Congress has acted, for a state may not authorize the carrier to do that which Congress is entitled to forbid and has forbidden. . . .

It is also clear that, in removing the injurious discriminations against inter-

state traffic arising from the relation of intrastate to interstate rates, Congress is not bound to reduce the latter below what it may deem to be a proper standard fair to the carrier and to the public. Otherwise, it could prevent the injury to interstate commerce only by the sacrifice of its judgment as to interstate rates. Congress is entitled to maintain its own standard as to these rates and to forbid any discriminatory action by interstate carriers which will obstruct the freedom of movement of interstate traffic over their lines in accordance with the terms it establishes.

Having this power, Congress could provide for its execution through the aid of a subordinate body; and we conclude that the order of the Commission now in question cannot be held invalid upon the ground that it exceeded the authority which Congress could lawfully confer."

2. Concerning the scope of the power granted by Congress to the Commission in Section 3 of the Act, the Court says that "this language is certainly sweeping enough to embrace all the discriminations of the sort described which it was within the power of Congress to condemn. There is no exception or qualification with respect to an unreasonable discrimination against interstate traffic produced by the relation of intrastate to interstate rates as maintained by the carrier. It is apparent from the legislative history of the Act that the evil of discrimination was the principal thing aimed at, and there is no basis for the contention that Congress intended to exempt any discriminatory action or practice of interstate carriers affecting interstate commerce which it had authority to reach. The purpose of the measure was thus emphatically stated in the elaborate report of the Senate committee on interstate commerce which accompanied it: 'The provisions of the bill are based upon the theory that the paramount evil chargeable against the operation of the transportation system of the United States as now conducted is unjust discrimination be-

tween persons, places, commodities, or particular descriptions of traffic. The underlying purpose and aim of the measure is the prevention of these discriminations' . . . (Senate Report No. 46, 49th Cong., 1st Sess., p. 215)."

Pipe Lines.—In *United States vs. Ohio Oil Co.*, the Supreme Court decided on June 22, 1914, opinion by Mr. Justice Holmes, that by the amendment of June 29, 1906, to the Commerce Act "the evident purpose of Congress was to bring within its scope pipe lines that although not technically common carriers yet were carrying all oil offered, if only the owners would sell at their price"; and the statute was held to be constitutional so far as it contemplates future pipe lines and prescribes the conditions upon which they may be established; and as to pipe lines already engaged in transportation, it was held that such of those lines as claimed to be so engaged were not in fact transporting oil within the description of the Act, the argument of the Court on this point being as follows:

"It would be a perversion of language, considering the sense in which it is used in the statute, to say that a man was engaged in the transportation of water whenever he pumped a pail of water from his well to his house. So as to oil. When, as in this case, a company is simply drawing oil from its own wells across a state line to its own refinery for its own use, and that is all, we do not regard it as falling within the description of the Act, the transportation being merely an incident to use at the end. In that case the decree will be affirmed. In the others the decree will be reversed."

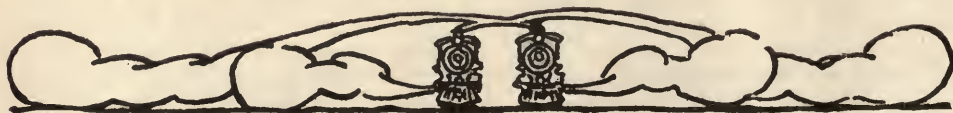
Intermountain Rate Case: Long and Short Haul Clause.—In *United States vs. U. P. R. Co.*, decided by the Supreme Court on June 22, 1914, opinion by Mr. Chief Justice White, the Trans-Continental carriers had filed with the Commission their applications for relief from the long and short haul clause of amended Section 4 of the Act with respect to traffic from the Atlantic to the Pacific Coast. After hearing, the

Commission entered an order granting in certain respects the relief prayed but established a *proportionate* relation to be maintained between the lower rate for the longer haul and the higher rate for the shorter haul upon the basis of percentages, which were fixed with reference to *defined zones*. Refusing to obey the order, the carriers filed a bill in the Commerce Court, and that Court enjoined its enforcement. Upon subsequent appeal to the Supreme Court, it was there held that all questions involved depend upon the construction of the Fourth Section of the Act as amended, and the Court reached these conclusions as expressed in the more material portions of the opinion:

With respect to the *meaning of amended Section Four*: "In other words, the elements of judgment, or, so to speak, the system of law by which judgment is to be controlled remains unchanged, but a *different tribunal* is created for the enforcement of the existing law. This being true, as we think it plainly is, the situation under the amendment is this: Power in the carrier primarily to meet competitive conditions in any point of view by charging a lesser rate for a longer than for a shorter haul has ceased to exist, because to do so, in the absence of some authority, would not only be inimical to the provision of the Fourth Section, but would be in conflict with the preference and discrimination clauses of the Second and Third sections. But while the public power, so to speak, previously lodged in the carrier is thus withdrawn and reposed in the Commission, the right of carriers to seek and obtain under authorized circumstances the sanction of the Commission to charge a higher rate for a longer than for a shorter haul because

of competition or for other adequate reasons is expressly preserved, and, if not, is in any event by necessary implication granted. And as a correlative the authority of the Commission to grant on request the right sought is made by the statute to depend upon the facts established, and the judgment of that body in the exercise of a sound legal discretion as to whether the request should be granted compatibly with a due consideration of the private and public interests concerned, and in view of the preference and discrimination clauses of the Second and Third sections."

The Court held further that the contention that the amended Fourth Section as so construed is *repugnant to the constitution because it is a delegation to the Commission of legislative power* which Congress was incompetent to make, is without merit; further that, upon the jurisdictional questions raised, the effect of the amended Fourth Section was to create no powers theretofore non-existing but simply to re-distribute the powers already existing and which were then subject to review; and with respect to the validity of the Commission's order concerning the fixing of rates by zones, the Court said: "As we have pointed out, though somewhat modified, the zones as thus selected by the Commission were in substance the same as those previously fixed by the carriers as the basis of the rate making which was included in the tariffs which were under investigation, and therefore we may put that subject out of view. Indeed, except as to questions of power, there is no contention in the argument as to the inequality of the zones or percentages or as to any undue preference or discrimination resulting from the action taken."





MISSISSIPPI STATE MEMORIAL, NATIONAL MILITARY PARK, VICKSBURG,
MISSISSIPPI.

Illinois State Medical Society Meeting

The Illinois State Medical Society Evidently Appreciated the Excellent Service Rendered to Its Patron by the Illinois Central Railroad Company As Is Shown by the Following Extract from the Official Bulletin of That Society

As was to have been expected, the Chicago Medical Society Special over the Illinois Central Railroad was a great success. Never before have we been treated with as much courtesy, consideration and attention as shown us by the officials of the Illinois Central. Mr. Carmichael, the division passenger agent, accompanied the train in person and saw to it that nothing was omitted to add to the comforts of those on the train. The dining service for the three days was especially elaborate and the meals served on the diner in Decatur were the talk of the entire convention.

Decatur was stifling hot, but the railroad company saw to it, in the parking of the train, that the sleepers were placed so that the only breeze blowing circulated directly through the compartments and it was necessary to use the extra blankets. Surely this was solid comfort.

It is just such things, where good fellowship abounds, that makes complete the trips to medical conventions.



LOCAL TALENT and EXCHANGES



The following poem was composed by Harry D. Raymond, an employe of the M. K. & T. Railroad, commonly known as the "Katy." The writer was killed about twenty-three miles south of Parsons, Kan., on April 24th, 1914.

"CAN A RAILROAD MAN BE A CHRISTIAN?"

Can I live and be a Christian

On the railroad with its cares,
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 unclouded
With no Sabbath to be had?

Yes, though there be temptations,
From 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 switchmen 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 of the brake,
Will need my 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.

WE received a very attractive folder gotten up by the Salt Lake City Passenger Association detailing the points of interest to the traveling public at Salt Lake City. This, of course, includes the Great Salt Lake, the Mormon Temple and Tabernacle, with its world-famed pipe organ where, daily, during the summer season, free recitals will be given. Surely all tourists on their way west will be greatly recompensed by a visit to this city which was founded by Brigham Young.

Mrs. Charlotte Perkins Gilman, the brilliant suffragist, said at a luncheon at the Colony Club in New York, in answer to an "anti":

"So you accuse us of over-confidence in the success of the suffrage movement. Well, sir, I'd ask you to remember this: 'The hen is no great hand to swagger and strut; but at least she's never been known to cackle before she's laid the egg.'"

Get Into the Game

By Jewett E. Ricker, Jr., in Opportunity

THE highest compliment I ever heard paid a football player was this: "He was in the game from start to finish. There wasn't a single play pulled off in which he did not do his part."

The man referred to was not the "star" of the game. He didn't kick a single goal. He didn't make a single touchdown. He made no brilliant runs. He wasn't cheered. He wasn't carried off the field on his teammates' shoulders. His name didn't appear in the newspaper leads.

BUT—in the detailed report of the game—he figured in very nearly every play. It was "Brown gained four yards through right tackle." "Brown recovered the ball on a fumble." "Brown broke through and blocked the kick."

Brown—I have merely given him that name—was always doing something. He was always in the game. In the parlance of the street he was THERE.

The men who do the big things in life are not always its heroes. They are not always its leaders. We have had but twenty-eight presidents in the history of this country. Our great heroes of war are comparatively few. A score of volumes suffice to tell the story of our great statesmen. Our hall of fame is not unduly crowded.

Yet, in the face of this fact, America has done a good many wonderful things in the last one hundred and thirty-eight years. Generations of men have lived and died, but our great mausoleums and costly tombstones are relatively few.

America is not slow to recognize its heroes. But the fact remains that there are many BIG men of history whose names figure but little in its pages. Yet, in their day and time, they played the game—they did their part in every play. And that is honor enough.

It is not given to all of us to attain what we are accustomed to consider the great triumphs of life. Few of us achieve fame; few riches; few greatness. But because of this fact it is all the more important that we do the small tasks before us as efficiently as we can.

It is only after we have served our apprenticeship behind the gun that we can justifiably hope to be given the bars of rank. It is only after we have seen, and grasped, the small opportunities that confront us each hour that we have a right to expect the bigger ones to knock at our door.

Get into the game. Just because you don't expect to be a Woodrow Wilson, or a Rockefeller, or an Edison, is no reason why you should fail to do your full part in the work of the world.

When I graduated from school the motto of our class was "Aim High." It was, of course, an excellent motto. Many other classes have had it. But the man who is intent on "aiming high" is quite apt to overlook the equally important things below. He is usually so occupied in aiming that he forgets to pull the trigger when the big moment comes.

It is a good plan to set one's ambition at a high notch. But it is an extremely poor plan to set it at so high a notch that discontent and disappointment follow.

In a foot-race the man who starts out at a terrific pace is nearly always

the fellow who staggers in the last across the line. He lets his eagerness to win dissipate his strength. He allows his ambition to defeat the very end he is striving to reach.

All of us cannot achieve the limelight of fame. All of us cannot gain riches. Few of us will ever be heard of outside of the immediate community in which we live. The big triumphs of life—the spectacular—are left to the few.

But because of this fact it does not follow that we must fail.

Success is comparative. It is governed by environment, conditions, circumstances. So, while you are busy telling your boy that he may some time be president of the United States, do not forget to impress upon his mind that he may also achieve success this side of the White House.

The greatest of all victories consists in playing the game; of doing our part in each play. It consists of doing what we have to do as efficiently and whole-heartedly as possible. And that is—OPPORTUNITY.

Roll of Honor

Since the publication of the last list, the following employes have been retired by the Pension Board:

Name	Occupation	Where Employed	Service	Date of Retirement
George Crombie	Mill Hand	Burnside	20 yrs.	4/30/14
John McGiles	Laborer	Champaign	19 yrs.	5/31/14
J. W. Marelius	Stenographer	Gen'l Frt. Office	33 yrs.	6/30/14
Geo. E. McAfee	Agent	Rockwell City, Ia.	31 yrs.	2/28/14
Daniel E. Foley	Supervisor	Carbondale	43 yrs.	5/31/14
George W. Hall	Engineman	Freeport	26 yrs.	12/31/13
Aaron Howard	Machinist	Clinton	34 yrs.	3/31/14
Jas. T. Tilford	Bridge Watchman and Pumper	Big Clifty, Ky.	34 yrs.	5/31/14

Appreciates the Illinois Central Pension

Mr. Burt A. Beck,

Salem, Ore., June 6th, 1914.

Secretary Board of Pension.

Dear Sir:—Your letter of the 28th ulto. relative to action of the Board of Pensions in my case received. I wish that I might find words to adequately express to yourself, Dr. Dowdall and the members of the Board of Pensions the gratitude I feel for this great goodness to me. I shall ever feel grateful for the treatment I have received at your hands.

Yours truly,

G. E. McAFEE.

Good Work

Anna, Ill., June 20th, 1914.

Mr. W. S. Williams, Superintendent, Carbondale, Ill.

Dear Sir: There is a good deal being said about service from box cars, etc., but I do not think there is a much better record on any car than we gave I. C. 45242 here yesterday. This car came to Anna from Duquoin at 10 a. m., June 19th, loaded with Soda Water, carload rate, freight \$21.00. We got the car unloaded and reloaded with a contractor's outfit for St. Louis at 5 p. m., carrying \$27.00 freight charges and forwarded the car on 74 at 7 p. m., June 19th.

Yours truly,

R. BURNETT, Agent.

Meritorious Service

A MERITORIOUS ACT

MRS. P. L. Bobo, wife of Flagman Bobo, while on back porch of her home June 9th noticed a brake beam dragging under car. She immediately, by telephone, called up the agent at the station that the train was to pass and got the information to the train crew, probably avoiding an accident.

FAVORABLE entry has been made on the records of the following conductors 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.

WISCONSIN DIVISION — Conductor J. H. Quinlan, on train No. 28, May 22nd, lifted trip pass account not being countersigned, and collected cash fare.

ST. LOUIS DIVISION—Conductor W. C. Walkup, on train No. 201, May 13th, lifted ten-ride commutation ticket account having expired, passenger purchasing ticket to cover trip.

Conductor A. E. Reader, on trains No. 2, May 9th, No. 22, May 16th, and No. 1, May 31st, declined to honor expired card tickets, which were presented for passage, and collected cash fares.

KENTUCKY DIVISION—Conductor J. W. Whedon, on train No. 102, May 18th, lifted employe's trip pass in accordance with bulletin instructions, and collected cash fare.

Conductor E. T. Arnn, on train No. 104, May 25th, lifted mileage ticket account having expired, and collected cash fare.

TENNESSEE DIVISION—Conductor S. E. Matthews, on train No. 5, May 22nd, lifted mileage ticket ac-

count being in improper hands, passenger presenting another mileage ticket to cover trip.

Conductor J. W. Arnn, on train No. 5, May 21st, lifted mileage ticket account having expired, and collected cash fare.

Conductor G. P. Kinkle, on train No. 2, May 16, lifted mileage ticket account being in improper hands, passenger presenting another mileage ticket to cover trip.

LOUISIANA DIVISION—Conductor L. E. Barnes, on train No. 6, May 1st, lifted two 54-ride individual tickets account having expired, and collected cash fares.

On train No. 3, May 10th, he declined to honor trip pass presented by the holder for transportation of another person not mentioned therein, and collected cash fare.

Conductor W. H. Moales, on train No. 1, May 9th, lifted mileage ticket account being in improper hands, passenger presenting another mileage ticket to cover trip.

Conductor R. E. McInturff, on train No. 313, May 30th, declined to honor card ticket account having expired, and collected cash fare.

Conductor A. E. Broas, on train No. 1, May 26th, lifted mileage ticket account being in improper hands, passenger presenting another mileage ticket to cover trip.

MEMPHIS DIVISION—Conductor J. S. Lee, on train No. 523, May 3rd, lifted mileage ticket account being in improper hands, and collected cash fare.

Conductor F. B. Bell, on train No. 37, May 9th, lifted trip pass account being in improper hands and as passenger refused to pay fare was required to leave the train.

Conductor Jeff Williams, on train No. 521, May 21st, lifted mileage ticket account being in improper hands, and collected cash fare.

VICKSBURG DIVISION — Conductor B. F. Edwards, on train No. 12, May 18th, lifted trip pass account being in improper hands, and as passenger refused to pay fare, was required to leave the train.

Conductor R. C. Buck, on train No. 142, May 21st, lifted mileage ticket account being in improper hands, passenger presenting another ticket to cover trip.

NEW ORLEANS DIVISION — Conductor Chas. E. Gore, on train No. 34, May 14th, lifted 54-ride individual ticket account having expired, and collected cash fare; he also had a similar case on this train May 18th.

Conductor S. K. White, on train No. 15, May 22nd, lifted 54-ride individual ticket account having expired, and collected cash fare.

Illinois Division

On June 22nd, Conductor C. H. Draper on Train 22, noticed a loose wheel on rear coach of suburban train, which was pulled by engine 1406. The attention of the conductor of the suburban train was called to the matter and a possible accident avoided.

On June 8th, Brakeman C. E. Kimler found a mail sack, which presumably had been thrown off Train No. 2 on June 7th after that train had passed Kinmundy station. The matter was reported to the agent at Kinmundy and the contents of the mail sack forwarded to destination.

Favorable entry has been placed on the service record of Agent C. E. McBratney, of Galton, Ill., for discovering C. & N. W. car 72346 improperly stencilled.

Favorable entry has been placed on the service record of Agent J. C. Brown, of Edgewood, for his close observation and prompt action taken by him to have car re-stencilled properly.

Favorable entry has been placed on the service record of Fireman W. F. Robinson while on train 73, June 13th, for discovering a sack of U. S. mail on

track north of Farina, same being turned over to the agent at Farina.

Favorable entry has been made on the service record of Conductor Maroney on train 51, June 12th, for discovering and reporting broken guard rail on main track.

Favorable entry has been placed on the service record of Brakeman J. P. Lenahan for discovering and reporting broken truck on I. C. 130121 on June 10th.

Favorable entry has been placed on the service record of J. Kirby, switch tender, at north end of Champaign yard, for discovering and reporting broken flange on car of Extra 1676 on June 6th.

Favorable entry has been placed on the service record of Engineman L. G. Simmons for discovering and reporting broken rail in main track near McNulta while on train 526, June 2nd.

Favorable entry has been placed on the service record of Conductor J. E. Skibbe for discovering and reporting no light weight shown on car I. C. 33193.

Favorable entry has been placed on the service record of Freight Brakeman O. Hold for discovering and reporting broken rail north of the first crossing south of Wilder, June 3rd.

Favorable entry has been placed on the service record of Engine Foreman G. N. Thompson and Helpers A. W. Mason and C. W. Porter for discovering and extinguishing fire at coal chute June 2nd.

Minnesota Division

Favorable entry has been placed on the service record of Agent C. H. Hall, of Raymond, for discovering and reporting broken brake beam dragging in train No. 93, June 13th.

New Orleans Division

Favorable entry has been placed on the service record of O. M. Briscor, Section Foreman, for discovering and reporting draw-head down in car on train near Hernando, June 3rd.



CONFEDERATE FRENCH, GUN AND TABLET—CITY IN THE BACKGROUND—NATIONAL MILITARY PARK, VICKSBURG, MISSISSIPPI.

Minutes of Quarterly Staff Meeting Held in Superintendent's Office, Greenville, Miss., April 21, 1914

PRESENT.

MR. T. L. DUBBS, Superintendent.
MR. J. W. WELLING, Roadmaster.
MR. F. R. MAYS, Trainmaster.
MR. J. M. CHANDLER, Chief Dispatcher.
MR. F. R. BISHOP, Road Supervisor.
MR. C. J. HARRINGTON, Road Supervisor.
MR. W. SHROPSHIRE, Bridge Supervisor.
MR. C. R. MAYOR, Assistant Engineer.
MR. C. LINSTROM, Master Mechanic.
MR. HENRY FLETCHER, Traveling Engineer.
MR. E. L. WILLIAMS, General Foreman, Greenville.
MR. W. H. RODE, General Foreman, Cleveland.
MR. R. P. WALT, Agent, Cleveland.
MR. L. M. ELLIOTT, Agent, Rolling Fork.
MR. R. L. DILLEYHAY, Foreman, Water Works.
MR. C. E. CAMPBELL, Dispatcher.
MR. L. C. KNIGHT, Claim Agent.
MR. S. SIMMONS, Chief Clerk.
MR. F. B. WILKINSON, Agent, Greenville.

ABSENT.

MR. W. S. PRIEST, Division Agent.
MR. G. L. DARDEN, Claim Agent.
MR. R. L. BURNS, Claim Agent.
MR. H. MAYNOR, Road Supervisor.
MR. G. McCOWAN, Special Agent.
MR. E. D. MESSIONNER, Division Storekeeper.
MR. G. A. HOPKINS, Ticket Agent, Greenville.
MR. G. B. McCAUL, Agent, Leland.

THE minutes of the previous meeting, held on January 19th, were read for the benefit of those who were not present at such meeting, and the various subjects which were dismissed were gone over in a general way, after which the meeting was continued with the presentation of all new subjects.

SUBJECTS DISCUSSED.

Demurrage and Car Service.	Damage to Shipments by Rats.
Handling Foreign Cars.	Handling Company Coal.
Fuel Expense.	Scrap,
Simplifying Index to Tariffs.	Loss and Damage Freight.
Line Stock.	Overtime.

Demurrage and Car Service:

Although this subject was gone into thoroughly at the last meeting by Special Service Agent Mr. Caulfield, it was felt that considerable good would be accomplished by renewing the subject and calling the various details to the attention of all concerned, especially with regard to the importance of keeping accurate records, making a careful check and regular reports, making a complete check indicating the exact location of each car at the time check was

made, so that we would be in a position to verify our demurrage bills if necessary. Special attention was called to the fact that considerable revenue is lost each month on account of agents and others failing to maintain proper records. Trainmaster, division agent, claim clerk and special agent were specially deputized to give these matters close attention at stations when going over the road with a view of improving conditions.

Handling Foreign Cars:

On account of the rigid instructions governing the handling of foreign cars, this subject was brought up and discussed freely by all present, and the existing instructions gone into in detail, so as to insure a uniform understanding and guard against irregularities. Attention was called to the importance of using system cars in every case where possible to do so, and return foreign cars to home connections with the least possible delay. The close checking of 22 reports, 38 reports and daily telegraphic car reports by all concerned was gone into, and in addition the importance of closely following up this matter while on the road was also a subject of much discussion. It is felt that if the matter is closely followed up by agents, conductors and others concerned, that we will be able to keep our line practically free from foreign cars.

Fuel Expense:

The item of fuel expense at each fuel station on this Division was called to the attention of all present, as well as the expense at similar points on other Divisions. Several letters from the general manager and general superintendent with regard to this subject were read and discussed in detail and suggestions made as to the best method of reducing this item of expense. The planning of a mechanical coaling plant at Rolling Fork, which was just authorized and was gone into carefully, and it was the consensus of opinion that when this plant is installed that considerable saving can be effected. This matter will be closely followed up, and it is felt that we will be able to bring about an improvement in this line.

Simplifying Index to Tariffs:

A member of the staff called attention to the fact that the present index to our tariffs is so complicated that the average agent is unable to locate, without considerable difficulty and loss of time, tariffs covering various commodities, other than the tariffs which were used almost daily. It is felt that a great deal can be done in regard to simplifying the index to tariffs, and it was suggested that this subject be included in the minutes of this meeting with a view of calling for suggestions from others as to just what should be done.

Line Stock:

Attention was called to the fact that we are closely following up the matter of reducing line stock to the lowest possible figure. While it was the opinion of all present that our line stock should be kept down to a reasonable figure, it was stated that in a number of instances the matter is followed up so closely, and the line stock kept down so low, that it results detrimental to the interest of the company, on account of incurring additional expense in making temporary repairs at points where permanent repairs could be made if sufficient line stock were carried. This also applies to the additional expense in handling material back and forth, which could be eliminated if the line stock was not kept down to such a low figure. This matter will be carefully followed up from a local standpoint with a view of keeping our line stock down as low as possible consistent with conditions existing.

Damage to Shipments by Rats:

Several communications received during the past few months regarding

claims for damage to shipments due to rats were read and discussed thoroughly. A number of the staff present made suggestions as to the best method for eliminating rats from the warerooms, and it was decided to make a test of some of the suggestions at stations where the greatest trouble is experienced and make a report at the next meeting as to the results obtained. In addition to this a circular was issued to all agents giving suggestions along these lines, after which we will make a campaign with a view of reducing this item of expense to the lowest possible figure or eliminating it if possible.

Handling Company Coal:

In order to guard against difficulties which might arise as a result of a shortage in company coal, it was suggested that arrangements be made to load all company coal during the summer months and to unload into storage on each Division a sufficient amount of coal to take care of the requirements on each Division during the winter months, so that it will not be necessary to distribute any company coal during the winter months, and thereby enable us to keep all coal cars in revenue service, and also to devote all of our power to the handling of revenue business.

Scrap:

The importance of picking up scrap regularly and shipping promptly to proper destination, as well as importance of keeping way lands clear of scrap at all times was called to the attention of all departments and arrangements put into effect whereby scrap cars will be operated at regular intervals over the entire division, all foremen and others concerned to be notified sufficiently in advance of the date the scrap car would pass over their territory, so that there would be no failure to be on hand ready to load the scrap without delay. Special attention was called to recent derailments brought about by scrap being piled along the waylands, being picked up by outsiders and placed on track, or in switches, in such a way as to result in serious accidents. The benefit to be derived from the proper handling of scrap was also the subject of some discussion and it was felt that all concerned appreciated the importance of this subject and will give it the attention it deserves. Another feature in connection with this subject which was dwelt upon was the importance of carefully checking all scrap to insure against serviceable material being loaded and shipped away in scrap cars, and the supervisors, general foremen, division storekeeper and others were specially cautioned to make special checks along these lines.

Loss and Damaged Freight:

This ever important subject was called to the attention of all present, and the figures gone over carefully showing the amounts paid out for loss and damaged freight during the past several months. The increases, or decreases, as the cases were, and the way of remedying such conditions were gone into thoroughly. Trainmaster, special agent, division agent and division clerk were specially instructed with regard to handling with trainmen and agents, checking the loading and unloading of merchandise, the proper and prompt reporting of conditions found and taking of necessary corrective steps with all concerned. In addition to making monthly trips over the Division and making station to station check, the plan was also inaugurated whereby all agents will make a tri-monthly blind check of wareroom, sending report of such checks to this office, so that we will be in a position to closely follow up with a view of disposing of all over and unclaimed freight, as well as locating and forwarding to proper destination all short freight. Full sets of instructions have been issued to agents and trainmen with regard to the importance of furnishing all concerned with prompt reports whenever short-

ages occur, giving full date, as well as the importance of agents rendering report covering "short freight accounted for," so as to enable this office, as well as freight claim agent, to be in a position to promptly dispose of claims when presented. This matter is being followed up by all concerned on this Division in such a way that considerable goods will no doubt result, and it is hoped that future reports covering this item of expense will show a decided improvement. A member called attention to the fact that one of the most troublesome conditions handled during this season of the year is carload ear corn, which in a number of cases is found to be in a bad condition and refused, after which it is reconsigned from place to place, and in some instances this practice continues, until the corn is worthless, and it is refused and turned over to this company and claim presented. We have issued instructions that this feature be watched closely, and it is hoped that in this way we will eliminate this feature.

Overtime:

On account of overtime on this Division, as well as on a number of other Divisions, increasing, it was felt that the matter should again be called to the attention of all concerned with a view of taking such action as would result in a reduction of this item of expense. From a local standpoint, it was found that the increase in overtime was brought about on account of the poor condition of power, the extraordinary increase in business and a change in local conditions. During the months of January, February and March, 1914, the local business on the Vicksburg Division increased more than \$100,000.00 over same period the previous year. The change in schedule of agents and operators, providing for only six hours' work on Sunday, is also an item which accounts for considerable increase in overtime. This item will be watched very closely and everything possible will be done to keep expenses down to the lowest possible minimum consistent with the proper and efficient handling of business.



Rhode Island State Memorial.



Massachusetts State Memorial.

NATIONAL MILITARY PARK, VICKSBURG, MISS.

A Laugh or Two

Cultivate Your P's

"To those who would like to read a fine book on the self-help order," says John Allen Murphy, "I would recommend that they get a dictionary and read the letter 'P.' It is a rich mine of valuable success nuggets. Here are some of them:

"Power, patience, poise, persistency, punctuality, perseverance, pluck, plod, purity, prudence, purpose, peace, principle, painstaking, push, plan, patriotic, pay, produce, perfection, polite, polish, practical, profit, progressive, prompt, prosper, public-spirited.

"Dig deeper and you may find more. The man who has these doesn't need to bother about the rest of the alphabet."
—The Ave Maria.

An American girl was taking a Liverpool girl home to the States with her, and toward the end of the journey remarked:

"It is delightful to feel that one is so near home. We ought to sight Sandy Hook this afternoon."

"Shall we?" exclaimed her friend. "That will be nice. Don't tell me which he is; I can always pick a Scotchman out of a crowd."—Exchange.

The Influence of Heredity

"That's a fine baby of yours, Bill," said the boss to his chauffeur.

"Yes, Mr. Wilkins," said the chauffeur. "My wife and I are pretty proud of him. He's the latest model, all right—a self starter, with an automatic horn that would wake the dead."—Harper's Weekly.

A club of eccentric young men had for one of their rules that on Tuesday evenings any man who asked a question in the club rooms which he was unable to answer himself should pay a fine of \$10.

One evening McLoughlin asked the following:

Why doesn't a ground squirrel leave any dirt around the top of his hole when he digs it?

After some deliberation McLoughlin was called upon to answer his own question. That's easy, said he, the squirrel starts at the bottom and digs up.

All very nice, suggested a member, but how does he get to the bottom?

Well, answered McLoughlin, that's your question.—Everybody's Magazine.

Schmile und der world schmiles mit you,

Laugh und der world vill roar;
Howl und der world vill leave you,
Und never come back no more.

Not all of us couldn't been handsome,
Not all of us haf goot clothes;
But a schmile is not expensive,
Und it covers a worldt of woes.

Recognized It

Augustus and Angelina were climbing the highest peak of the Alps, and she stood above him some 20 feet.

"What!" he gasped—"what do you see?"

"Far, far below," she cried, "I see a long white streak stretching like a paper ribbon back almost to our hotel."

"Ha, ha!" he ejaculated, "it's that hotel bill overtaking us."—Pittsburgh Chronicle-Telegraph.

And Lawyers, Too

His teacher was having a hard time explaining the lesson.

"Tommy, you can learn this if you make up your mind. It's not one bit smart to appear dull. I know that you're just as bright as any boy in the

class. Remember, Tommy, where there's a will there's—"

"Aw," broke in Tommy, "I know all dat, I do. Me fadder's a lawyer, an' I heard him say it lots o' times."

"You should not have interrupted me, but I am glad your father has taught you the old adage. Can you repeat it to me?"

"Sure. Me fadder says dat where dere's a will dere's always a bunch o' poor relations."—Pittsburgh Chronicle-Telegraph.

Defining a Phenomenon

"What is a phenomenon?" asked one workman of another.

"It's like this. Suppose you were to go out into the country and see a field of thistles growing."

"Yes."

"Well, that would not be a phenomenon."

"No, that's quite clear," agreed the other man.

"But suppose you were to see a lark singing away up in the sky."

"Yes."

"Well, that would not be a phenomenon."

"No, that also seems clear."

"But imagine there is a bull in the field."

"Yes."

"Even that would not be a phenomenon."

"No."

"But, now, Bill, look here. Suppose you saw that bull sitting on them thistles whistling like a lark—well, that would be a phenomenon."—Pittsburgh Chronicle.

Tricking the Porters

As illustrating the unfounded complaints which are sometimes made against railway servants, W. F. Jackson, the general manager of the North British Railway Company, has been telling a good story, the facts of which he said, were ascertained in the investigation of a complaint made by the principal actor.

An old lady turned up at one of the

Glasgow stations, and going up to a porter, said:

"I say, porter, can you tell me where I will get my train?"

"Where are you going, madame?" he asked.

"What have you got to do with that? Can you tell me where I will get my train?"

"But I cannot tell without—"

"Well, I'm not going to tell you where I'm going. I'll get some one else to help me."

With that the old lady toddled farther up the platform, and meeting another porter, propounded her conundrum to him.

"Where are you going, madame?" was his natural question.

"Oh," she retorted, "you are just as impertinent as your mate. I'm not going to tell you where I'm going."

She went up to a third porter and asked him if he could tell her where her train was. She got the same reply, and said, "Well, if you must know, I'm going to Paisley."

The porter directed her to the Paisley train, and just as it was leaving the platform she put her head out of the window and shouted:

"How do you feel when you've been 'had'? I'm not going to Paisley at all. I'm going to Edinburgh," which, it need hardly be added, is in quite the opposite direction."—London Tit-Bits.

Enough Said

The teacher in charge of one of the grades in the grammar school wrote on the board a number of words ending in the syllable "tion." After explaining the meaning of each to the class, she told them to use the words in sentences. Her pupils wrote busily for a few moments, and then one of them astonished her with the following:

"Father's hair is a recollection; mother's is an acquisition; auntie's is a compilation; sister's is an aggregation; brother's is a conflagration, while baby's is a mere premonition."—Life.

Division News



ILLINOIS DIVISION.

Chicago District.

Brakeman McLaughlin of the Chicago Dist., on a short vacation, is apparently endeavoring to apply his time to the best possible advantage. He commenced by "taking unto himself a wife," June 15th, and since then has been enjoying an extensive honeymoon. The lucky (?) lady was Miss Mae Martin of Bradley, at which city we understand they will make their future home. Congratulations and best wishes, Mack, but what's the big idea of living at Bradley?

Dispatcher J. P. Madix, of Kankakee, was off June 7th, to the 17th, on his annual vacation. He was relieved by Extra Dispatcher W. H. Davis.

Extra Operator and agent R. B. Saladay relieved Mr. H. B. Finnigan at Gibson City May 1st to the 20th; the latter on his annual vacation.

Mr. C. E. Okey relieving Agent T. A. Powers at Irwin since the 4th inst.

J. D. Taylor of Anchor, on annual vacation, relieved by Mr. R. B. Saladay.

Dispatcher W. H. Davis working 2nd trick on the Gilman Line for a few days in place of Mr. Gerbel, who is visiting friends around Edgewood.

Mr. G. G. Stonish has been appointed section foreman at Homewood, vice Mr. Jas. Brosnahan, promoted.

Mr. Henry Wulff has been appointed section foreman at Peotone, vice Mr. G. G. Stonish transferred.

Mr. J. McAnich has accepted position of Water Work Repairman at Kankakee vice Mr. W. W. Boughan, transferred to the Chicago Terminal.

Side track is being constructed at Peotone, Ill., to serve the Standard Oil Co., at this point.

Mr. Clarence Knapp has accepted the position of Night Ticket Clerk at Kankakee, vice Mr. Earl Snyder, resigned.

Dispatcher H. H. Weatherford has returned from Milwaukee, where he spent his vacation.

John Wilson, Trainmen's caller, is planning to go to Havana on a camping trip. If he catches all the fish he is figuring on, there won't be many left for the rest of us.

E. Styles, first trick Dispatcher, is taking his annual vacation, and Harry Weatherford is working the first trick and T. F. McNeill is working Weatherford's regular trick, the third.

Geo. Starkey has secured leave of absence for an indefinite period and gone to Los Angeles, Cal., to visit a sick relative.

J. S. Harrell, Lineman, is the proud father of an eight-pound daughter who arrived at his house on the 20th of June.

L. L. Bosley is working as card distributor in the Dispatcher's office while T. F. McNeill is working as third trick Dispatcher, Operator E. Snedeker filling the vacancy at the Yard Office during Bosley's absence.

LOUISIANA DIVISION

Miss Alma Israel, Stenographer, Accounting Department, Local Freight Office, New Orleans, left on June 20th for a short stay in Chicago and Milwaukee.

Burk Fanguy, Clerk, Accounting Department, Local Freight Office, New Orleans, left on June 27th for a

ten-day vacation. He will visit St. Louis, Chicago and Milwaukee.

M. L. Pittman, Uncollected Clerk, Local Freight Office, New Orleans, left on June 27th for a vacation trip to St. Louis, Chicago, Buffalo and Niagara Falls.

Mr. Edward H. Newman, Clerk, Accounting Department, Local Freight Office, New Orleans, was married on June 10th, 1914.

The stork visited the home of Mr. Edwin L. Harris, Per Diem Clerk, Local Freight Office, New Orleans, on June 8th, and left him the proud papa of a baby boy.

"Illinois Central Base Ball League," New Orleans, La.

Name—	Played	Won	Lost	P. C.
Locals	2	0		.1000
Mechanical	1	0		.1000
Transportation ..	2	1	1	.500
Car Dept.....	2	1	1	.500
Harahan	2	1	1	.500
Stuy. Docks.....	1	0	1	.500
Electrical	2	0	2	.000
Road	0	0	0	.000

At a meeting held on June 11th, 1914, at the Local Freight Office, New Orleans, La., the Illinois Central Base Ball League was formally inaugurated. The League is composed of teams representing the different departments of the Illinois Central Railroad located at New Orleans. The departments represented are: Local Freight Office, Mechanical, Transportation, Car Shops, Harahan Yards, Stuyvesant Docks, Electrical Department and Road Department.

The officials of the League are: J. Milton May, President; E. A. McGuinness, Vice-President; J. F. Benjamin, Secretary-Treasurer. Honorary members Board of Directors: Messrs. T. E. Hill, F. T. Mooney, J. W. Cousins, E. C. Roddie, A. E. Scaife, J. T. Littleton, E. W. Jansen and J. F. Watts. Board of Directors: Messrs. D. B. Muga, Jno. R. Herr, J. W. Fordyce, E. A. McGuinness, J. F. Benjamin, J. Milton May and Jas. Ernst.

The formal opening of the League took place on Sunday, June 21st, at Tulane Stadium, New Orleans, La., before a crowd of more than seven hundred people. Mr. A. E. Scaife, the popular agent of Stuyvesant Docks, pitched the first ball over the plate, which act officially opened the League.

The boys from Stuy. Dox came up to the Stadium in an automobile, accompanied by a brass band. The League also furnished a band, and their combined efforts added to the pleasures of the evening.

A schedule of fourteen games, to be played by each team, has been arranged, and will extend over the months of June, July, August and September. The winning team will be given a pennant, and the individual players a trophy. As this is the first inter-department Base Ball League ever organized by employes of the Illinois Central Railroad in New Orleans, the outcome is watched with a great deal of interest.

NEW ORLEANS DIVISION.

Messrs. Cecil and Harry Kiernan spent Sunday, June 7th, at Lake Washington fishing; they report fishing good, but the sun awful warm.

Engineer W. K. Rust has resumed his duties on trains 12 and 15, between Vicksburg and New Orleans.

Mr. John J. Tierney, former employe of the company, has again returned, and is employed in the superintendent's office.

Engineer Charles Linstrom was on the Natchez District a few days this month handling train 521-2.

Engineer Charles Sulzer has resumed his duties on trains 12 and 15.

Mr. A. H. Davis, agent at Vicksburg, made a trip to Lake Washington Sunday, June 21st, for the purpose of fishing. He returned with the same old story: He could have caught them, but the weather was too warm.

Operator S. A. Cogan, of Port Gibson, is off on his vacation. He is being relieved by Operator G. P. Tillery.

Conductor S. K. White is off on account of sickness. Conductor R. W. McBurney is relieving him.

Conductors Stafford, Davis and Lawrence were off the past week on account of attending court. They were relieved by Conductors H. B. Cook, Tony Lang and J. S. Roberts.

Editors of farm papers en route from Hammond to New Orleans on June 24th, were handled special from Hammond to Baton Rouge in charge of Conductor S. J. McCauley. Brother Sam is strong on the passenger jobs.

The vegetable business on this division has so far met with everyone's expectations, as from seven to ten cars have been handled each day to northern markets. The producers are receiving very satisfactory prices, which should tend to increase the output next year.

Agent Daughtery, of Port Gibson, returned from Chicago June 20th, where he was in attendance with the committee representing the operators. Daughtery says they are all very well satisfied and contented with the new schedule.

Dispatcher L. L. Prince and wife are spending their vacation in the Blue Grass regions of old Kentucky. Mr. Prince is relieved by Mr. J. W. Casey.

Mr. J. C. Sheets, dispatcher, returned to work on June 13th, after spending two weeks with relatives and friends in Kentucky.

Conductor J. C. Tate is holding down Conductor E. B. Appleby's run on trains 511-12-14 and 15, while Ed is taking his annual vacation.

Carl B. Walters, clerk to General Yardmaster Cunningham at Vicksburg, will spend Sunday in Wilson with relatives.

Leslie Powell, chief clerk to Chief Dispatcher Blair, resumed his duties on the first of the month, after a term in Chamberlain Hunt Academy at Port Gibson.

Invitations have been issued for the wedding of Miss Nellie Marguerite Collins to Mr. Joseph E. Smith, engineer,

July 11th, at Wilson, La. This young couple have the best wishes of their many friends.

Special daily express service was inaugurated June 1st on the Vicksburg District of the New Orleans Division for the purpose of moving the heavy vegetable movement. At the present writing (June 25th) the outlook is that this business will continue until about July 4th. The crop has been abundant this season and prices have held up well, offering growers much encouragement for increasing acreage next season.

Chief Dispatcher W. O. Blair returned from Chicago Sunday, June 21st, where he was called on business pertaining to the adjustment of salaries of agents and operators on the New Orleans Division.

Conductors J. G. Waller and J. E. Watson, on trains 58-9 on Wilson District, have returned to work after spending 10 days fishing.

While some of the regular passenger conductors are attending court, Conductor Lang is "punching the tickets." Tony says it is mighty hard for him to go through Harriston without "picking up."

Assistant Engineer Harry R. Davis, who has been in charge of the levee work at Baton Rouge, was in Vicksburg Monday of this week. Harry says Baton Rouge is a great city.

General Yardmaster Cunningham states while patrolling the levee recently, found the thermometer standing at 99. "Some hot."

Mr. H. D. Holdridge, superintendent bridges and buildings, is able to be out again after his accident. Mr. Holdridge was on a motor car and was hit by an extra at Gordon.

Flagman R. P. Decker, while running to catch his train at Port Gibson recently, stepped in a hole and sprained his ankle, which is causing him some little trouble.

R. E. Tynes spent Sunday in Roxie with relatives.

The weather on the New Orleans

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DAVENPORT, IOWA



Division has been rather warm for the past month, with very little rain. The planters claim that the lightning bugs have gone in business with the boll weevil and the two of them are now working overtime, both day and night.

Miss Hazel Martin, file clerk in the superintendent's office, has departed for Denver to spend her vacation. Miss Hazel will spend two weeks seeing the sights of Denver.

The paving of Levee street, Vicks-

burg, by the railroad company has certainly improved the looks of things around here. The old city now looks as though she has on her Sunday clothes every day in the week.

"Dobbins, the art critic, has roasted my pictures unmercifully.

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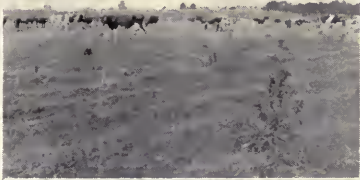
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ILLINOIS CENTRAL MAGAZINE

VOL. 3

NO 2

AUGUST 1914

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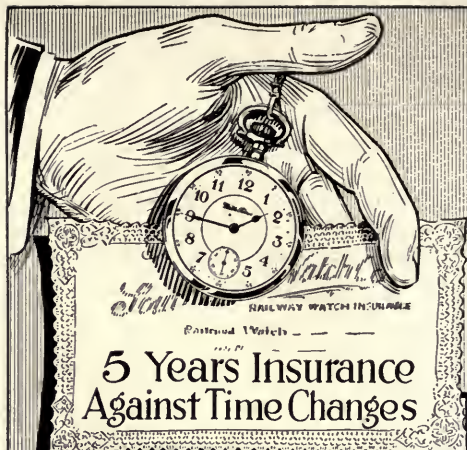


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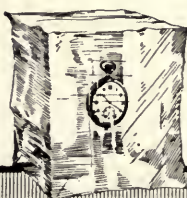
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WM. L. TARBET.

Mr. Wm. L. Tarbet is a native of Tennessee but has spent practically all his life in Illinois. Graduated with degree of A. B. from Blackburn University, at Carlinville, Ill. Was principal of high schools at Vandalia and at Alton. Entered the service of the Illinois Central R. R. Co. as Assistant Engineer in 1892. From 1897 to 1898 was Consulting Engineer for the Railroad and Warehouse Commission of Illinois. In 1898 was appointed Tax Commissioner of the I. C. R. R. Co. and The Y. & M. V. R. R. Co., and January 19, 1911, was appointed Land and Tax Commissioner of the same companies, which office he now holds.

ILLINOIS CENTRAL Magazine

Vol. 3

AUGUST, 1914

No. 2

The Story of the Illinois Central Lines during the Civil Conflict 1861-5

General Beauregard at Shiloh, Sunday, April 6, '62

By Y. R. LeMonnier, M. D., Ex-private Company B, Crescent Regiment, Louisiana Infantry, Pond's Brigade, Ruggles' Division, Bragg's Corps,
Army of the Mississippi

Continued from July Issue

All reports agree that the death of the commanding general caused a loss of from two to three hours at the most critical moment of the engagement. If Colonel Johnston had said, "Until the death of my father the battle was a great success, and had he not been killed everything indicated the total annihilation of Grant's army," he would have said what no one could disprove with any certified proofs, but to try to put the blame on General Beauregard is

An Ignis Fatuus that bewitches
And leads men in pools and ditches.

The death of General Johnston, with the disastrous loss of time that it caused, shows how improper,—aye, how villainous and cowardly,—it is to criticize unjustly or too severely one who, despite the best intentions, has failed. The press had most severely and at times unjustly criticized General Johnston. How can people who talk a great deal and write a great deal, but never fight, criticize an

army in the field? All honor to Gen. Albert Sidney Johnston. Peace to his ashes.

General Bragg.

General Bragg was placed by President Davis in command of the forces at Tupelo on July 20, 1862, after he had in an undignified manner relieved General Beauregard of that command,—the Army of the Mississippi. Let us see what were the motives of the President or the merits of General Bragg that he should have been chosen by Mr. Davis. First, as I have stated before, the battle of Shiloh should have been, and would have been, fought on Saturday the 5th instead of on Sunday, had General Bragg managed his corps as General Hardee managed his and been in his place, second line of battle, 800 feet behind this one at 8 A. M. Let us not forget the works of General Johnston at 12:30 P. M. when he was annoyed at the absence of General Bragg: "This is perfectly puerile. This is not war! Let us have our horses."

Second, that General Bragg in a contingency on the field might give the orders in the name of the general-in-chief, or the second in command, he was made chief of the General Staff. See "General Beauregard," by Alfred Roman, volume I, page 268. He was on the field in front near where General Johnston was killed; then why was there the loss of time, some two or three hours, after the fall of the General, when he was authorized to act in his name?

General Bragg, according to his report, had been driven back in all his attacks, from 10:30 A. M. to 3 P. M., in attempting to break and repulse the Union line confronting the Confederate "right center." Four times he sent Gibson's Louisiana brigade to the attack, to be murderously repulsed. Why did he not,—at least after the second repulse,—do what General Ruggles did at 4 P. M.—that is, mass his artillery and open fire on Generals Wallace and Prentiss? And, to cap the climax, he censured Colonel Gibson, who after the battle asked for a court of inquiry. We see the same occurrence after the battle of Chickamauga when General Bragg after his neglect to enter Chattanooga and capture Rosecrans' army placed Lieutenant-Generals Polk and D. H. Hill and Major-General Hindman under arrest. Was this one of his foibles or was it due to that terrible irritation, his chronic dyspepsia? He was neither the best nor the senior officer after General Beauregard; yet Mr. Davis chose him to replace Beauregard. *Mens sana in corpore sano* would have helped Mr. Davis in choosing his generals; but it was not always so. Reader, you will find important historical data in the interesting polemics in the New Orleans *Picayune* of April 5, 17, 23 and 24, 1887; of May 6, 10 and 22, 1887; of June 26, 1887; of August 31, 1902, and in the articles in Dr. Y. R. LeMonnier's "Military Scrap Book," volume I, pages 8 to 29, by Generals Beauregard, Jordan and Wheeler, and by Messrs. Jefferson Davis, William Preston Johnston, and A. R. Chisolm.

General Polk.

Major-General Polk, senior in com-

mand after General Beauregard, says in his report in *Rebel Record*, page 410: "Colonel Miller dashed forward, intercepted within 150 yards of the river the Second Michigan and captured it. . . . A portion of this cavalry rode to the river and watered their horses."

This is an error, and must be corrected, for if we captured that battery that near to the Tennessee River and the cavalry there watered their horses, this question arises: What became of the enemy's last stand with its massed artillery, siege and field, on the river bluff, and where were the gunboats, that they should have allowed the cavalry to water their horses in the stream? Of course, we did not know the topography of the ground in the rear of the enemy. Ross' Second Michigan Battery was captured near Hurlbut's headquarters, three-quarters of a mile from the river, as it was leaving this place to post itself in line with the other artillery at the bluff on the river bank, while the cavalry watered their horses at Dill Branch, nearly or fully half a mile from the Tennessee River.

The General again errs when he says: "We had one hour or more of daylight still left; were within 150 to 400 yards of the enemy's position, and nothing seemed wanting to complete the most brilliant victory of the war but to press forward and make vigorous assault on the demoralized remnant of his forces."

In W. M. Polk's "Leonidas Polk, Bishop and General," volume II, page 109, the General, in a letter to his wife, dated April 10, 1862, writes: "The enemy was badly whipped the first day, and we ought, from the advantage gained, to have captured his whole force. We would have done so if we had had an hour more of daylight." General Polk here speaks of what happened, *after* the capture of General Prentiss and his 2,250 men, in the Hornets' Nest. This capture took place at 5:30 or later; sun sets on that date, April 6, at 6:10. If it took less than thirty minutes for these 2,250 men to stack their arms and be on their march to the rear, it is marvelous.

The lay of the land has not changed, and the beautiful maps of the topography of the Shiloh National Military Park of to-day show us that the Hornets' Nest is nearly one and a half miles from the river, which is correct. I have walked it. Therefore, the General was more than six times farther from the river, nor did we have over half an hour of daylight, if that much. Of these assertions I am positive; five minutes of reflection will show their correctness. General Beauregard is right when he says: "It was after 6 o'clock when the enemy's last position was carried. . . . Darkness was close at hand." All reports agree with General Beauregard in these statements.

General Hardee.

Major-General Hardee, commanding the Third Corps, *loco citato*, page 569, writes: "Nothing could be more brilliant than the attack. The fierce volleys of 100,000 muskets and the boom of 200 caninons, receding steadily toward the river, marked, hour by hour, from dawn until night, our slow but ceaseless advance. . . . At this moment of supreme interest it was our misfortune to lose the Commanding General, who fell, mortally wounded, at 2:30 o'clock. . . . This disaster caused a lull in the attack on the right, and precious hours were wasted. It is, in my opinion, the candid belief of intelligent men that but for this calamity we would have achieved before sunset a triumph signal not only in the annals of this war, but memorable in future history." He falls into the same error that is found in the other reports when he says: "Upon the death of General Johnston, the command having devolved upon General Beauregard, the conflict was continued until near sunset, and the advance divisions were within a few hundred yards of Pittsburg, . . . when the order to withdraw was received." We were half a mile from it.

President Jefferson Davis.

It is very, very much to be regretted that a man like Mr. Davis, occupying

such an exalted position, President of the Confederate States, should have had a mind so contracted, so limited, as to allow his feelings, pro or con, to dictate to his conscience. And this brings back to memory the following incident that took place at Corinth: My company, Company B of the Crescent Regiment, had for its second junior Lieutenant W. F. Howell, a brother-in-law of Jefferson Davis. One evening some of us were standing, some were seated on the grass; in the center, seated on a stump, was Lieutenant Howell. We began to discuss Jefferson Davis, and the Lieutenant remarked that he was a man of great likes and dislikes, and that his decisions were controlled by his feelings. There was a general expression of disapproval. The Lieutenant then remarked: "Stop, gentlemen; let me take back what I have said; wait and judge for yourselves; but remember—I am Jefferson Davis' brother-in-law, and I know the man." Silence followed.

Well I have waited and judged for myself, and so have others and unfortunately the assertion of Lieutenant Howell was but too correct. But, too painful are the instances when Mr. Davis acted, not from equity and justice, but according to his feelings. I should prefer to say nothing about Mr. Davis, but he, unfortunately, like his factotum, Colonel William Preston Johnston, of his staff, has written some things that are incorrect, and written words endure. Therefore, when they are erroneous, if they are not corrected, they stand in bold relief in the place of the truth of history. *Amicus Plato, sed magis amica veritas historia.* Mr. Davis in his magnificent "Rise and Fall of the Confederate Government," a work destined to be found in all well stocked libraries, a work without which the student of the history of our country is at sea, has unfortunately written in chapter VIII, of volume II, a scathing criticism he repeats the assertions of Colonel Johnston that I have already referred to,

and therefore I cannot allow it to pass by in silence. Many of the errors therein contained I have already corrected in the pages of this article. I will say of the letter of General Gilmore, chief engineer of the Confederate States Army, to Colonel William P. Johnston, dated September 17, 1872, *loco citato*, page 63, what Mr. Davis says of General Beauregard's report on page 61. Take the "If" out of General Gilmore's letter,—“If your father had survived the day.” This letter reminds me of the statements of Colonel Lockett, General Bragg's engineer,—statements that I have already quoted—and how singular are the following words of General Bragg's report, on page 65 of Mr. Davis' book, “Just at this time an order was received from the commanding general to withdraw the forces beyond the enemy's fire.” I refer you to the remark already quoted of General Bragg to General Beauregard at Shiloh Church, as reported by Colonel Chisolm.

The Federal Colonel Worthington, of the 46th Ohio, on page 65, asserts: “About 3 P. M. all communications with the river (landing) ceased. . . . About 2 P. M. the whole Union right . . . was driven back in disorder and the Confederate flanking force cut the center off from the landing soon after General Johnston's fall.” This is most unaccountably erroneous. Had we succeeded in reaching the river, our goal, Buell, never would have made that junction, which was something to be feared by us. Prentiss saved Grant from annihilation and capture by his stubborn resistance at the Hornets' Nest; when Hurlbut saw that we were surrounding them he slipped out and proceeded to the siege guns on the river bank, where Ammen's brigade of Buell's army was then falling in line. It was in attempting to slip out also that the Federal Maj.-Gen. W. H. L. Wallace, on Prentiss' right, fell; he died three days later. I am astonished that Mr. Davis should have inserted such a statement in his work, for he was too intelligent a man not to have

known that, had we succeeded in obtaining possession of that river bank, Grant's army was our prize, and that Buell could not have made his junction,—in fact, that he never would have attempted to cross that deep and large river. Colonel Geddes and Worthington are the only ones to make such a statement. Mr. Davis has here fallen into the same error that his staff officer fell into. “Who wants to prove too much proves nothing.”

The narrative continues: “General Beauregard had told General Johnston that morning as he rode off that if it should be necessary to communicate with him or for him to do anything, *he would be found in his ambulance in bed.*” The italics are mine. I do not understand how Mr. Davis, a man of fine intellect, instruction, and erudition, could have allowed his dislike to General Beauregard so to enslave him as to repeat in his book this most ridiculous assertion. I could dispense with saying a word on this subject, so well is the assertion disproved in “General Beauregard,” by Alfred Roman, volume I, page 348, but as I am one of the few remaining soldiers who saw and spoke to,—counting the cheering by a soldier of his chief as having spoken to him,—General Beauregard on Sunday, April 6, 1862, I here enter my most solemn protest against such a shameful assertion.

At 2 P. M. on Sunday my regiment, the Crescent, was shifted from Owl Creek Bridge on the extreme left to the Hornets' Nest. On our way we saw General Beauregard; he was on a stump, his kepi in his left hand, his right extended toward the river, and he commanded us, “Go; drive the enemy into the river.” So great was our joy on seeing this great Louisianian before our eyes that our shouts and hurrahs attracted the attention of the unseen enemy, who, firing in our direction, exploded one or two shells very near us; and this had the effect of hastening our arrival at the Hornets' Nest. He looked then like any-

thing but a sick man. But Mr. Davis had a spite against General Beauregard. I never knew why; does any one know? But General Bragg was one of his pets.

Mr. Davis ends his chapter by several comparisons which, to me, seem more or less incongruous. First, the comparison to Turenne is admirably answered in volume I, page 341, of "General Beauregard," by Alfred Roman. Second, "Had the attack been vigorously pressed...." Had General Bragg, who was in the front on the left of General Johnston when he was killed, vigorously pressed the attack as Mr. Davis, then in Richmond, says should have been done, perhaps Mr. Davis' wishes would have been fulfilled. General Bragg had been made the chief-of-the-staff of the army for just such an emergency.

Third, "Grant's army being beaten, the next step of General Johnston's programme...." I do not pose as a competent judge, nor do I approve or disapprove, of the management of our troops by General Johnston prior to the Shiloh campaign; but does it not look risky for the President, with the past of yesterday before his eyes, to augur so prosperously for the morrow? Be this as it may, the predictions of Mr. Davis,—like those of his staff officer, Colonel Johnston,—fall flat, for they have proved nothing, while their assertion that General Beauregard lost the fruits of a victory won by General Johnston is disproved by the facts. Whatever happened, happened *Deo volente*.

General Grant.

In "Battles and Leaders," volume I, page 465, General Grant writes of Dill Branch and the Tennessee River; "There was, I have said, a deep ravine in front of our left. The Tennessee River was very high, and there was water to a considerable depth in the ravine. Here the enemy made a last desperate effort to turn our flank, but was repelled. The gunboat *Tyler* and *Lexington*, Gwin and Shirk commanding, with the artillery under Webster,

aided the army and effectually checked their further progress.

General Buell.

In "Battles and Leaders," volume I, page 506, General Buell writes: ".... and one by one with Prentiss, between 5:30 and 6 o'clock, they were forced to surrender. This gallant resistance and the delay caused by the necessary disposition of the captives weakened the force of the attack with McClernand sustained in his seventh position on the river road at 4 o'clock, and retarded the onward movement of the enemy three hours...." On the same page we read: "In his report of April 9th, to General Halleck, General Grant says: 'At a late hour in the afternoon a desperate effort was made by the enemy to turn our left and get possession of the landing, transports, etc. This point was guarded by the gunboats *Tyler* and *Lexington*, Captains Gwin and Shirk, U. S. N., commanding, four twenty-pounder Parrott guns and a battery of rifled guns. As there is a deep and impassable ravine for artillery and cavalry and very difficult for infantry at this point, no troops were stationed there, except the necessary artilleries and a small infantry force for their support. Just at this moment the advance of Major-General Buell's column (a part of the division under General Nelson) arrived, the two generals named both being present. An advance was immediately made upon the point of attack and the enemy soon driven back. In this repulse much is due to the presence of the gunboats *Tyler* and *Lexington*....'"

Continuing, General Buell adds, on page 507: "'My own official report is to the same effect,' General Hurlbut said. After 6 P. M. this movement (for a final attack at the landing) was reported to General Hurlbut. He at once took measures to change the front of two regiments, or parts of regiments, of which the 55th Illinois was one, and to turn six pieces of artillery to bear upon the point of danger. At that instant, he being near the head

of the Landing road, General Grant came up from the river, closely followed by Ammer's brigade of Nelson's division. Information of the expected attack was promptly given, and two of Ammen's regiments deployed into line, moved rapidly forward, and after a few sharp exchanges of volleys from them, the enemy fell back and the bloody series of engagements of Sunday at Pittsburg Landing closed with that last repulse."

Do these preceding lines, coming from disinterested enemies, indicate on the part of the Confederates a retreat at or about 4 P. M.? Do they not confirm the report of General Beauregard that "it was after 6 P. M., as before said, when the enemy's last position was carried?" Do they not uphold the reasonableness of his fear lest Buell should make his junction with Grant? Was not Prentiss right when he said, "Tomorrow Buell will change the tide of events?" Did not the enemy know better than we did the state of things in their rear,—that is, that the river was very high (not a hundred feet below the surface) and the valley of Dill Branch very deep, thereby rendering very valuable and effective the shells of their gunboats at its mouth? Does this condition of things warrant the assertion, "One more charge, my men, and we shall capture them all?" Now that we know these facts we account for the failure of Chalmers, Anderson, and others in their last stand on the river bluff. How could men, exhausted and in dislocated commands, overcome splendidly armed fresh troops on such a lay of ground, no matter how determined they may have been? On this bluff were Ammen's brigade of fresh troops, Hurlbut's division, and what was left of W. H. L. Wallace's division, under McArthur.

These few lines alone from such high authorities as Generals Grant, Buell, and Hurlbut, of the Federal Army, should be sufficient to silence ever more such diatribes as have been attempted in order to blacken the way

General Beauregard maneuvered the enemy out of position after the fall of General Johnston.

General Beauregard.

Toward the end of January, 1862, after the defeat and death of General Zollicoffer at Mill Spring, in Kentucky, General Beauregard received a visit at his headquarters, at Centerville, Va., from Colonel Roger A. Pryor, of Virginia, a member of the Military Committee of the Confederate Congress, informing the general that he had been deputed by his committee and the representatives in Congress from the Mississippi Valley States generally to urge him to consent to his transfer to the Mississippi Valley, as great fears were expressed about its safety. Colonel Pryor said that President Davis would gladly order the transfer, should the general consent.

General Beauregard at first declined, but after a statement from the Acting Secretary of War, Mr. Benjamin, that the effective force in General Johnston's department fully numbered 70,000 men,—40,000 under General Johnston, 30,000 under General Polk,—he decided to go, but on the three following conditions: First, that the force in the department should be as represented, or if not, would be reinforced to that number; second, that he should take with him his personal and general staff, and, if needed, ten or twelve experienced officers from the Army of the Potomac,—none above the rank of colonel, some to be promoted to brigadiers, others to major-generals, so as to facilitate his organizing an army,—and, third, that he should return to the command of his army in Virginia.

He reached Bowling Green, Ky., on February 4th, and there met for the first time General Albert Sidney Johnston, and learned that, while the enemy was supposed to have about 130,000 men, General Johnston had only 45,000 of all arms and conditions, and that these 45,000 were badly armed. In other words, the situation was anything but cheerful. General Johnston,

too, was equally surprised and chagrined to learn from General Beauregard that the War Department was ignorant of his forces. General Beauregard expressed the desire to return to Virginia, but, through deference for General Johnston and the plight he was in, he consented to remain and help him all he could, even offering to remain as his chief engineer and inspector-general. This offer General Johnston declined, and he himself even offered later to turn over the command of the army to General Beauregard, while he, Johnston, retained command of the department. Disasters followed upon disasters: Bowling Green, Columbus, Ky., and Nashville, Tenn., were evacuated; Forts Henry and Donelson, with about 10,000 men, surrendered. General Johnston had informed General Beauregard that he could procure no more troops from the Confederate and State Governments.

In the meantime General Beauregard, in spite of his ailment, had been very active in levying and assembling troops by sending a confidential circular by special messengers to the governors of Alabama, Louisiana, Mississippi, and Tennessee, asking for five or ten thousand men equipped, as best they could, for sixty or ninety days; to General Bragg at Penacola, Lovell at New Orleans, and Van Dorn at Pocahontas, Ark., to come with whatever troops they could in all possible haste to stated places, with Corinth, Miss., the objective point. He asked that all troops come with three days' cooked rations and forty rounds of ammunition to each man.

Strange to say, the War Department did not approve of this call on the governors of the States for sixty or ninety days' troops, objecting that there was no law authorizing such a levy and affecting to ignore the old adage *Inter arma silent leges*. All the governors and generals answered with alacrity except Van Dorn, who was engaged with a movement that culminated with the battle of Elkhorn.

Prior to leaving his Virginia army

to go to the West, General Beauregard had imposed three conditions, his *sine qua non*. One of these was that ten or twelve officers, none above the rank of colonel, but subject to promotion, should be sent to him if called for. These officers were to be men of experience, and it was absolutely necessary for him to have them to command in a new army about to take the field. The time had come when their services were needed; troops were coming in freely, the movements of the enemy indicated the necessity of an immediate action on our part, and our army was not yet organized. In "General Beauregard," by Alfred Roman, Volume 1, page 251, we read: "On the 4th of March General Beauregard therefore again urgently asked for two major-generals and five brigadiers,—one of the latter to serve with the cavalry,—and all to be ordered to report immediately to him. To his great surprise—and greater disappointment—the War Department replied that these officers could not be spared— Here was an incongruous army, concentrated under the greatest difficulties imaginable, ready for any sacrifice, eager to meet the enemy, but whose organization and effectiveness were fearfully impaired by the absolute want of general officers to enforce discipline and establish harmony between its several parts."

General Beauregard threatened to resign; on the 11th the War Department telegraphed that four generals were on their way to him. Just before the battle of Shiloh he wired to the authorities at Richmond, *loco citato*, page 253, "that he had called for ten generals, as absolutely indispensable to the efficiency of his forces; that out of the four granted him two only were present for duty; and that . . . he would not hold himself responsible for the consequences that might ensue. He appealed at the same time to some leading members of Congress, . . . but this was of no effect. The course of the War Department resulted disastrously, as General

Beauregard had apprehended." This disastrous result was caused by Mr. Davis' narrow-mindedness because of his spite against General Beauregard. This want of general officers is mentioned in some of the reports. In General Bragg's report we read, "The want of proper organization and discipline, and the inferiority in many cases of our officers to the men they were expected to command, left us often without system or order. . . ." The first meeting of Generals Johnston and Beauregard, in face of the pending calamities, was most pathetic, most patriotic. *Pro bono publico* would that our high officials during these four years that tried man's souls had always so acted!

In the latter days of March General Johnston made his junction with General Beauregard at Corinth, with some 13,000 men. These men, together with those that General Beauregard had gathered from all possible sources, made,—on the 2d of April, when that telegram was received from Cheatham at 10 P. M.,—an army of some 40,000 men, and enabled Generals Johnston and Beauregard to advance on Grant at Pittsburg Landing with 35,953 infantry and artillery, plus 4,382 cavalry, of which two-thirds were useless, or with 40,335 against 66,812 in Grant's and Buell's armies.

With this number we left our camps at Corinth on Thursday, April 3, 1862, to attack the enemy at Pittsburg Landing, twenty-three miles distant, where, on Sunday morning at 4:55 the Confederate, Major Hardcastle's pickets in the Fraley field, three miles from the landing, struck the Federal, Major Powell's pickets, and the battle was opened. There is no doubt that the enemy were surprised; that they were has been admitted directly by the Federal Generals Prentiss and Lew Wallace and indirectly through Federal reports and writings. In "Indiana at Shiloh," Report of the Commission, by John W. Coons, 44th Infantry, page 73, we read: "A picket line was established and the 44th was one of the

first regiments on the picket line on the great battlefield of Shiloh, which was three weeks before the battle took place.... At 6:30 o'clock Sunday morning, April 6, 1862, the booming of cannon and roar of musketry began without any warning whatever in front and on the extreme left.... In the midst of excitement and the beating of the long roll it was moved forward to the attack, and on its advance was met by a large body of fleeing and panic-stricken men. Guns, knapsacks, and blankets were strewn everywhere. An entire division was seen scattered and retreating, which looked as though the whole Union army had been surprised. The enemy at this time was already a mile within the Federal army camps."

Our men fought beautifully and slowly, but surely carried everything before them, capturing camp after camp. Here we met our worst stumbling-block, the lavish wealth of the enemy's camp and the lack of proper officers to keep our commands together; and here straggling commenced. Ah, Mr. Davis, why did you not send the officers asked for by General Beauregard! This straggling had commenced before General Johnston fell, as may be seen from the following lines in the book of his son, page 612: "In his right hand he held a tin cup As they were passing through a captured camp, an officer had brought from a tent a number of valuable articles, calling General Johnston's attention to them. He answered with some sternness: 'None of that, sir; we are not here for plunder!' And then, as if regretting the sharpness of the rebuke, — he added, taking this little tin cup, 'Let this be my share of the spoils today.'" And let us read in General Bragg's report: "...and the large proportion of stragglers.... Especially was this the case after the occupation of the enemy's camps, the spoils of which served to delay and generally to demoralize our men."

When Mark Anthony, the representative of Caesar, summoned the beautiful

and fascinating Cleopatra, the richest, most remarkable woman of the age, Queen of Egypt, to surrender, how did she answer the summons? With money, ornaments, and gifts she came to the Cydmus, and ascended the river in a magnificent barge, prepared to meet her judge, not as a criminal, but as a conquerer. On her arrival she invited him on her barge, where a banquet, resplendent with its munificence and wealth, awaited him. He accepted, *et de facto* was her prisoner. At the battle of Shiloh human nature had not changed since the days of Cæsars and Cleopatras. However well-to-do one is, there is that morbid curiosity that bids him stop, look, and reflect at the sight of a lavishness of wealth. It was this curiosity that held so many of our men in these captured camps, not the desire of plunder, for, to the manner born, we had enjoyed better at home from our birth; *morbid* curiosity, however, caused many of us, not yet soldiers curbed down to military obedience, to stop and become stragglers unintentionally, instead of chargers in front driving without respite the enemy into the river. Two years later such straggling would have been unknown in either army.

From the time we captured the second and certainly the third camp our army was in a state of dislocation. Many of our men who but a fortnight previous had been seated at the family table, with their loved ones around them, and who had never handled nor fired a gun, thought that not only the battle was over, but even the war—that the enemy had run away and given up the ghost.

And now comes the great responsibility of the War Department in not furnishing to General Beauregard the twelve only twelve, just think—officers he had urged on that department as being absolutely necessary in an army of raw recruits. These officers would have been at this critical moment better than that many thousands of raw troops, for they would have kept the commands together, each one in its place; instead there were colonels leading companies, brigadiers

leading regiments, and the commander-in-chief himself leading a brigade, to be slain at the most critical moment of the contest. General Johnston had no business in the front line leading a brigade; his place was in the rear; he was mortified at the ignorance, if not neglect of the War Department with respect to the condition of his army. Had that department transferred to his command the experienced officers General Beauregard had asked for and had shown to be absolutely necessary, General Johnston would not have exposed himself unnecessarily, desultory charges would have given place to well made and sustained attacks, dislocations of command would not have occurred. Indeed, there is every reason to believe that instead of the death of the general-in-chief in the Peach Orchard at 2:30 P. M. he might have found himself on the banks of the Tennessee, had the War Department done its duty. Then Mr. Davis would have been spared the injustice—may I be allowed to say the puerility?—of publishing word for word in chapter 8, volume II, of his book the attack on General Beauregard that was made by his staff officer, Colonel William P. Johnston. Their assertions they have never proved, but these same assertions are here disproved by the 229 official Confederate and Federal reports of the battle, and also by other proofs that have been obtained since the war.

COLONEL WILLIAM PRESTON JOHNSTON.

The last chapter of Colonel Johnston's book, "A Son's Estimate" is a beautiful one, bringing forth noble sentiments—sentiments that always command respect. How can one write such beautiful lines to a father's memory while hypercriticizing the father of his neighbor? Is a man great and good only in the eyes of his children? Surely the colonel has forgotten his own citation—that is,

"'Tis only the actions of the just
Smell sweet and blossom in the dust."

But hush! silence is more eloquent than speech.

OUR HEROES.

The noble patriots mentioned in these pages have all been ferried over by Charon. Their deeds remain to be studied, pondered over, by the honest student of history, each to decide for himself, according to how he sees and understands them. May their patriotism be the incentive to coming generations. *Requiescant in Pace.*

TOPOGRAPHY.

The battle of Shiloh was fought on a triangular piece of ground—bounded by the Tennessee River on the east, Lick Creek on the south, Owl and Snake Creeks on the north—with a frontage of three miles at its base on the river; its sides somewhat more, with an opening, at its apex the west, of one mile more or less, through which we entered our trysting-place. This isosceles is situated twenty-three miles northeast of Corinth, Miss., in the State of Tennessee and is known as Pittsburg Landing, on the Tennessee River, a large, deep stream, navigable to steamboats the year round. This triangle was an A No. 1 location for a camp, within proximity of an enemy, having its three sides protected by water courses, with its apex as the heel of Achilles.

In "Battle of Shiloh," by Major D. W. Reed, page 9, we read:

"Pittsburg Landing, on the left bank of the Tennessee River, eight miles above Savannah, was at that time simply a landing place for steamboats trading along the river. Its high bluff, at least eighty feet above the water at its highest flood, afforded a safe place for the deposits of products unloaded from, or to be loaded upon, the boats. From this landing a good ridge road ran southwesterly to Corinth, Miss., twenty-two miles away. One mile out from the river the Corinth road crossed another road running north and south parallel with the river, and connecting Savannah below with Hamburg, four miles above Pittsburg Landing. One-quarter of a mile beyond this crossing, the Corinth road forked, the part known as Eastern Corinth road running nearly south until it intersected the

Bark road, three miles from the river.

The other, or main road, running due west from the fork, crossed the Hamburg and Purdy road two miles from the river, and then turning southwest, passed Shiloh Church just two and a half miles from the river. At a point five miles out this main road intersected the Bark road at the southwest corner of what is now the lands of the Shiloh National Military Park. The Bark road, running nearly due east to Hamburg, forms the southern boundary of the park.

"On the south side of the Bark road ridge is Lick Creek, which has its rise near Monterey, and empties into the Tennessee about two miles above the Pittsburg Landing. North of the main Corinth road, and at an average of about one mile from it, is Owl Creek, which flows northeasterly and empties into Snake Creek at the point where the Savannah road crosses it. Snake Creek empties into the Tennessee River about one mile below Pittsburg Landing.

"All these streams flow through flat, muddy bottom lands and are, in the spring of the year, practically impassable, and in April, 1862, could not be crossed except at two or three places where bridges were maintained. These streams therefore formed an excellent protection against an attack upon either flank of an army camped between them. The general surface of the land along the Corinth road is about on the same level, but is cut up on either side by deep ravines and water courses leading into the creeks. In many of these ravines are running streams with the usual marshy margins.

"In 1862 this plateau was covered with open forest with frequent thick undergrowth and an occasional clearing of a few acres surrounding the farmhouse of the owner."

The lay of the land is more or less irregular, with ravines deep enough to protect horses and even ordnance wagons from the passing missiles. About the center is a ridge, the main road, with a watershed to the south into Lick Creek and to the north into Owl and Snake



PITTSBURG LANDING, TENNESSEE.

Copy of a photograph taken in April, 1862, a few days after the battle. The steamer farthest up the river is the "Tycoon," dispatched by the Cincinnati Commission with stores for the wounded; the next steamer is the "Tigress," which was General Grant's headquarter boat. United States Gunboats "Tyler" and "Lexington," across the river.

Creeks. So rank was the undergrowth and low the limbs of the trees that the cavalry was useless.

At a quarter mile above the landing, between it and the mouth of Lick Creek, is Dill Branch, in a deep ravine with swampy margins and very steep banks to the ridge above, emptying into the Tennessee River. It was at the mouth of Dill Branch that the gunboats were placed, and from there they fired into this ravine, knowing that our men had to cross it to reach the bluff at the river bank where the enemy made his successful last stand at sunset. It was in this creek and not in the Tennessee River, half a mile farther, that Lieutenant-Colonel Miller's men watered their horses after the capture of Ross' Michigan Battery. With perhaps this command as

an exception, at 4 P. M.—prior to capturing this battery when it was half a mile above the gunboats—it is doubtful if any of our horses were watered in the Tennessee River.

Through a lack of engineers—a fact made known to the authorities at Richmond, a fact that was by them neglected—we were not as thoroughly posted as we might have been, or perhaps as we *should* have been, on the topography of Shiloh. With the present beautiful maps of that park under my eyes, I account for the error of General Polk, who, believing the Hornets' Nest to be only 400 or 800 yards from the river, instead of over one and a half miles, reported that "one more charge would have captured them on the banks of the Tennessee"; or for the error of Colonel Johnston in

reporting, "Lindsay's cavalry watered their horses in the Tennessee," when it was in Dill Branch; or for the error of General Bragg, as reported by Colonel Lockett, when he said, "One more charge, my men, and we shall capture them all." While these gentlemen believed us to be within stone throw of our goal, the Tennessee River, we were in reality more than a quarter of a mile away, and we may have been as much as a mile and a half away. The enemy, having, of course, the advantage of a thorough knowledge of the topography of the grounds, made their last stand on the river bluff, *et finis coronat opus*.

The fruits of the battle of Shiloh were lost because of loss of time: that battle should have been fought on Saturday the 5th, but on account of General Bragg's delay in having his corps in line of battle at 4 P. M. instead of at 8 A. M. that day it had to be postponed to the following morning, and the precious loss of two or three hours after the death of the general-in-chief brought us on the river banks *after sunset*, too late to capture the last stand of the enemy, who had been reinforced by a part of Buell's army.

My object in the preceding pages has

been to prove by official documents that General Beauregard's maneuver on the first day's fight was not a failure, and hoping that I have succeeded in convincing the reader of this fact I pass over the second day's battle.

Including Buell's and Lew Wallace's reinforcements that arrived during the night following the first day's fight, the battle of Shiloh was fought with 107,147 men: 66,812 Federals, 44,335 Confederates. Major Reed, in "Battle of Shiloh and Organization Engaged," places the Confederates at 44,699. The Federals lost a grand total of 13,047: killed, 1,754; wounded, 8,408; missing, 2,885. The Confederates lost a grand total of 10,699: killed, 1,728; wounded, 8,012; missing, 959, or a percentage of killed and wounded of 15 1-6 for the Federals and 21 for the Confederates.

The Confederates returned to Corinth with nearly 3,000 prisoners, 30 cannons (some were abandoned for want of horses), 28 flags, and thousands of small arms in lieu of our inferior ones. One regiment, Hill's of Tennessee, having come on the battle-field without any guns, armed themselves with rifles picked up here and there or taken from prisoners.

Is such a result a failure?



TWO VIEWS OF A PREHISTORIC PIPE FROM A MOUND ON THE SHILOH BATTLEFIELD.

Prehistoric Mounds at Shiloh

Maj. D. W. Reed

ON THE banks of the Tennessee River, half a mile above Pittsburg Landing, Tennessee, and within the Shiloh National Military Park, there is a group of seven prehistoric mounds, four of them square and three oval. The largest of these just above the mouth of Dill Branch and upon the bluff 125 feet above low water, is a perfect square 80 feet on each side and 25 feet high above the original ground surface, its east side upon the outer edge of the bluff with such steep decent to the river that it is practically unclimbable. The other mounds are less in size, the smallest one about eight feet high, but all of perfect geometrical forms, either square or oval, and all having large oak and hickory trees growing on them. Outside the group of mounds and about a quarter of a mile from the river is a well-defined earth work extending from the river above to Dill Branch below the mounds. Soldiers camping on the battlefield in 1862 made some slight excavations in the tops of two of these mounds and the members of the 28th Illinois regiment buried their dead on top of one of them, but no real effort to open any of them for the purpose of ascertaining what was in them was made until June 1899 when the Shiloh National Military Park Commission undertook a thorough exploration of the oval mound farthest up the river. This mound is 86 feet in its longest diameter and 56 feet in width and at the center is 10 feet and 2 inches high from the original surface of the ground. In excavating, work was commenced at the ground surface on the north side of the mound and a trench made 4½ feet wide which was driven directly toward the center of the mound. Some broken pottery, arrow heads, etc., were found but nothing of

importance until at about four feet from the center when it was observed that the ground when struck with pick or shovel gave a hollow sound.



Red pipe stone image taken from pre-historic mounds on Shiloh battlefield, June, 1899.

Going back a little the excavation was made two feet deeper and then with hands and pocket knives the earth was carefully removed towards the supposed hollow space which proved to be a sort of cellar which had been originally covered with large logs. Carefully removing these decayed logs there was exposed the skeletons of three human bodies, one large, one medium and one of small size. With these skeletons was a perfect Prehistoric Ceremonial Pipe ten inches high

made from the Minnesota Red Sandstone, or a similar stone with perfect Egyptian features carved in human form, kneeling upon one knee and having in the back the pipe bowl and place for mouth-piece. This pipe was sitting upon a bed of coal and ashes and was surrounded by the bones of the three bodies that had evidently been buried in a sitting posture facing the pipe and the cellar had been covered

with logs and this mound of earth over ten feet in height raised over it all.

This pipe, some of the large bones, ear ornaments of shell inlaid with copper, as thin as paper, some shell beads, pieces of coal and of lead that were found with the skeletons are preserved in the office of the Park Commission at Pittsburg Landing, where they may be seen by visitors.

Reminiscences of Orderly Sergeant of the Fifth Company of the Washington Artillery, C. S. Army, and How He was Saved from Hanging as a Spy by the Endorsement of the Honorable Judah P. Benjamin

By A. Gordon Bakewell

THE second day of the battle of Shiloh raged with stubborn and exhaustive strife 'till the sun was high in the heavens—yet—with no advantage on either side.

Then, as the shadows lengthened that afternoon, the sound of booming cannon and yells of contending armies died away, and a death like silence stole over that bloody field, where still lay the unburied dead, sleeping their last sleep amidst heaps of the "debris" of battle.

Over it all, as the daylight faded away, black clouds were gathering fast—foreboding, as always after a great battle, the coming of a midnight storm—coming out-flashing and out-thundering man's heaviest artillery, to clear the smoke befouled atmosphere, and wash out the blood stains which crimsoned that memorable spot of mother earth.

What did it ail mean? After that rush and roar of war on that morning? Not a living thing left to tell why this abandonment of what had been the scene of fierce and deadly strife.

It meant, that, two contending armies had shattered and each defeated the other in those dark and silent woods, where now, not a breath of air, branch or leaf stirred; and neither knew the condition of the other.

It meant, that the battered Federal force had fallen back, under the protection of their gun boats on the Tennessee, and were on the watch, defensive only, expecting a renewed attack.

It meant, too, that the shattered Confederate Army had withdrawn, back to the abandoned camps from which they had routed Grant's army the day before, and there, as the shades of night fell upon them, they lit the bivouac fires, only to leave them deceptively burning, while they commenced their retreat back to Corinth, and so it was, that the Confederates were not molested. On they tramped their weary way, through tempest and storm and torrents of rain, which broke loose upon them, as if the very elements were expending their forces to further test their endurance.

The roads, and every foot of ground



Trinity Chapel
Rev. A. Gordon Bakewell
in charge
New Orleans, La...



on either side soon became a quagmire; in which men and horses floundered and cannon sunk deep, requiring the utmost efforts of man and beast, amidst the cracking of whips and shouts of drivers, to extricate them from the deep and tenacious mire.

Drenched to the skin, with no apparent organization, with no provision made of substance for the renewal of man's or poor animal's failing strength, this sturdy army dragged slowly along—disappointed—but not disheartened; although fully realizing that they were in retreat; yet, proud that they had utterly overthrown Grant's great army, and so worsted Buell's, the next day, that no pursuit harassed them, to add danger and capture to the difficulties of their almost impassable way.

The only trophies of those two days of Shiloh were theirs, in the capture of some 2,200 Federal prisoners with General B. M. Prentiss in command, who had been sent to the rear on the first day.

How at last, through that toilsome retreat, we got back to Corinth, I hardly knew for I was worn out, prostrated to almost unconsciousness, and very ill.

The surgeons who came and diagnosed my case, pronounced it so critical that longer stay in that overcrowded camp would prove fatal, and so they procured for me a furlough and transportation to New Orleans.

When I reached that city, it had not yet fallen, but before many days the Federal fleet had passed the forts below, and anchored in a commanding position to enforce the surrender of the city.

Greatly fearing capture, and falling under the tender mercies of General Butler, though still far from well, I bid farewell to my family and boarded the last train that left before the Federals took possession of the defenseless city.

On the cars were two young men who claimed to belong to some command in Virginia, but who, evidently, had never smelt gunpowder in battle.

They were very boastful of their own prowess, and how they would use the Yankees up.

In rebuke of their braggadocio and ignorance of the character of the foes we were fighting, I remarked that although our enemies, they had made us respect their fighting at the cannon's mouth.

Parting at a change of cars, they went on to be disallusioned if they ever joined their command (which I doubt) and I, on my way to rejoin my command, as far as Atlanta, Ga., to take another train.

Arriving at that now famous city of the war, it soon became evident that I was overshadowed by two detectives, who finally told me that by telegraph from those two fellows, the authorities were informed that I was a "Spy."

I must say, in thanks to them, or their memories if they are no longer living, that they were as polite and considerate as "Detective Bucket," in "Bleak House"; keeping me company the livelong night, they smoked my tobacco, allowed me to order and pay for their drinks, and then in the morning, as representatives and officials of the commonwealth of the Confederate State of Georgia, were my "escort" and guests at the breakfast table of the hotel. Seated there, I soon perceived that the suspicions upon me had got wind among the company at the table, and that I was having my picture taken, as Mr. Pickwick had his, when first a prisoner in the Fleet prison, and by the malignant glances, especially of the ladies, it was evident that, if turned over to their patriotism, the suspected "Spy" was already condemned, and would have been taken on the spot, tarred, feathered, and hung without judge or jury—such was the intense bitterness at that time, against any man or thing, suspected of Yankeeedom; and the Orderly would, indeed have been eternally the "Orderly that once was." But Governor Brown soon came into town, and interviewed me in the most approved newspaper reporter manner.

From him I learned, to my great relief that the Hon. Judah P. Benjamin, Secretary of State to the Confederacy, was expected to pass through on the incoming morning train on his way to Richmond. To him I was well known. To verify the truth of my account of myself, the Governor in person walked with me down to the depot—"arm in arm," the detectives still as escort, closing up the rear.

I thought at the time that the Governor had believed my story and did me this distinguished honor to alleviate the mortification of my arrest, as also to protect me from the angry mob that followed clamoring for my blood.

Therefore, as dignified as "Lucifer," I strutted along, proud to be thus acknowledged as the Orderly Sergeant of the renowned Washington Artillery, whose fame had already sounded far beyond the thunder of their guns, both those of the four companies in Virginia, and those of the 5th in Tennessee.

But now, I rather think that the Governor was walking me down police fashion, lest I should attempt to escape.

Upon the arrival of the train, Mr. Benjamin vouched for my loyalty to the Confederacy and the rabble were

disappointed. The Governor then in his most dignified and affable manner, begged me to excuse the "disagreeable mistake."

Yes; it was a disagreeable mistake, and might have been a more disagreeable death occasioned by those two young braggarts I had met on the cars. Boarding the train after my escape from hanging, I found that my fellow travelers, had also heard of my arrest. They began, one by one, to want to know all about it. Therefore to avoid frequent repetition over and over again, I stood upon the cars, called their attention, and gave them all a full detailed and exhaustive narrative of the whole occurrence, from beginning to end.

After that, there was peace to their inquisitive minds; and soon to relieve the monotony of a long journey, devoid of further excitement, sleep fell upon them, and all I saw or heard from them were "boots" alone of every pattern and condition stuck out over the backs of the seats, staring blindly at me, while the wearers, head down, lay snoring.

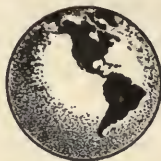
Upon joining my command, and relating my adventures at Atlanta, I was joyfully congratulated as a Comrade snatched from an ignominious death by Judah P. Benjamin.

ROLL OF HONOR.

Name	Occupation	Where Employed	Service	Date of Retirement
Daniel Leo	Supervisor	Clinton	41 years	6/30/14
Joseph Charbonneau.	Carpenter	Clinton	16 years	6/30/14
Reinholdt Anderson.	Engine Cleaner...	Fort Dodge....	17 years	7/31/14
John Buckley	Asst. Foreman...	Burnside	26 years	8/31/14
Isom Youngblood (Col.)	Laborer	McComb	22 years	5/31/14
Green Goolsby (Col.)	Section Laborer..	Abbeville	31 years	7/31/14
James B. Durnell....	Tinner	Centralia	22 years	7/31/14
James L. Wilson....	For. Carpenter...	Fulton	25 years	7/31/14
George Carey.....	Eng. Dispatcher.	Jackson, Tenn.	34 years	9/30/13
Wm. J. Burge.....	Conductor	Centralia	34 years	3/31/14
Chas. Jackson, Sr. (Col.).....	Fireman	McComb	31 years	2/28/14
Patrick Delaney	Machinist's Hlpr.	Louisville	27 years	6/30/14
Flavius J. Jenness..	Conductor	Waterloo	38 years	6/30/14
Wm. S. Trigg.....	Safety Appl. Insp.	Canton	19 years	5/31/14

PUBLIC OPINION

What the



World thinks

THE RAILROADS AND FAIR PLAY.

So moderate, judicial and frank an analysis of the railroad situation as that which Mr. Elliott, the new president of the New Haven system, has written for the Chicago Herald cannot fail to make its own appeal to impartial and intelligent persons. Mr. Elliott, and the type of broad-minded, progressive railroad executives he represents, long ago ceased to oppose proper and wholesome regulation of railroads. What such men ask, in the interest of national prosperity, as well as in that of the millions dependent for their living on the railroad industry, is "a little more reasonable regulation," in Mr. Elliott's phrase.

Surely, a demand for the rule of reason in regulation is not itself unreasonable. The railroads cannot go on raising wages, raising taxes, raising the standards of service and safety in every direction without an increase in their net revenue. Nay, they cannot borrow money for improvements and needed extensions if they are not allowed to charge a fair rate for their service. In other words, unreasonable demands on the one hand, and unreasonable restrictions and threats on the other, spell retrogression and bankruptcy.

Now, there are some bright factors in the situation, as Mr. Elliott himself points out. The Supreme Court has been putting the rule of reason into railroad regulation to the extent of its opportunity. But the Supreme Court is passive, like all judicial tribunals. It cannot directly affect legislation and sentiment. It cannot take the initiative. The commerce commis-

sion has been helping the railroads and developing a body of sound doctrines and rules. But the commission is overburdened and necessarily slow. What the railroads need more than anything else is a sound and enlightened public opinion. Such an opinion would discourage demagogical, extreme, stupid regulation. Such an opinion would create an atmosphere in which railroads might count on fair play, on reasonable consideration of their proper claims. Such an opinion would enable the abler, fitter, saner men in our legislatures to protect the railroads and prevent folly and ignorance from undermining their position and clouding their prospects.

Public opinion is supreme, and it is for public opinion to insist on reason and simple fairness in dealing with the railroad industry, the second in importance in the country.—Chicago Herald.

AGRICULTURAL EDITOR DEFENDS RAILROADS.

FREDERICK L. CHAPMAN, editor of *Better Farming*, is a farmers' advocate who takes a serious view of the investment question involving the railways. He finds:

"First, that the railroad industry is by far the biggest industry we have. Second, that it belongs to a lot of people. Third, that it pays more wages to more people than does any other business in the world.

"But these features of the case have not been fully stated. When we stop to consider that railroad securities have been the favorite form of investment

with insurance companies, both life and fire; with savings banks, trust companies, estates in which there may be a score of heirs, some in their minorities; educational and philanthropic endowments, etc., we begin to realize who owns these traffic lines which are the very arteries through which the blood of our commercial life must flow.

"If their ownership were only in the hands of the 500,000 shareholders, whose names are registered on the stock books, it would mean that the average owner was the proprietor of only one-third of a mile of track, but when we reflect that large life, fire and accident insurance companies alone held in 1905 railroad stocks and bonds amounting to approximately \$850,000,000, that the savings banks of the country in 1909 held approximately \$835,000,000 of railroad securities, and, according to the Comptroller of Currency, in 1910, the trust companies and national and state banks held \$680,000,000 of these securities, and when we reflect that there are over 10,000,000 depositors in American savings banks alone, to say nothing of the millions of policyholders in insurance companies, we begin to realize who, after all, are the owners of these steel ribbons which run to the four quarters of the country."—*Chicago Examiner*, July 24, 1914.

ILLINOIS CENTRAL SHOWS INCREASE IN EARNINGS.

Company Will Report Past Year One of Best—Predicts Good Business for Future.

THE annual report of the Illinois Central Railroad, to be issued in September, will show that the fiscal year 1914, ended June 30, was one of the best years in point of earnings that has been experienced by the company. According to information obtained yesterday the Illinois Central will show a substantial increase in gross earnings when compared with the previous year.

The gains in freight traffic have been large, and the net of the company is ex-

pected to show an increase over the preceding year, although operating expenses and maintenance charges have been heavy.

Is Exceptionally Favored.

"The Illinois Central operates in a territory that has been exceptionally favored," said C. H. Markham, president of the company. "All crops have been good in the South and Southeast, and the business generally in that territory has increased rapidly."

Mr. Markham asserts that the excellent showing of his company is due in a great measure to the heavy local business originating on the lines of the company. The short haul freight is the most productive, according to the Central's experience, and Mr. Markham said that the staple crops in the territory furnished only a small portion of the tonnage.

Incidental Trade Counts.

"It may be interesting to know that cotton furnishes less than 1 per cent of our total tonnage," he said, "and that corn furnishes less than 7 per cent. It is the incidental business which counts. The large cotton crops put money into the territory with which to purchase manufactured goods, and this results in the big freight movements which we have experienced for the last year."

Mr. Markham also predicts a good year for 1915 throughout the country served by his company. The company's statement of earnings for the fiscal year ended June 30 will be ready for publication next week, and work will be started upon the annual report about that time.

F. B. Bowes, vice-president of the Illinois Central, yesterday announced the appointment of Charles C. Cameron as general freight agent of the northern and western lines of the company. He succeeds John S. Brown, who resigned recently to become transportation manager for the Chicago Board of Trade.

Mr. Cameron has been with the Illinois Central for several years, and is at present coal traffic manager. Burton J. Rowe, assistant general freight agent, succeeds Mr. Cameron, and James H.

Cheery succeeds Mr. Rowe. All appointments become effective Aug. 1.—*Chicago Herald*, July 29, 1914.

ORGANIZING CREAMERIES.

THE Illinois Central Railroad is intent upon the work of organizing creameries throughout the state. It has made a very liberal offer to pay the salary for one year for an expert butter man to superintend the operation of these organizations for the first twelve months of their existence.

Only a few days ago a creamery was organized at West Station with 600 cows pledged. Prominent and influential citizens were placed at the head of the organization and ample financial backing guaranteed. An effort is now being made to establish a similar organization in Jackson, and prospects are good for its success. This is in line with the recent agricultural organization perfected here, and another movement which means the securing of better market facilities for products originating in the vicinity of the Capital City.

To secure one of these creameries 500 cows must be pledged. There are in and around Jackson many more than that number of the best milk producing animals. On many farms are milk cows which practically bring in no revenue, but which combined with those of their neighbors can be made profitable and assure to Jackson a money-making industry.

The demand for butter is constantly increasing. In many of the larger cities its price is almost prohibitive, while in many country districts milk is daily wasted in large quantities. The organization of creameries means the bringing of the producer and the consumer together, the reduction of the price of a needed household article of food to the one and the turning of waste product into ready money to the other.

Mississippi has in the past few years gained an enviable reputation for the excellence of its cattle, but these same cattle are not producing the profit they should. Any movement that means the opening of more and better markets to

the agricultural products of the state means the advancement of its people and greater prosperity of the commonwealth and should be encouraged.—*Jackson, Miss., Ledger*.

PUBLICITY BULLETIN.

Loda, Ill., Register, Friday, July 24, 1914.

WE notice a neatly framed bulletin hung upon the walls of the Union Depot waiting room, announcing that the Illinois Central Railroad will place in that frame from time to time information which the general public ought to know concerning railroads in general, and the Illinois Central, in particular. New bulletins will appear about every two weeks, and we learn from a railroad representative that these will be very interesting. It strikes us this idea on the part of the Illinois Central is a good one. The principal object of these bulletins is to acquaint the general public with matters that will put the railroad and its operation in the proper light. Probably no corporation or public utility is subject to so much abuse as the railroads. Everybody, with exceptions, of course, seems to "have it in for" the railroads, and strangest of all, the people receiving the greatest benefits are among the hardest knockers. We not only believe, but we know, that most of the knocking against railroads comes from ignorance and prejudice. We wonder how many ever gave a serious thought to the enormous expense the railroads must incur in order to meet the demands of the traveling public for "better service." We wonder if it has not occurred to them that locomotives, cars, tracks, station buildings, together with their upkeep, and the army of skilled employes required to operate them, does not cost money. Blot the railroads out of existence, and these great steel bands that bind the nation and the world together, industrially and commercially, would leave stranded in space the greatest wreck in the universe. Every one who has traveled knows that the palatial coaches, having all the comforts of a first-class hotel, with courteous conductors and trainmen in charge, is all in

response to the public demand, and this costs money. For the price of a postage stamp one can travel a mile in great luxury, and for the price of an ordinary automobile he can visit all the principal points of interest in the United States and Canada. For the small sum of 25 cents the railroad company will transport 100 pounds of merchandise from Chicago to Paxton, for example. This is not expensive service to the public, but it costs the railroad heavily to give it. Another illustration, to show how the public blames and abuses the railroads. A farmer turns his cattle into the right-of-way or neglects to repair his fences, and if a cow or a pig is run over he wants to sue the railroad. In the first place the farmer's stock was trespassing,

and in the second place it was the farmer's fault for turning his stock out. A man approaches a railroad crossing and foolishly tries to beat a fast train across. The engineer has given the usual signal and expects the man to have gumption enough to know that a fast train cannot stop to let him pass first. The train strikes the buggy or automobile and the railroad is sued. While the railroads, like every other corporation, might at times be subject to blame through acts of their employees, the fact remains that railroads are the nation's greatest institution and the people's friend. We believe in right and justice towards railroads, as well as toward other corporations and individuals.—International Press Clipping Bureau, Chicago.

Proceedings of Monthly Meeting of the Central Agents' Association

Clinton, July 14, 1914.

All Agents:

The June meeting of the Central Agents' Association was held in the Trainmaster's Office at Clinton, Saturday evening, June 20, 1914, with the following present:

G. E. Patterson
P. K. Hanley
J. A. Meehan
P. J. Mallon
G. W. Rollins

F. A. Allison
W. A. Yoder
F. W. Plate
T. B. Walker
G. W. Armstrong

H. R. Peters.

No regular program had been arranged for the evening so after the election returns were counted and it was announced that G. W. Rollins was elected president and H. R. Peters was elected secretary the evening's discussions were opened by one of the agents present inquiring as to whether or not the I. C. R. R. would find it to its advantage to use old box car bodies at grain loading stations to keep the grain doors in and under lock at night. These doors cost the company 50c each and at a number of stations during the winter months they have a habit of moving after dark and never returning. Besides this exposure to the weather warps them and rots them until they became useless for loading unless used double and that means the use of more doors per car.

At present the Company is disposing of a lot of old car bodies by sawing them in two and establishing them at smaller stations as coal sheds, but as the smaller capacity cars are rapidly being taken out of service it is thought that the old bodies could be utilized for this purpose and in a year's service more than pay for the expense of installing them, one to each elevator. Also several of the agents from grain loading points spoke of getting grain door

lumber in strips for patching cars and also for nailing over the grain doors in cars where a whole door could not be used.

This lumber is being used on the Illinois Division, and it was thought by those present that if this lumber could be secured by this division it would also help to keep our grain door bill down to a minimum.

Burlap also is a great help to wheat shippers and while the I. C. R. R. did not furnish this for awhile one of the agents present said he wrote Mr. Patterson a personal letter asking for burlap and it was furnished and if any of the other agents need burlap this will serve as a hint as to how they may get some.

From this matter the discussion branched out to checking carload shipments of all sorts of piece goods and the agents were told that we would have to check carload shipments if it was requested and also make notations on carload shipment freight bills. The agents thought this would necessitate more help at some of the stations and in speaking of more help the question of taking young men into the depots to teach them the station work was brought up and Mr. Patterson told the agents that it would be agreeable to the Company for the agents to do this if they cared to, but he suggested that he be advised of all such helpers, being put on and that they be sent to Clinton to take the physical examination so that when they have learned the station work and are ready to go out on a job, they will not be turned down for some reason such as bad eyesight, color blindness or poor hearing. But in all cases the agents were advised to inform the Superintendent when they took anyone in the depots to instruct them.

Before we were finished Mr. Meehan started the bad order question again and once more tried to impress upon the agents the necessity of making bad order notations at the time of delivery of freight to avoid extra work all around and wound up on the short reports coupons which he has been after us on and he said that he had caught several offices "red handed," that is, they had neglected to send in the coupons covering short freight which had been received and delivered after the report was sent in.

Several other minor questions were brought up by the agents during the evening and these meetings bid fair to become clearing houses for agents who run across "stumpers" during the month and wish to get straightened.

The next meeting will be held in Clinton at the Superintendent's Office, Saturday evening, July 18th, at 8:00 p. m., and an effort is being made to get some members of the General Freight Department at Chicago to come to Clinton and give the agents a talk on tariffs.

All the agents are most urgently requested to come and get in on the general discussions.

Yours respectfully,

H. R. PETERS, Secretary.

Railway Mail Pay

Mr. Ralph Peters, Chairman of the Committee on Railway Mail Pay, authorizes the following statement

New York, June 25th, 1914.

An amazing statement from Chairman Moon of the Post Office Committee of the House of Representatives is published this morning. We have no desire for a personal controversy, but

we must take exception to some of his statements.

Without waiting for the report of the Joint Congressional Committee, which has, for two years, been investigating the subject of railway mail pay, Con-

gressman Moon had already introduced a bill which would still further reduce the pay and thereby extend the injustice to which the railroads are now subjected.

The railroads have been claiming, and they still assert that they have proved to the Joint Congressional Committee that they were already underpaid at least \$15,000,000 a year for carrying the mail, and that no fair consideration has been given to the question of compensating them for carrying the parcel post. Yet Congressman Moon casually states that under his bill "the compensation is not much less, if any, than the present pay."

The Congressman questions the statement that his bill would produce a loss to the railroads of \$11,000,000 a year in addition to the loss they have already suffered. This is a question of fact—impossible of determination except by technical experts—and nobody can better judge of that fact than the Joint Congressional Committee which will soon submit its report for the consideration of Congress.

Congressman Moon states that the introduction of his bill was delayed as long as possible, and that the policy of delay has been practiced by the railroads for sixteen years. The fact is that the railroads have been seeking by every proper means during the past 25 years to obtain from Congress fair treatment on this subject. The railway companies have for the last eighteen months been urging the Postmaster General to no longer delay giving attention to adequately compensating them for carrying the increased burden of the parcel post. They have, indeed,

brought to public attention every reason that they could suggest why Congress should indefinitely delay any action to give them less than their services are worth.

Congressman Moon further asserts that "the only material difference between the Joint Congressional Committee and the Committee of Congressman Moon is that the Commission proposes a higher rate than the Committee." The fact is that the Commission has not yet reported its recommendations, and that the rates of pay proposed by Congressman Moon's bill are absolutely confiscatory.

We are in full accord with the conclusions of Chairman Moon that the old method of weighing the mails once in four years is altogether unfair, unscientific and unbusinesslike. We have urged for many years that the mails should be weighed every year for the whole country and the pay adjusted accordingly. The claim is also unfounded that the railroads divert the mails so as to pad them when the regular weighing is in progress. The railroads have no control over the movement of the mails; the routing is all done by the officers of the Post Office Department. The Department officers will readily verify this statement.

The railroads are prepared to abide by the conclusion of the Joint Congressional Committee upon the fact as to whether or not they are now overpaid. They are also eager to co-operate with the government in arriving at a policy to govern future methods of payment which will protect the government, and at the same time secure to the railroads that pay to which they are justly entitled.

APPOINTMENTS AND PROMOTIONS.

Effective Aug. 1, 1914, Charles C. Cameron appointed general freight agent, northern and western lines, to succeed Mr. Brown, resigned.

Effective Aug. 1, 1914, Burton J. Rowe, coal traffic manager, to succeed Mr. Cameron.

Effective Aug. 1, 1914, James H. Cherry, assistant general freight agent, northern and western lines, to succeed Mr. Rowe.

Greenville Miss.

by F. B. Wilkinson

THE first settlers of the present city of Greenville stepped from the Memphis & Vicksburg packet "Bostona" (then plying between Memphis and Vicksburg), on the banks of the Mississippi river in the spring of 1865. At the time there was not a building of any kind in sight. In the early autumn, however, structures of a rude kind began to spring up, and five years later, in June, 1870, Greenville was incorporated. The growth of the city was, for several years, very much retarded by the disastrous effect of the war, then just closed. The destruction of property of every kind by the army had been so complete that the planters had but little left with which to till and cultivate the soil. But, with indomitable will, coupled with a patriotism unequalled in the annals of history, Washington county's citizens began anew the work of reconstruction and development, although beset on every side with obstacles apparently insurmountable, destructive and disasters so appalling that the average man would have given up in despair. These loyal patriots had abiding faith in their country and were not to be discouraged, but instead put forth renewed effort at every point, and with Spartan-like determination, battled against famine and flood, enduring every conceivable hardship that their country and city might be redeemed and rehabilitated from the ravages of war and defended from the destructive encroachments of the high waters of the Mississippi river. And today, out of a wilderness as of yesterday, has sprung Greenville, the largest and one of the most progressive cities in the Yazoo-Mississippi Valley, surrounded

on all sides by an agricultural section of country which, in productiveness of soil, is unsurpassed by any other known section on the globe, populated by a people energetic, God-fearing, honorable and hospitable.

The Days of the Pioneer.

In the early development of Washington county, about the time Greenville came into existence, the only means of travel to the interior was by stage coach or on horseback, entailing many hardships upon those who in the usual transaction of business and in attendance upon Court, had to journey to and from Greenville, the county seat. Very naturally, the progressive element of the country was anxious to see a railroad constructed into Greenville. For forty-one years, from 1836 to 1877, sporadic demands for rail transportation had been made, only to be swamped by adverse sentiment or lack of funds, and not until December, 1877, was the first contract let for the construction of a railroad out of Greenville—the Greenville, Columbus and Birmingham Railroad, now the Southern Railway.

In the autumn of 1877 the Greenville, Columbus and Birmingham Railroad Company entered into a contract for the construction of a narrow-gauge road from Greenville to Stoneville, on Deer Creek, a distance of about nine miles, with C. P. Huntington, president of the Greenville Construction Company, upon the completion of which the latter company was to receive in payment \$50,000.00 of bonds voted by the City of Greenville. The proof of completion was to be the successful running of a train of cars to Stoneville and return.



Cowan Hotel



First National Bank

Greenville



New High School Building

Grammar School



Miss....

Kings' Daughters' Hospital



Charles Perrit Huntington was born in Norwich, Connecticut, in the year 1836; his ancestry was of the highest type, including the Huntingtons and Perrits; his maternal grandfather, whose surname he bore, was Pelatiah Perrit, who at one time was president of the board of commissioners of New York City.

When young his inherent spirit of restlessness led him to the West. He settled in Milwaukee, Wisconsin, and speculated largely in grain. At the close of the war he came South and cultivated the Davis plantation in Davis Bend. The overflows from the Mississippi river proved disastrous and his losses were heavy. Later he purchased the Roach plantation, which lies just south of the City of Greenville, and became again a cotton planter.

Mr. Huntington was prepossessing and distinguished in appearance, of active brain and untiring energy, one who turned threatened defeat into victory, labored to overcome obstacles and was sure to find a way out. He was a man of wonderful resources, which he used to the accomplishment of his plans and purposes. His liberality was bounded only by ability or possessions; he lavished his means upon his friends. He made a gift to the City of Greenville of a library building, elegantly furnished and stocked with choice books of travel, history, fact and fiction, with volumes containing steel engravings of works of art, and the rooms were supplied with maps and globes, a large magic lantern and a superior magnifying glass, all at a cost of \$10,000.00 at one time and in one sum.

He was loyal and constant to his friends and was beloved by them, and withal he was a man of faith and of works, a professing Christian and a faithful communicant, his purity of thought and action was in harmony with a high standard of living. Such was the man who planned and with continuous effort built the first railroad in the Yazoo-Mississippi Delta. He was a citizen of Greenville, and as

such his ambition was for the welfare of the city and people. He came to the country with laudable purposes to enter the lists and contend for economic preferment. At the same time he opposed evil and was willing to immolate self for victory of the right.

Considerable difficulty was at first experienced in obtaining the right-of-way and in securing a bond issue to aid in the work of construction. Col. W. A. Percy was employed to canvass the county for the purpose of securing the necessary bond issue. After the Colonel had in a very masterly way spoken of the great advantages of a railroad through the county, enhancing the value of land, reducing the taxes, besides the great accommodation in travel, freight, etc., he was addressed by some planter near Hollondale as follows: "I am opposed to voting the bonds. I am opposed to the railroad. There ain't no accommodations about them. Now, the boats are all right. When Captain White lands the 'Pargoud,' you can go aboard and get a good drink of liquor with ice in it, and the captain will take one with you, and he ain't in no hurry. He will talk with you and give you plenty of time for your liquor to cool and to drink it. But them railroads come like a streak of lightning through your field, scaring your mules, killing your chickens and hogs—stopping about a minute for you to get off or on—nothing to drink aboard. I was going from Vicksburg to Jackson about a year ago, and I got off at Edwards to get a drink, and I told the cap'n of the train to wait a moment, I was going to get a drink of liquor, for I was mighty dry. Well, I hadn't more than touched the bar—hadn't even had time to order my liquor—when off that train started. I hollered to stop and ran after it, but the blamed thing kept going faster and faster, and I had to stay in that town until next day. No, sir; there is no accommodation in a railroad, and we don't want them things in this county, killing the chickens and hogs and scaring the game."

Note—Acknowledgment is hereby made to the Hon. Henry T. Ireys of Greenville, Miss., for reference to his early history of Washington County.

In 1884 or 1885 the Memphis & New Orleans Railroad & Levee Company built a line from Wilczinski south to Hampton near the Washington-Issaquena County line, passing through Greenville.

The Memphis & New Orleans Railroad & Levee Company was consolidated with the L., N. O. & T. R. R. Co. March 18, 1886.

The L., N. O. & T. R. R. Co. was consolidated with the Yazoo & Mississippi Valley Railroad Company October 24, 1892, and the corporate name of the consolidated companies is the Yazoo & Mississippi Valley Railroad Company.

Thus we have the brief history of the second railroad that serves Greenville and the south. We mean second in date of construction only, for in importance to the prosperity and material growth of the valley it easily ranks first, because its lines of steel radiate in every direction and furnish transportation facilities without which the marketing of the products of this marvelously rich soil would in many cases be seriously hampered and in many other cases impossible.

Chamber of Commerce.

By R. L. Pritchard.

In presenting this article for your perusal and, we hope, careful consideration, we do so fully conscious of the fact that you are seeking real dependable information, something which truly presents actual conditions as they exist—facts, not fiction.

The Greenville Chamber of Commerce has no land or a penny's worth of property of any kind for sale. We are interested only in presenting to you, as a prospective homeseeker, information of that character which truthfully portrays this particular section of the country as a field for the profitable investment of capital for industrial purposes; in lands suitable and

well adapted to diversified farming, stock raising, dairying—a section of country embracing those natural advantages in productiveness of soil, equable climate, good water, schools and churches—in fact, a section surrounded by all those environments so essential in selecting a suitable location in which to make a home and live in peace and contentment.

We commend this article to you as a compendium of facts truthfully illustrating actual existing conditions and the wonderful results being obtained by our present prosperous, happy and thoroughly contented citizens.

What We Have to Offer You.

Greenville, the county seat of Washington County, with a population of about fifteen thousand, has had a phenomenal growth during the past ten years; is the largest city in the Yazoo-Mississippi Delta, and ranks as one of the best cities of its class; admirably situated on the banks of the Mississippi River, is by reason of her superior transportation facilities, rail and water, rightly considered the metropolis of this vast section of what the United States Government concedes to be the richest and most productive agricultural section of country on the American continent.

Indeed, the Mississippi Delta, in the very heart of which Greenville is located, has been abundantly blessed by Divine Providence with a soil so rich in humus and so productive that it is entirely unnecessary to draw upon the imagination in order to accurately and truthfully set forth and exemplify the wonderful yields in cotton, corn, oats, alfalfa and other forage crops that are being produced year after year in this God-favored zone.

Cotton has for many years been the staple crop grown in the territory tributary to Greenville. In fact, Washington county enjoys the distinction of having within her confines, the largest cotton plantation in the world, situated within a few minutes ride of Greenville. During the season just closed (1913), Washington county pro-

duced over 85,000 bales of cotton, worth over \$5,500,000.00. In addition the byproducts manufactured from the cotton seed, such as cotton seed oil, cotton seed meal, cake, linters, hulls, etc., worth \$1,500,000.00; or a total of over \$7,000,000.00 realized from this crop alone. And to this the value of other crops, such as corn, oats, alfalfa, clover, lespedeza, truck, livestock, etc., worth over \$3,000,000.00, and we have for the season an aggregate production in Washington county of farm products worth over ten millions of dollars.

The Delta country is in reality a land of peace and plenty. Thousands of acres of these rich, productive lands await the coming of the industrious farmer, ready to respond to the touch of the plow-shear and bring forth yields and resultant wealth that in a few years will make you independent.

Greenville and the territory adjacent is not, and never has been, a "boom" section of country. On the contrary, with agricultural products as a basic wealth, the absolutely pure artesian water with which the city is abundantly supplied, the adoption of a most effective drainage system throughout the country, and the rigid enforcement of all sanitary and hygienic laws, assuring the best possible health conditions, its steady growth and progress have been of a sound and substantial character, progressive and conservative.

By a careful and minute study of the illustrations and statements contained in the following pages, showing actual results obtained (the accuracy and truthfulness of which may be easily verified) the homeseeker should be able to evolve in his own mind a plan by which he might, without delay, investigate personally, the many advantages and opportunities for profitable investment now being offered in these Delta lands.

A new drainage district contiguous to Greenville has recently been surveyed and at the present time large forces are at work cutting a drainage canal which will open up for

immediate settlement, approximately 450,000 acres of this rich, productive land. Never before has such a golden opportunity presented itself to homeseekers in the north, to secure a reasonable acreage of wealth producing lands at figures ridiculously low. These lands are peculiarly well adapted to growing corn, alfalfa, oats and other grain and forage crops, truck gardening, dairying and live stock. A very important feature of the development going on in this section, is the fact that you have a ready and profitable local market for all farm products and demand at the present time being much greater than the supply.

Industrial Greenville.

Greenville, by reason of her geographical position, is the natural gateway to and from Central Mississippi and Eastern Arkansas, and therefore enjoys quite an extensive jobbing and retail trade in all lines. The large and complete stocks carried by her wholesale and retail merchants, the strength and stability of her banking institutions, and their liberal, yet conservative method of promptly caring for all business entrusted to them, are conveniences and facilities of which, the public has been quick to avail itself.

In addition to the facilities afforded by her two Trunk Line Railroads, Greenville enjoys a distinct advantage in her water transportation through the various packet lines operating on the Mississippi and Ohio rivers, affording cheap and convenient freight and passenger service and placing her in direct touch by barge service, with the coal fields of Illinois, Kentucky, Ohio, Pennsylvania and West Virginia. In like manner she is able to reach, on a minimum freight rate, all the principal distributing points and business centers in the Mississippi Valley.

We have exceptional inducements to offer wood working plants of all kinds, such as stave and heading factories, hub, hoop, chair, slack barrel,



Greenville Churches

cabinet shop, window and door screen factory, planing mill to handle odd size mill work. Also, hosiery and underwear, glove, overall, mattress and other factories utilizing cotton and cotton products as raw material.

Residential Greenville.

Co-incident with the expansion and exploitation of the retail and jobbing trade and the progress made in all industrial lines, Greenville has likewise developed a patriotic citizenship that has made her pre-eminently a "City of Homes". The palatial residences of a style of architecture typical of the Ante-Bellum days, which line her beautifully shaded and well kept streets, blend into a most pleasing and

Educational

Greenville has a right to feel proud of her public schools. They have for more than a generation been preparing boys and girls for college, and, better yet, for life.

Last year the entire enrollment exceeded 2,100. Of course, the larger proportion is colored. Concerning the colored schools it will be sufficient to say that a representative of the Springfield Republican, after traveling through the entire south, wrote of them that they were the best in the state and among the best in the south.

Greenville has provided comfortable buildings and ample playgrounds for her children. She has been the pioneer in many advance educational movements. More than twenty years ago, art and physical culture were given places in the curriculum. She had the first free kindergarten. She led the state in providing a separate high school building and her laboratories were for years the best to be found in Mississippi's public schools. She offers a night school for pupils who have to work during the day.

The high school building was inherited when the new Central grammar school was built, and at that time was antiquated. The new high school now under contract will be the best and last

word on secondary school buildings. It will have connected with it large provision for athletic field and agricultural experimental ground. Besides ample provision for general class-room work, special provision has been made for laboratories and lecture rooms for sciences, especially agriculture, domestic science and manual training. There will be a splendid library and auditorium. The swimming pool, shower baths and gymnasium are to be fitted up with the very best modern equipments. This will be done at a cost of \$65,000, and when completed will not only be a pride to her citizens but the central feature of our civic life.

The high school is one of six standard high schools in the state. Graduates in recent years have taken high rank in Virginia University, Washington and Lee, University of Missouri, University of Indiana, Randolph-Macon and our state colleges.

Truck Farms

There is no soil on earth more dependable or richer in potentialities than the soil found in Washington County, in which Greenville is located. Nature has compounded here a soil adapted to the growing of cotton, corn, all varieties of field and forage crops, oats, cow peas, alfalfa, Lespedeza, Bermuda grass, clovers and soy beans.

While it is true that the great staple crops of corn, cotton, alfalfa, etc., have yielded such large returns on the alluvial land of the Delta that the average farmer has not given much attention to truck growing, still the experienced truck grower believes he can make more from his truck crops than the general farmer can from his staple crops. Irish potatoes, sweet potatoes, cabbage, sweet corn, cantaloupes, watermelons are some of the truck grown on the larger scale. Of several of the varieties, two crops of the same kind can be secured in a single season. Nowhere can be found a soil that so quickly responds to cultivation and a most generous growth of vegetation. In this section one crop fits in after an-

*Greenville
Miss....*



Masonic Temple



Jewish Club



Elks' Home



*Elysian
Club.....*



other and the farmer who follows diversification keeps planting the year around, making something and adding to his bank account every month. Field turnips, known as the "third crop," are planted in September and mature in November; the yield per acre is large and makes an exceptionally good stock food.

DAIRYING.

Listen to What a New Comer From Indiana Says About It.

I came to Greenville, Mississippi, from Bedford, Indiana, on April 1, 1909, having been engaged in the dairy-busines in Indiana. I bought a small place about one mile from Greenville and commenced with just a small barn and 30 milch cows, and now I have a modern barn with seventy stalls, mechanical milker, and capacity for storing 120 tons loose hay beside two 120 ton silos. My herd now consists of seventy milch cows, 25 calves and one registered Jersey bull and I expect to erect a 25 stall addition to my barn within a short time and increase my herd to 100 milch cows for I cannot supply the needs of my customers, who pay me ten cents per quart for all the milk I can produce.

All of the Delta land is very rich and produces alfalfa, cow peas, vetch, soy beans, crimson, red, white, alsike and sweet clover, also lespedeza, all of which are very rich in protein. Legumes grow to perfection in Delta soil and with this quality of hay the dairyman or stockman does not need to buy so much protein feed that always is high priced.

We grow plenty of silage to balance this rich protein hay with, and the

Delta land is so fertile that it makes far more feed and pasturage to the acre than any land that I am acquainted with and I have been over all of the best farming lands in Indiana, Illinois and Wisconsin.

With all of the above advantages over our friends in the North, including our Southern climate, it leaves us a much greater profit than they enjoy.

The cattle tick has been eradicated in this county and I expect this to become a great cattle and stock country on account of the warm, sunny, winters and the richness and abundance of our grasses.

In my herd I have principally Jersey and Holstein cattle and I find it cheaper to raise my own cows than to buy them. Our pasture had white clover, which grows 12 to 15 inches high, in bloom on February 20th of this year (1914), while some years we have had it in bloom as early as January 25th. After white clover comes bermuda grass which pastures twice as many cows as the best blue grass in the North.

My mechanical milking plant reduces the cost of milking 50 per cent besides insuring a far purer product with much lower bacterial count for all stable air is excluded and milker and milk vessels are easily thoroughly cleansed.

With our rich lands and warm climate we are able to produce cattle and milk more cheaply than anywhere else in the United States and our train service is such that any surplus of milk produced can be shipped at night and reach Memphis and New Orleans in time for early morning delivery which at all times insures a ready market for all that can be made.



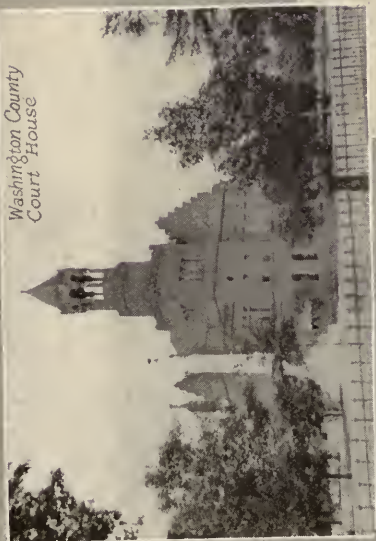
Street Scene
Residence Section



Homes



Washington County
Court House



Greenville



From the
Law Department

Biographical Sketch No. 6



GEORGE TRUMBULL.

Born at Colchester, Conn., June 14, 1818. Solicitor for Illinois Central Railroad Co., 1867-1876. Died in Chicago on October 23, 1888.

Some Recent Commerce Decisions

1. **Cancellation of Grain Elevation Allowance.**—The Interstate Commerce Commission has held, opinion by Mr. Commissioner McChord (30 ICC Rep., 696) that the tariffs of the Louisville & Nashville and Illinois Central roads, **cancelling** their elevation allowance of one-fourth cent per bushel on grain at St. Louis and East St. Louis, when destined to Evansville, has been justified, it appearing that the elevation now in question is not a **transportation service**, and that the proportion out of which the allowance is made is a compelled rate; that a comparison of the rate from St. Louis and East St. Louis to Evansville with the rate from Peoria to Evansville does not necessarily signify undue discrimination, if the withdrawal of these roads' concurrences in the rate from Peoria would not affect the movement, rates or practice respecting elevation; and that the **test of discrimination** is the ability of one of the carriers participating in the two through routes to put an end to the discrimination by its own act.

2. **Coal Rates to Nebreska.**—In *Beatrice Commercial Club vs. C. B. & Q. R. Co.*, et al, 31 ICC Rep., 173, the rates on soft coal from southern Illinois to Beatrice were not found to be unduly prejudicial as compared with lower rates to Lincoln, the rate from Herrin, Ill., being \$2.55 to Lincoln and \$3.05 to Beatrice. The Commission held that the rates to Lincoln are the result of competitive conditions that do not exist at Beatrice and that the rates to Beatrice are nearer the normal basis than those to Lincoln; Beatrice is not intermediate to Lincoln via the direct line, and the lines on which it is intermediate are compelled to meet the competitive conditions they find at Lincoln.

3. **Coal rates to Chicago.**—In *Drury Coal Co., vs. I. C. R. R. Co.* Unreported opinion A-697, the Commis-

sion decided that the present rate of \$1.47 per ton on soft coal from Waverly, Ky., to Chicago is not unreasonable or unduly prejudicial, as compared with a rate of \$1.05 from Eldorado, Ills.

4. **Dunnage Allowance.**—The Commission held (30 ICC Rep., 538), that carriers operating in southwestern territory have justified their **cancellation of the allowance** for the actual weight of dunnage not in excess of 500 pounds furnished by shippers at their expense to protect carload freight shipped in box, stock or refrigerator cars, the primary purpose of dunnage being to make the load safe for transportation and to prevent injury to the goods; that under these circumstances, and in view of the fact that the substitution of dunnage for the more expensive boxes and crates and other packing material is of advantage to the shipper and reduces the gross weight upon which freight must be paid, it is not inconsistent that the carriers should receive revenue for the total weight hauled; and Commission said further:

"Risk is one of the elements entering into the present day rate fabric, and innumerable classifications and tariffs throughout the country contain packing and shipping requirements which can have no other justification than the right of the carrier to require the use of substantial and suitable containers and the elimination of hazard by the secure staying of unpacked articles. Carriers are obligated to furnish suitable cars and to receive and transport goods tendered to them in safe shipping condition, but are not obligated to prepare shipments for transportation. Standard box, stock, ventilated, and refrigerator cars in good repair will accommodate all of the ordinary and usual needs of shippers, and if more than this is demanded because of the

form, nature, or peculiar characteristics of goods tendered for conveyance some obligation must attach to the shipper in connection with the additional demand. . . .

We have uniformly approved the **open-car allowances** for standards, stakes, strips, blocks, and braces, and in several cases have held 500 pounds to be a reasonable allowance. . . .

The views expressed **In Re Western Classification**, 25 ICC Rep., 442, still have full force and effect with respect to open cars, but they were not intended to define the reasonable practice to govern shipments in closed cars."

5. **In Rental charge for insulated cars**, 31 ICC Rep., 255, opinion by Chairman Harlan, the Commission approved, as reasonable, a rule providing for a charge of \$5.00 per trip for the use of refrigerator or insulated cars in the transportation of potatoes from points in Minnesota to points in other states. The rule reads: "When shipper orders a refrigerator or other insulated car to be heated by him or to move without heat, a charge of \$5.00 per trip will be made for use of car and will accrue to the owner thereof." This case is distinguished from **Arlington Heights Fruit Exchange** case 20 ICC Rep., 106, thus: there was nothing allowed to be added for furnishing refrigeration, "since that has been taken into account in establishing the rate of transportation." Not so as to potatoes, which "in the beginning moved in box cars during the fall months and the rates were fixed on the basis of such movement."

6. **Promising Reparation in Advance of Shipments.**—In Unreported Opinion A-661 of April 7, 1914, **Fullerton-Moses Tie Company vs. Missouri Pacific R. Co.**, the Commission said:

"It is evident that to sanction as a just basis for reparation the private understanding prior to the shipments, the rate remaining unchanged until the shipments were made, would be to establish the precedent

for the grossest discrimination and favoritism." (*Armour Car Lines vs. S. P. R. Co.*, 17 ICC Rep., 461.) and the Commission proceeds in the **Fullerton Case**:

"We may add that the practice of publishing a special rate to accommodate one shipper and of canceling that rate when the accommodation is no longer desired is suggestive of an attempt to evade those provisions of the Act to Regulate Commerce which forbid the giving of any advantage or discrimination."

7. **"Five Per Cent Case.—In Re Revenue of Rail Carriers in Official Classification Territory**, I & S Doc. No. 333 and ICC Doc. No. 5860, 31 ICC Rep., 351, the Commission decided on July 29, 1914, opinion by Chairman Harlan, that "Treating as one road the 35 railway systems that have joined in this application for our approval of a so-called 5 per cent advance in their freight charges, we have reached the conclusion that their net operating income is insufficient and should be increased"; and it approved an increase by 5 per cent in the intraterritorial class and commodity rates in **Central Freight Association territory**, (which comprises the territory east of the Mississippi river, north of the Ohio river and west of Buffalo and Pittsburgh), except on certain heavy commodities, namely brick, tile, clay, coal, coke, starch, cement, iron ore and plaster. As to these heavy commodities the Commission says, "The protestants made such a showing as to constrain us to hold that the carriers have failed to sustain their burden under the statute." The Commission held further, "There can be no doubt upon the record that the carriers in Central Freight Association territory ought in the public interest, to have as much additional revenue as would be produced by a 5 per cent increase, as modified herein, and possibly more. It is not improbable, however, in view of the modifications we have required in those tariffs, that they will find it more desirable at once to undertake

the readjustment which they assert is necessary."

The Commission held further that no showing has been made warranting a general increase in **trunk line** rates, (embracing the territory between Buffalo and Pittsburgh on the west and the Hudson river on the east), nor in **rail-and-lake** rates, nor in the rates on traffic moving **between** the different rate territories in the official classification territory (for example from trunk line territory to Central Freight Association territory.)

The Commission then makes tentative suggestions for increasing the revenues of the carriers with respect to the following matters:

(a) Passenger fares.

(b) Freight rate rules and regulations relating to **minimum weights** and similar matters.

(c) Payment for such **special services** as expedited movement; transit privileges; loading and unloading freight; collecting and delivering freight; storing freight; transporting containers; furnishing and transporting dunnage, preservatives, etc., furnishing or paying for wharfage and dockage; refrigeration service; recom-signing carload freight; and other special services.

"Among the most important benefits to be derived from the readjustments just proposed will be that of causing the individual railroad to avoid traffic on which it can only lose money and which may, perhaps, be profitable to other carriers. The scramble for tonnage, which has led to so many abuses, should be succeeded by an orderly pursuit of profit-earning traffic. In this there should be a closer co-operation between traffic and operating officials of the carriers."

(d) Free transportation of passengers and private cars is a heavy burden. Further restriction is recommended.

(e) A careful review of methods for increasing **freight car efficiency** is suggested. Mr. J. M. Daly, General Superintendent of Transportation, is quoted as having found "that even in

the busy season, a freight car was moving in trains on the Illinois Central only $3\frac{1}{2}$ days out of every 30." The Commission adds: "Taking the average of all roads in official classification territory for the whole year, the time a car is moving in trains probably does not exceed 2 days out of 30, and the car is under load only 2 out of those three. Furthermore, the cars under load are loaded on an average to only about 58 per cent of their capacity."

(f) Fuel, is, next to wages, the largest item in operating expenses. The railroads of the United States report their aggregate fuel cost to be about \$250,000,000. By means of mechanical devices and otherwise the B. & O. since 1910, reduced its coal consumption $9\frac{1}{2}$ per cent per unit of freight traffic moved.

(g) Avoiding penalties for infraction of the laws directly connected with interstate commerce carriers in official classification territory, have paid since December 1, 1909, in the aggregate \$814,135 in forfeitures and fines, the larger part of which represents penalties for rebating.

(h) We suggest that, as soon as reasonable opportunity offers, properties heretofore acquired by the carriers which are not used or held by them for transportation purposes be sold.

(i) Suggests investigation to determine to what extent the **cost** of construction, or of acquiring properties or capital, or of operation, is being increased through the holding by directors, officers or employes of interests in other concerns with which the carrier has dealings.

(j) All expiring contracts with sleeping-car companies should be carefully reviewed before being renewed.

Commissioners McChord and Daniels dissented from the conclusion reached by the majority. They approved of the increase in Central Freight Association territory, and said in substance that the evidence warranted a like increase in trunk line territory.

8. **Commission's judgment final on**

questions of fact, but where order was made without any evidence, a question of law is presented. In *Florida East Coast Ry. Co. vs. U. S.*, 234 U. S., 167 (decided June 8, 1914), the Supreme Court held, opinion by Mr. Chief Justice White, p., 185, that "while a finding of fact made by the Interstate Commerce Commission concerning a matter within the scope of the authority delegated to it is binding and may not be re-examined in the courts, it is undoubted that where it is contended that an order whose en-

forcement is resisted was rendered without any evidence whatever to support it, the consideration of such a question involves not an issue of fact, but one of law which it is the duty of the courts to examine and decide." (*I. C. C. vs. L. & N. R. R.*, 227 U. S., 88, 91, 92 and cases cited). And in this Florida case it was held further that the record does not disclose any evidence justifying the order for a reduction in rates on vegetables held reasonable by a prior order of the Commission.



HARRY G. FARLEY

One of the Most Popular Brakemen on the Illinois Central Railroad

OF ALL the congenial and jovial railroad men who run through our thriving little city perhaps the most popular and well known is an old and

respected person in the employ of the Illinois Central Railroad, none other than Harry G. Farley, an old time railroad man. Mr. Farley has been in the service of the Illinois Central Railroad for 26 years. In that length of time he has seen all kinds of railroading, having broke and run freight, and at one time was conductor on passenger train on the Great Northern.

For the last seven years he has been running through Lyle into Albert Lea, during most of that time has broke on passenger train when the I. C. first ran a combination train into Lyle. Farley was an old reliable on that train. No better railroader can be found than this old head, whom the general public has learned to rely upon as confidently as the men for whom he works.

Mr. Farley is a man well in years now but bears more resemblance of a younger man and one who has seen service in the employ of one company since the time of practically its infancy in the territory. The engineers and conductors say he is just as spry in throwing switches and handling his other work as the young bloods who are in the same sort of employment. Harry is not a stranger in these parts, for he has lived at Mona continuously for a period covering the last twenty-six years, neither is he a stranger in Lyle, for when he can dead home (a dead head), he is often seen in our busy little streets.

Fiction



Salvation

By John Taintor Foote

AT THE invitation of Blister Jones I had come from the city's heat to witness the morning "work-outs." For two hours horse after horse had shot by, leaving a golden dust-cloud to hang and drift and slowly settle.

It was fairly cool under the big tree by the track fence, and the click of Blister's stop-watch, with his varied comments on what those clicks recorded, drifted out of my consciousness much as had the dust-clouds. Even the thr-rump, thr-rump, thr-rump of flying hoofs—crescendo, fortissimo, diminuendo—finally became meaningless.

"Here's one bred to suit you!" rasped a nasal voice, and I sat up, half awake, to observe a tall man lead a thoroughbred onto the track and dexterously "throw" a boy into the tiny saddle.

"Why?" Blister questioned.

"He's by Salvation," explained the tall man. "Likely lookin' colt, ain't he? Think he favors the old hoss any?"

"'Bout the head he does," Blister answered. "He won't girt as big as the old hoss did at the same age."

"Well, if he's half 'as good as his daddy he's some hoss at that," the tall

man stated, as he started up the track, watch in hand.

Blister followed the colt with his eyes.

"Ever hear of Salvation?" he finally asked.

"Oh, yes," I replied.

"Well, I brings out Salvation as a three-year-old, 'n' what happens is quite a bunch of chatter—want to hear it?"

"You know it," I said, dropping into Blister's vernacular.

"That's pretty good for you," he said, grinning at my slang. "Well, to begin with, I'm in Loueyville. It's in the fall, 'n' I'm just back from Sheepshead. One way 'n' another I've had a good year. I'm down on two or three live ones when the odds are right, 'n' I've grabbed off a bundle I ain't ashamed to flash in any kind of company.

"My string's been shipped South, 'n' I thinks I'll knock around Kentucky fur a couple of weeks, 'n' see if I can't pick up some hosses to train.

"One mawnin' I'm in the Galt House, lookin' fur a hossman that's stoppin' there, 'n' I see Peewee Simpson settin' in the lobby like he'd just bought the hotel.

"'Who left the door open?' I says to him.

"'It's still open, I see,' says Peewee, lookin' at me.

"'We exchanges a few more remarks, 'n' then Peewee tells me he's come to Loueyville to buy some yearlin's fur ole man Harris.

"'There's a dispersal sale to-morrow at the Goodloe farm,' says Peewee. "'N' I hear there's some real nice stuff going under the hammer. General Goodloe croaked this spring. They cleaned him in a cotton deal last year 'n' now there goin' to sell the whole works—studs, brood mares, colts—everything; plows, too—you want a plow? All you need is a plow 'n' a mule to put you where you belong.'

"'Where's this farm at?' I says.

"'Over in Franklin County,' says Peewee. 'I'm goin' over—want to go 'long?'

"'You're on,' I says. 'I'm not particular who travels with me any more.'

"'We gets off the train next mawnin' at a little burg called Goodloe, 'n' there's three or four niggers with three or four ratty-lookin' ole rigs to drive hossmen out to the sale. It's a fierce drive, 'n' the springs is busted on our rig. I thinks we'll never get there, 'n' I begins to cuss Peewee fur bringin' me.

"'What you got to kick at?' says Peewee. 'Ain't you gettin' a free ride? Cheer up—think of all the nice plows you're goin' to see.'

"'You take them plows to hell 'n' make furrows in the cinders with 'em,' I says, wonderin' if I can get a train back to Loueyville anyways soon.

"'But when we gets to the farm I'm glad I come. Man, that was some farm! Miles of level blue-grass pasture, with white fences cuttin' it up into squares, barns 'n' paddocks 'n' sheds, all painted white, just scattered around by the dozen. There's a track to work hosses on, too, but it's pretty much growed up with weeds. The main house is back in some big trees.

It's brick 'n' has two porches, one on top of the other, all the way around it.

"'The sale 'is just startin' when we get there. The auctioneer is in the judge's stand at the track 'n' the hosses is showed in the stretch.

"'The first thing to sell is brood mares, 'n' they're as good a lot as I ever looks over. I loses Peewee in the crowd, 'n' climbs on to a shed roof to see better.

"'Pretty soon here comes a real ole nigger leadin' a mare that looks to be about as old as the nigger. At that she showed class. Her head's still fine, 'n' her legs ain't got so much as a pimple on 'em.

"'Number eleven in your catalogues, gentlemen!' says the auctioneer. 'Mary Goodloe by Victory, first dam Dainty Maid by—what's the use of tellin' you *her* breedin', you *all* know *her*! Gentlemen,' he says, 'how many of you can say you ever owned a Kentucky Derby winner? Well, here's your chance to own one! This mare won the derby in—er—'

"'Eighty-three, suh—I saw her do it,' says a man with a white mustache.

"'Eighty-three, thank you, Colonel. You have a fine memory,' says the auctioneer. 'I saw her do it, too. Now, gentlemen,' he says, 'what am I offered for this grand old mare? She's the dam of six winners—three of them stake hosses. Kindly start the bidding.'

"'Twenty dollahs!' says the ole nigger who has hold of the mare.

"'Fifty!' says some one else.

"'Hole on dah,' sings out the ole nigger. 'T'se just 'bliged to tell you folks I'se pu'chasin' dis hyar mare fo' Miss Sally Goodloe!'

"The auctioneer looks at the guy who bids fifty.

"'I withdraw that bids,' says the guy

"'Sold to you for twenty dollahs, Uncle Jake,' says the auctioneer. 'Bring on number twelve!'

"'Hyah's yo' twenty dollahs,' says the ole nigger, fishin' out a roll of

raggedy bills and passin' 'em up to the stand.

"Thank you, Uncle Jake. Come to the clerk for your bill of sale this evenin'," says the auctioneer.

"I watches the sale a while longer, 'n' then mooches into the big barn where the yearlin's 'n' two-year-olds is waitin' to be sold. They're a nice lot of colts, but I ain't interested in this young stuff—colts is too much of a gamble fur me. Only about one in fifty'll make good. Somebody else can spend their money on 'em at that kind of odds.

"I goes out of the colt barn 'n' begins to ramble around, lampin' things in general. I comes to a shed full of plows, 'n' I has to laugh when I sees 'em. I'm standin' there with a grin on my face when a nigger comes 'round the shed 'n' sees me lookin' at them plows.

"Fine plows, sah, an' vehy cheap," he says.

"Do I look like I needs a plow?" I says to him.

"No, sah," says the nigger, lookin' me over. "I cyant rightly say you favohs plowin', but howkum you ain' tendin' de sale?"

"I don't see nothin' over there that suits me," I says.

"The nigger is sore in a minute.

"You is suttanly hahd to please, white man," he says. "Ain' no finah colts in Kaintucky dan dem."

"That may be so, but how about Tennessee?" I says, just to get him goin'.

"Tennessee! Tennessee! he says. "What you talkin' 'bout? Why, *we* does de fahm wuck wid likelier colts dan *dey* sends to de races."

"I've seed some nifty babies down there," I says.

"Look-a-hyar, man!" he says, "you want to see a colt what am a colt?"

"How far?" I says.

"No ways at all, jus' over yondah," says the nigger.

"Lead me to it," I say to him, 'n' he takes me over to a long lane with paddocks down each side of it. All

the paddocks is empty but two. In the first one is the ole mare, Mary Goodloe; 'n' next to her is a slashin' big chestnut colt.

"Cast yo' eyes on dat one!" says the nigger.

"I don't say nothin' fur five minutes. I júst looks at that colt. I never sees one like him before, nor since. There's some dead leaves blowin' around the paddock 'n' he's jumpin' on 'em with his front feet like a setter pup playin'. Two jumps 'n' he's clear across the paddock! His shoulders 'n' quarters 'n' legs is made to order. His head 'n' throat-latch is clean as a razor, 'n' he's the proudest thing that ever stood on four legs. He looks to be comin' three, but he's muscled like a five-year-old.

"How 'bout him, boss?" says the nigger after a while.

"Well," I says, "they broke the mold when they made that one!"

"Dar's de mold," he says, pointin' to the ole mare in the next paddock. "She's his mammy. Dat's Mahey Goodloe, named fo' ole Miss Goodloe what's dade. Dat mare win de derby. Dis hyar colt's by impo'ted Calabash."

"When does this colt sell?" I asks him.

"He ain't fo' sale," says the nigger. "De estate doan own him. De General done gib him to Miss Sally when de colt's bohn."

"Where's she at now?" I says to the nigger. I had to own that colt if my roll could reach him—I knowed that 'fore I'd looked at him a minute.

"Up to de house, mos' likely," says the nigger. "You'd better save yo' shoe leather, boss. She ain' gwine to sell dat colt no matter what happens."

"I beats it up to the big house, but when I gets there I see nobody's livin' in it. The windows has boards across 'em. I looks in between the cracks 'n' sees a whale of a room. Hangin' from the ceilin' is two things fur lights all covered with glass dingles. They ain't nothin' else in the room but a tall mirror, made of gold, that does clear to the ceilin'. I walks clean around

the house, but it's sure empty, so I oozes back to the barns 'n' collars the sales clerk.

"'I'm a-lookin' fur Miss Goodloe,' I tells him. 'A nigger says she's at the house, but I've been up there 'n' they ain't even furniture in it.'

"'No,' says the clerk; 'the furniture was sold to a New York collector two weeks ago. Miss Goodloe is livin' in the head trainer's house across the road yonder. She won't have that long, I don't reckon, though I did hear she's fixin' to buy it when the farm sells, with some money ole Mrs. Goodloe left her.'

"I goes over to the little house the clerk points out, 'n' knocks. A right fat nigger woman, with her sleeves rolled up, comes to the door.

"'What you want?' she says.

"'I want to see Miss Goodloe,' I says.

"'You cyant see her. She ain't seein' nobody,' says the nigger woman, 'n' starts to shut the door.

"'Wait a minute, aunty,' I says. 'I got to see her—it's business, sure-enough business.'

"'Doan you aunty me!' says she. 'Now, you take yo' bisniss wti' you an' ramble! Bisniss has done sole off eve'y stick an' stone we got! I doan want to hyar no mo' 'bout bisniss long as I live'—'n' bang goes the door.

"I waits a minute 'n' then knocks again—nothin' doin'. I knocks fur five minutes steady. Pretty soon here she comes, but this time she's got a big brass-handled poker with her.

"'Ef I has to clout you ovah de haid wid dis pokah you ain't gwine to transack no mo' bisniss fo' a tollable long time!' she says. She's mad all right, 'n' she hollers this at me pretty loud.

"'Fore I can say anythin' a dame steps out in the hall 'n' looks at me 'n' the nigger woman 'n' the poker.

"'What's the matter, Liza?' she says to the nigger woman, 'n' her voice is good to listen at. You don't care what she says, just so she keeps a-sayin' it. She's got a white dress with black fixin's on it,' 'n' she just

suits her dress, 'cause her hair is dark 'n' her face is white, 'n' she has great big eyes that put me in mind of—I don't know what! She ain't very tall, but she makes me feel littler'n her when she looks at me. She's twenty-four or five, mebbby, but I'm a bum guesser at a dame's age.

"'Dis pusson boun' he gwine to see you an' I boun' he ain't, Miss Sally,' says the nigger woman. The little dame comes out on the porch.

"'I am Miss Goodloe,' she says to me, 'What do you wish?'

"'I want to buy a hoss from you, ma'am,' I says to her.

"'The horses are being sold 'across the way at that biggest barn,' she says.

"'Yes'm,' I says, 'I've just come from there. I—'

"'Have you been watching the sale?' she says, breakin' in.

"'Yes'm—some,' I says.

"'Liza, you may go to your kitchen now,' she says. 'Can you tell me if they have sold the mare, Mary Goodloe, yet?' she says to me when the nigger woman's gone.

"'Yes'm, she was sold,' I says.

She flinches like I'd hit her 'n' I see her chin begin to quiver, but she bites her lip 'n' I looks off down the road to give her a chance. Pretty soon she's back fur more. I'm feelin' like a hound.

"'Do you know who bought her,' she says.

"'A nigger man they call Uncle Jake buys her,' I says.

"'Uncle Jake!' she says. 'Are you sure? Was he an old man with poor eyesight?'

"'He was old all right,' I says. 'But I don't notice about his eyes. He give twenty dollars fur her.'

"'Is that all she brought?' she says.

"'Well, she brings more,' I says, 'only the ole man makes a speech 'n' tells 'em he's buying her fur you. Everybody quit biddin' then.' She stands there a minute, her eyes gettin' bigger 'n' bigger. I never see eyes so big 'n' soft 'n' dark.

"'Would you do me a favor?' she says at last.

"'Fifty of 'em,' I says. She gives me a little smile.

"'One's all that's necessary, thank you,' she says. 'Will you find Uncle Jake for me and tell him I wish to see him?'

"'You bet I will,' I says, 'n' I beats it over to the barns. . . I finds Uncle Jake, 'n' he's got weak eyes all right—he can't hardly see. He got rheumatism, too—he's all crippled up with it. When I gets back with him, Miss Goodloe's still standin' on the porch.

"'I want to find out who bought old Mary, Uncle Jake,' she says. 'Do you know?'

"'I was jus' fixin' to come over hyar an' tell you de good news, Miss Sally,' says Uncle Jake. 'When dey puts ole Mahey up fo' sale, she looks pow-ful ole an' feeble. De auctioneer jes 'seeches 'em fo' to make some sawt o' bid, but hit ain' no use. Dey doan' nobody want her. Hit look lak de auctioneer in a bad hole—he doan' know what to do zakly. Hit's gittin' mighty 'bahassin' fo' him, so I say to him: 'Mr. Auctioneer, I ain' promisin' nothin', but Miss Sally Goodloe mought be willin' to keep dis hyar ole mare fo' 'membrance sake.' De auctioneer am mighty tickled, an' he say, 'Uncle Jake, ef Miss Sally will 'soom de 'sponsibility ob dis ole mare, hit would 'blige me greatly.' Dat's how-kum ole Mahey back safe in de pad-dock, an' dey ain' *nobody* gwine to take her away from you, honey!'

"'Uncle Jake,' says Miss Goodloe, 'where is your twenty dollars you got for that tobacco you raised?'

"'Ain' I told you 'bout dat, Miss Sally? Dat mis'able money done skip out an' leave thoo a hole in ma pocket,' says Uncle Jake, 'n' pulls one of his pants pockets inside out. Sure eonugh, there's a big hole in it.

"'Didn't I give you a safety-pin to pin that money in your inside coat pocket?' says Miss Goodloe.

"'Yess'm, dat's right,' he says. 'But I'se countin' de money one day an' a

span ob mules broke loose an' stahts lickety-brindle fo' de bahn, an' aimin' to ketch de mules, I pokes de money in de pocket wid de hole. I ain' neber see dat no-'coun' money sence.'

Miss Goodloe looks at the ole nigger fur a minute.

"'Uncle Jake . . . oh, Uncle Jake . . . ' she says. 'These are the things I just *can't* stand!' Her eyes fill up, 'n' while she bites her lip agin, it ain't no use. Two big tears roll down her cheeks. 'I'll see you in a moment,' she says to me, 'n' goes inside.

"'Bad times! Bad times, pow'ful bad times!' says Uncle Jake, 'n' hobbles away a-mutterin' to hisself.

"'It's begun to get under my skin right. I'm feelin' queer, 'n' I get to thinkin' I'd better beat it. 'Don't be a damn fool!' I says to myself. 'You ain't had nothin' to do with the cussed business 'n' you can't help it none. If you don't buy this colt somebody else will.' So I sets on the edge of the porch 'n' waits. It ain't long till Miss Goodloe comes out again. I gets up 'n' takes off my hat.

"'What horse do you wish to buy?' she says.

"'A big chestnut colt by Calabash, dam Mary Goodloe,' I says. 'They tell me you own him.'

"'Oh, I *can't* sell *him*!' she says, backin' towards the door. 'No one has ever ridden him but me.'

"'Is he fast?' I asks her.

"'Of course,' she says.

"'Is he mannered?' I asks.

"'Perfectly,' she says.

"'He ain't never seen a barrier, I suppose?' I says.

"'He's broken to the barrier,' she says then.

"'Who schools him?' I says. 'You tells me nobody's been on him but you—'

"'I schooled him at the barrier with the other two-year-olds,' she says.

"'Wheel!' I says. 'You must be able to ride some.'

"'I'd be ashamed of myself if I couldn't,' she says.

"'Are you sure you won't sell him?' I asks her.

"'Positive,' she says, 'n' I see she means it.

"'What you goin' to do with him?' I says. 'Don't you know it's wicked not to give that colt a chance to show what he can do?'

"'I know it is,' she says. 'But I have no money for training expenses.'

"'I studies a minute, 'n' all of a sudden it comes to me. 'You were just achin' to help this little dame a while ago,' I says to myself. 'Here's a chance be a sport!' The colt *might* make good, 'n' she could use a thousand or so awful easy.

"'Miss Goodloe,' I says out loud, 'I might as well tell you I'm in love with that colt.' She gives me a real sweet smile.

"'Isn't he a darling?' she says, her face lightin' up.

"'That isn't the way I'd put it,' I says, 'but I guess we mean the same. Now, I'm a race-hoss trainer. You read these letters from people I'm workin' fur, 'n' then I'll tell you what I want to do.' I fishes out a bunch of letters from my pocket 'n' she sets down on the steps 'n' begins to read 'em solemn as owls.

"'Why do they call you Blister?' she asks, lookin' up from a letter.

"'That's a nickname,' I says.

"'Oh, she says, 'n' goes on readin'. When she gets through she hands the letters to me. 'They seem to have a lot of confidence in you, Blis— Mr. Jones,' she says.

"'Stick to Blister,' I says, 'n' I'll always come when I'm called.'

"'Very well, Blister,' she says. 'Now why did you wish me to read those letters?'

"'I asks you to read them letters, because I got a hunch that colt's a winner, 'n' I want to take a chance on him,' I says. 'I got a string of hosses at New Awlins—now, you let me ship that colt down there 'n' I'll get him ready. I'll charge you seventy-five a month to be paid out of his winnin's. If he don't win—no charge. Is it a

go?' She don't say nothin' fur quite a while. 'I sees a dozen hossmen I knows over at the sale,' I says. 'If you want recommends I can get any of 'em to come over 'n' speak to you about me.'

"'No, I feel that you are trustworthy,' she says, 'n' goes to studyin' some more. 'What I should like to know,' she says after while, 'is this: Do trainers make a practice of taking horses at the same terms you have just offered me?'

"'Sure they do,' I lies, lookin' her in the eye. 'Any trainer'll take a chance on a promisin' colt.'

"'Are you certain?' she asks me, earnest.

"'Yes'm, dead certain,' I says. She don't say nothin' fur maybe five minutes, then she gets up 'n' looks at me steady.

"'You may take him,' she says, 'n' walks into the house.

"'I finds Uncle Jake 'n' eases him two bucks. It sure helps his rheumatism. He gets as spry as a two-year-old. He tells me there's a train at nine that evenin'. I sends him to the depot to fix it so I can take the colt to Loueyville in the express car, 'n' he says he'll get back quick as he can. I hunts up Peewee, but he's goin' to stay all night, 'cause the yearlin's won't sell until next day. . . .

"'The sun's goin' down when we starts fur the depot, Uncle Jake drivin' 'n' me settin' behind, leadin' the colt. The sunlight's red, 'n' when it hits that chestnut colt he shines like copper. Say, but he was some proud peacock!

"'I sends word to Miss Goodloe we're comin', 'n' she's waitin' at the gate. The colt nickers when he sees her, 'n' she comes 'n' takes the lead strap from me. Then she holds up her finger at the colt.

"'Now, Boy-baby!' she says. 'Everything depends on you—you're all mammy has in the world . . . will you do your best for her sake?' The colt paws 'n' arches his neck. 'See, he says he will!' she says to me.

"'What's his name?' I asks her.

"Oh, dear, he hasn't any!" she says. 'I've always called him Boy-baby.'

"He can't race under that," I says.

"Between now and the time he starts I'll think of a name for him," she says. 'Do you really believe he can win?'

"They tell me his dam wins twenty thousand the first year she raced," I says.

"He'd be our salvation if he did that," she says.

"There's a name," I says. 'Call him Salvation!' She says it over two or three times.

"That's not a bad racing name, is it?" she asks me.

"No'm," I says. 'That's a good name.'

"Very well, Boy-baby," she says to the colt. 'I christen thee *Salvation*, with this lump of sugar. That's a fine name! Always bear it bravely.' She put her arms around the colt's neck 'n' kisses him on the nose. Then she hands me the lead strap 'n' steps aside. 'Good-by, and good luck!' she says.

"When we turns the bend, way down the road, she's still standin' there watchin' us . . .

"I sends the colt down with a swipe, 'n' he's been at the track a week when I gets to New Awlins. The boys have begun to talk about him already, he's such a grand looker. He don't give me no trouble at all. He's quiet 'n' kind 'n' trustin'. Nothin' gets him excited, 'n' I begins to be afraid he'll be a sluggard. It don't take me long to see he won't do fur the sprints—distance is what he likes. He's got a big swingin' gallop that sure fools me at first. He never seems to be tryin' a lick. When he's had two months prep. I has my exercise-boy let him down fur a full mile. Man! he *just gallops in forty flat!* Then I know I've got somethin'!

"His first race I'm as nervous as a dame. I don't bet a dollar on him fur fear I'll queer it. Anyway, he ain't a good price—you can't keep him under cover, he's too flashy-lookin'.

"Well, he comes home alone, just playin' along, the jock lookin' back at the bunch.

"How much has he got left?" I says to the jock after the race.

"Him!" says the jock. 'Enough to beat anybody's hoss!'

"I starts him the next week, 'n' he repeats, but it ain't till his *third* race that I know fur sure he's a great hoss, with a racin' heart.

"Sweeney has the mount, 'n' he don't get him away good—the colt's layin' a bad seventh at the quarter. Banjo's out in front, away off—'n' she's a real good mare. That pin-head Sweeney don't make a move till the stretch, then he tries to come from seventh all at once . . . 'n' by God, he does it! That colt comes from nowhere to the Banjo mare while they're goin' an eighth! The boy on Banjo goes to the bat, but the colt just gallops on by 'n' breezes in home.

"You bum!" I says to Sweeney. 'What kind of a trip do you call that? Did you get off 'n' shoot a butsy at the stretch bend?'

"If I has a match I would," says Sweeney. 'I kin smoke it easy, 'n' then *back* in ahead of them turtles.'

"I know then the colt's good enough fur the stakes, 'n' I writes Miss Goodloe to see if I can use the fourteen hundred he's won to make the first payments. She's game as a pebble, 'n' says to stake him the limit. So I enters him from New Awlins to Pimlico.

"I've had all kinds of offers fur the colt, but I always tell 'em nothin' doin'. One day a lawyer named Jack Dillon, who owns a big stock farm near Lexington, comes to me 'n' says he wants to buy him.

"He ain't fur sale," I tells him.

"Everything's for sale at a price," he says. 'Now I want that colt worse than I do five thousand. What do you say?'

"I ain't sayin' nothin', I says.

"How does eight thousand look to you?" he says.

"Big," I says. 'But you'll have to

see Miss Goodloe at Goodloe, Kentucky, if you want this colt.'

"'Oh, General Goodloe's daughter,' he says. 'Does she own him? When I go back next week I'll drop over and see her.'

"Well, Salvation starts in the Crescent City Derby, 'n' when he comes under the wire Miss Goodloe's five thousand bucks better off. He wins another stake, 'n' then I ship him with the rest of my string to Nashville. The second night we're there, here comes Jack Dillon to the stall with a paper bag in his hand.

"'You didn't get the colt?' I says to him.

"'No,' he says. 'I didn't get anything. . . . I lost something.'

"'What?' I says.

"'Never mind what,' he says. 'Here, put this bag of sugar where I can get at it. She told me to feed him two lumps a day.'

"After that he comes every evenin' 'n' gives the colt sugar, but he's poor company. He just stands lookin' at the colt. Half the time he don't hear what I say to him.

"The colt wins the Nashville Derby, 'n' then I ships him to Loueyville for the Kentucky. We want him to win *that* morn'n all the rest, but as luck goes, he ketches cold shippin', 'n' he can't start.

"Miss Goodloe comes over to Loueyville one mawnin' to see him. She gets through huggin' him after while, 'n' sets down in a chair by the stall door.

"'Now, start at the beginning and tell me everything,' she says.

"So I tells her every move the colt makes since I has him.

"'How did he happen to catch cold?' she asks.

"'Constitution undermined,' I says.

"'Oh! How dreadful!' she says. 'What caused it?'

"'Sugar,' I says, never crackin' a smile.

"'She flushes up, 'n' I see she knows what I mean, but she don't ask no

more questions. Before she leaves, Miss Goodloe tells me she'll come to Cincinnati if the colt's well enough to start in the Latonia Derby.

"I ships to Cincinnati. About noon derby day I'm watchin' the swipes workin' on the colt. He's favorite fur the Latonia 'n' there's mebbby a hundred boobs in front of the stall rubberin' at him.

"'Please let dis lady pass,' I hears some one say, 'n' here comes Liza helpin' Miss Goodloe through the crowd. When Liza sees me I ducks 'n' holds up my arm like I'm dodgin' something'. She grins till her mouth looks like a tombstone factory.

"'I clean fohgot to bring dat pokah wid me,' she says. 'Hyar you is, Miss Sally.'

"I don't hardly know Miss Goodloe. There's nothin' like a race day to get a dame goin'. Her eyes are shinin' 'n' her cheeks are pink, 'n' she don't look more'n sixteen.

"'Why, Boy-baby,' she says to the colt, 'you've grown to be such a wonderful person I can't believe it's you! The colt knows its race day 'n' he don't pay much attention to her. 'Oh, Boy-baby!' says Miss Goodloe, 'I'm afraid you've had your head turned . . . you don't even notice your own mammy!'

"'His head ain't turned, it's full of race,' I says to her. He'll come down to earth after he gets that mile-'n'-a-quarter under his belt.'

"When the bugle blows, Miss Goodloe asks me to stay in her box with her while the derby's run. There's twenty thousand people there 'n' I guess the whole bunch has bet on the colt, from the way it sounds when the hosses parade past. You can't hear nothin' but '*Salva-a-tion! Oh, you Salva-a-tion!*'"

"They get a nice break all in a line, but when they come by the stand the first time, the colt's layin' at the rail a len'th in front, fightin' fur his head.

"'*Salva-a-tion!*' goes up from the stands in one big yell.

"'There he goes!' hollers some

swipe across the track, 'n' then everything is quiet.

"Miss Goodloe's got her fingers stuck into my arm till it hurts. But that don't bother me.

"Isn't it wonderful?" she says, but the pink's gone out of her cheeks. She's real pale . . .

"They never get near the colt. . . . He comes home alone with that big easy, swingin' gallop of his, 'n' goes under the wire still fightin' fur his head.

"Then that crowd goes plumb crazy! Men throws their hats away, 'n' dances aroun, yellin' till they can't whisper! Miss Goodloe is shakin' so I has to hold her up.

"Isn't he *grand*? How would you like to own him?" a woman in the next box says to her.

"I'd love it," says Miss Goodloe, 'n' busts out cryin'. 'You'll think I'm an awful baby!' she says to me.

"I don't mind them kind of tears," I says.

"Neither do I," she says, laughin', 'n' dabbing' at her face with a dinky little handkerchiff.

"I wait till they lead the colt out in front of the stand, 'n' put the floral horseshoe round his neck, then I takes Miss Goodloe down to shake hands with the jock.

"How do you like him?" she says to the jock.

"Well, ma'am," he says, 'I've ridden all the good ones, but he's the best hoss I ever has under me!'

"What's the record fur this race?" I yells across the track to the timer. He points down at the time hung up.

"That's it!" he hollers back.

"Didn't he do it easy?" says the jock to me.

"There's no use to tell you what Salvation done to them Eastern hosses; everybody knows about that. It got so the ginnies would line up in a bunch, every time he starts, 'n' holler: '*They're off—there he goes!*' They does it regular, 'n' pretty soon the crowds get next 'n' then everybody does it. He begins to stale off

at Pimlico, so I ships him to Miss Goodloe, 'n' writes her to turn him out fur three or four months.

"It ain't a year from the time we leaves Miss Goodloe standin' in the road till then. Salvation wins his every start. He's copped off forty thousand bucks. I guess that's goin' some!

"When the season closes I goes through Kentucky on my way South, 'n' I takes a jump over from Loueyville to see the colt. Miss Goodloe's bought a hundred acres around her little house, 'n' th' colt's turned out in a nice bluegrass field. We're standin' watchin' him, when she puts somethin' in my pocket. I fishes it out 'n' it's a check fur five thousand bucks.

"I've been paid what's comin' to me," I says. 'Nothin' like this goes.'

"Oh, yes, it does!" she says. 'I have investigated since you told me that *story*. Trainers do *not* pay expenses on other people's horses. Now put that back in your pocket or I will be mortally offended.'

"I don't need it," I says.

"Neither do I," she says. 'I haven't told you—guess what I've been offered for Salvation?'

"I give it up," I says.

"Fifty thousand dollars," she says. 'What do you think of that?'

"Are you goin' to sell?" I asks her.

"Certainly not," she says.

"He'll earn twice that in the stud," I says. 'Who makes you the offer—Mr. Dillon?'

"No, a New York man," she says. 'I guess Mr. Dillon has lost interest in him.'

"I guess he hasn't," I says. 'I seen him at Pimlico, 'n' he was worse 'n ever.'

"Did—did he still feed him sugar?" she says, but she don't look at me while she's gettin' it out.

"You bet he did," I says.

"Shall you see him again?" she asks me.

"Yes'm, I'll see him at New Awlins," I says.

"You may tell him," she says, her

face gettin' pink, 'that as far as my horse is concerned I haven't changed my mind.'

On the way back to the house I gets to thinkin'.

"'I'm goin' round to the kitchen 'n' say hello to Aunt Liza,' I says to Miss Goodloe.

"Liza's glad to see me this time—mighty glad.

"'Hyah's a nice hot fried cake fo' you, honey,' she says.

"'This ain't no fried cake,' I says. 'This is a doughnut.'

"'You ain' tryin' to tell *me* what a fried cake is, is you?' she says.

"'Aunt Liza,' I says to her while I'm eatin' the doughnut, 'I sees Mr. Jack Dillon after he's been here, 'n' he acts like he'd had a bad time. Did you take a poker to him, too?'

"'No, sah,' she says. 'Miss Sally tended to his case.'

"'It's too bad she don't like him,' I says.

"'Who says she doan' like him?' says Liza. 'He come a sto'min' round hyah like he gwine to pull de whole place up by de roots an' transpo't hit ovah Lexington way. Fust he's boun' fo' to take dat hoss what's done win all dem good dollahs. Den his min' flit f'om dat to Miss Sally, an' he's aimin' to cyar her off like she was a

'lasses bar'l or a yahd ob calico. Who is dem Dillons, anyway? De Goodloes owned big lan' right hyar in Franklin County when de Dillons ain' nothin' but Yankee trash back in Maine or some other outlan'ish place! Co'se we sends him 'bout his bisniss—him an' his money! Ef he comes roun' hyar, now we's rich again, an' sings small fo' a while, Miss Sally mighty likely to listen to what he got to say—she so kindly dat a-way.'

"At the depot in Goodloe that night I writes a wire to Jack Dillon. 'If you still want Salvation better come to Goodloe,' is what the wire says. I signs it 'n' sends it 'n' takes the train fur New Awlins.

"The colt ruptures a tendon not long after that, so he never races no more, 'n' I ain't never been to Goodloe since."

Blister yawned, lay back on the grass and pulled his hat over his face.

"Is Salvation alive now?" I asked.

"Sure he's alive!" The words come muffled from beneath the hat. "He's at the head of Judge Dillon's stock farm over near Lexington."

"I'm surprised Miss Goodhoe sold him," I said.

"She don't . . . sell him," Blister muttered drowsily. "Mrs. Dillon . . . still . . . owns him."

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Office Don'ts

By R. L. White

DON'T throw the pins away when you clear up your desk. Chances are they still have the sharp point and can be used again.

DON'T throw the letterhead and blind copies in the waste basket because you made error in date or salutation. Tear the good bottom portion off as it makes admirable paper to "figger" on.

DON'T sharpen the next pencil as you would whittle a stick. There is a difference between the two you will admit. Watch the man who makes the pretty point on the pencil.

DON'T use a large envelope for mailing the next man's mail to him when small or medium sized envelope would suffice. A suit of clothes costs more than a pair of trousers the same as there is a difference in cost of these envelopes.

DON'T never use more than one envelope for one time of mailing to one party. It takes you just as long to address the extra envelope or envelopes as it would to get all mail together, and think of the Mail Clerk who directs letters to trains, the Train Baggage man

who handles. The Mail Clerk who directs to offices and the man who opens two or more envelopes when one would have done.

DON'T throw the rubber bands away or on the floor. They cost one railroad system in the country fifty thousand dollars per year. If you doubt the high cost of rubber bands ask your stationer, or better still buy one box.

DON'T throw the pencil away because it is half used up. A pencil lengthener can be used and permits usage to the last inch.

DON'T throw the carbon paper away until it has "served full time" and above all don't leave carbon paper on top of your typewriter to be blown to the floor by the passersby or the janitor's broom.

DON'T use the printed letterheads, or printed forms for scratch paper. Scratch paper is far cheaper and it requires a printer to feed the printing press the paper which turns out your printed letterheads which is not necessary with the scratch paper.

DON'T throw away the top sheet of the writing paper pad. Oftentimes it

is not the least bit soiled and will suffice as well as that underneath. Would you pay ten cents car fare when a transfer would carry you equally as far and as safely as the second five cent fare?

DON'T have clean desk blotter placed on your desk pad until you have used both sides. Does your turn-down collar get soiled as quickly on the inside as on the outside?

DON'T fail to count your needs before printing mimeograph circular letters. It is wasted energy to print too many, and still further waste to print more copies than you really need.

DON'T throw away your old file records without recovering the file back as it can oftentimes be used again.

DON'T fail to turn off the electric fan when you leave at night. The motor therein wears out the same as you do. They need vacations as well as any of us.

DON'T fail to turn out the lights where proper to do so before going home at night or morning. Ask your folks if the electric light bills are not steep.



THE REFUGE COTTON OIL CO.



CLEANINGS

from the

CLAIMS DEPARTMENT

*Fragments of a Story
Seldom Ever Told*

BEGINNING with this issue, the Claims Department has been allotted regular space in the magazine. It shall be our purpose to chronicle some of the more interesting things happening on the railroad in connection with the handling of its personal injury, stock, fire and miscellaneous claims, unlitigated as well as litigated, and we shall endeavor to record these matters fairly and impartially, with the view of placing the information before our employes and the public in a reliable manner, to the end that they may make their own deductions.

It is well-known that the courts of the country are filled to overflowing with litigation based upon injury to persons. The grind goes on from day to day in every city, county and state, and very little is known about it outside the confines of the courts, except where an unusually large verdict against a corporation is rendered and that invariably finds its way into the newspapers. Cases where litigants are

unsuccessful are not exploited. The situation might well be likened to that of a lottery. The person who draws the capital prize is heralded throughout the land, but the great majority who draw blanks are never heard of. There are so many of the latter class that the public could not begin to keep up with them and, consequently, the average person has an acquaintance only with those who draw the capital prizes. So it is with personal injury law suits, and this has influenced many having claims against corporations to take a chance in the lottery of litigation. We expect to devote a little space each month to telling something about those who do not win—a story that is seldom told—as well as the other side. If any mistakes or inaccuracies creep into the columns allotted to the Claims Department, we trust that our attention is promptly called to it and that we are set right, because the errors will be of the head and not of the heart. Our aim shall

be to record only the plain, unvarnished truth.

The press in the cities located along the lines of this system, notably Omaha, Chicago, St. Louis, Louisville, Memphis, Minneapolis, Jackson (Miss.), New Orleans and other places, has recently had much to say concerning the sharp practices of those who live through luring unfortunates away from their employers and thrusting them, in most instances against their will, into the maelstrom of litigation. It has been shown that some of the tricksters responsible for the system have become drunk with ill-gotten gains, while their victims, shorn of former friends and the strong protecting arm of erstwhile employers, have been cast adrift and left to fight the battles of life unequipped and unassisted.

Unfortunate cripples whose clouded minds cleared up after the mists of litigation passed away and they were able to stop and view, in retrospection, what had taken place; taxpayers, who bear the brunt of the cost of unjust and unnecessary litigation, and court officials, through long and weary hours of toil, wondered what it was all about and, finally, the truth that a handful of crooked lawyers were the principal beneficiaries, slowly dawned upon them, but not until the mighty press had exploited the system to a mild degree, touching but around the edges of one of the most unspeakable scandals that has ever disgraced civilization, and promising, perhaps, a real house-cleaning later on, after the public has properly digested the small dose already administered. Here, we stop to ponder why this awakening has been so long delayed. Since time when the mind of man runneth not to the contrary, the public has been accustomed to read stories of petty larceny and the records of convictions and acquittals of wrong-doers of small calibre, ground out daily by the courts, the activities of the authorities in their efforts to clean out and improve conditions in the underworld, the ambitions

and designs of politicians of every hue, those working in the interest of the uplift of humanity, as well as the grafters, whose highest tide of thought is based upon desire to fill their coffers with the coin of the realm at any cost. Finally, there came the exposure of the "quack" doctors, which contained the first gleam of hope that the methods of the crooked lawyers, who work in the shadows and abhor the light of day, would have the withering shafts of publicity cast in their direction, in the interests of the public weal. The deplorable destruction which they have wrought is so stupendous that words are inadequate to express it. They represent a system which for years has been tearing the weak, drooping and unfortunate employe away from his real friends and supporters and, in many instances, leaving him at last, hat in hand, upon the street corner to beg. With a small beginning, the system grew steadily to monstrous size, piling up unnecessary costs, while the unsuspecting taxpayer uncomplainingly footed the bills. The crooked lawyers are the originators and constructors of the system by which business men, farmers, mechanics and doctors are almost daily called away from their respective vocations to perform jury service and provide a way for the "ambulance-chaser" to collect his dividends, growing out of his partnerships with unfortunates, who, if left free to consult with real friends and dependable advisers would, in the end, be infinitely better off. Perhaps some felt that, as a result of the system, the railways and other corporations were the chief sufferers and needed not the balm of sympathy or assistance, but that was erroneous and untrue. The real sufferers are the unfortunates who have been made to fight for something which they might have secured through friendly and direct compromise, and frequently other and more valuable considerations, and the public, in the last analysis, has been the "goat."

Where parties actually and honestly

disagree as to their rights, resort to the courts is eminently proper and no objections from any standpoint can be urged, nor is any criticism of reputable lawyers intended to be conveyed. It is the trickster, the man who stirs up litigation where none is needed or wanted, and, having sustained no injury himself, seeks to become a partner in the claims of cripples and thus imposes upon them, and the people, and the taxpayers, and trifles with the courts, who is destined, unless he mends his way, to become a marked man. The handwriting is on the wall. He must go, because the public is becoming aroused and his house is already tottering.

THE RIGHT OF WAY.

A GREAT passenger steamer, the Empress of Ireland, was run down in a fog, in sight of land on the St. Lawrence River, by a heavy steel collier. A thousand lives were lost. Not a hair on a human head would have been sacrificed if the ponderous collier had anchored during the fog, but the captain of the collier claims that he had "the right of way."

A busy man, hastening along the street in Chicago a year ago, inadvertently jostled an Italian. The latter drew a stiletto, plunged it into the heart of the business man and left him dying on the sidewalk. When arraigned at the bar his defence was that he had "the right of way."

A young girl was arrested in a New England town a month ago. She was found amid disreputable surroundings. She had a good home, an indulgent father and a loving mother, but she hungered for the glare of the white lights. Refusing to go home with her parents she was brought into court. She defied all restraint, declaring she was of age and therefore had "the right of way."

Demagogues in legislative halls are trampling on vested rights, breaking down great industrial corporations simply because they are great and smashing the railways that have con-

tributed the largest part to our national prosperity. When chambers of commerce, banking associations, manufacturers and representative citizens protest, the reply of the legislative demagogue is "I have the right of way."—Leslie's Weekly.

A few months ago, Y. & M. V. train Extra 57 South left Gwin, Mississippi, at 8:20 P. M., with twenty-five cars, caboose and 1,629 tons of freight. The train was manned with the usual crew. When it had run about 2,000 feet on straight track and about the same distance on a curve to the left, the engine struck a cow on a gravel-decked bridge. The engine left the track and turned over off the trestle. The head brakeman, J. E. Gray, was on the left side of the engine and was fatally crushed beneath its ponderous weight. A large amount of freight was destroyed, but that could be replaced; the engine and a number of cars and track were badly damaged, but they were repaired; the engineer and fireman were hurt, but their injuries responded to treatment and they recovered. The life of the unfortunate brakeman is gone forever, and down at McComb City, Miss., the widow and orphan child are silently bearing their cross of affliction. And attorneys were employed by the owner of the cow, who propounded a claim for damages based upon the theory that the cow had "the right of way."

There is a long list of widows and orphans residing in the states of Mississippi and Louisiana today, made so because of the fact that the people of those states have not yet become sufficiently aroused to stop and consider the injustice of the claim that the cow on the railroad track has "the right of way."

COURT AT CLARKSDALE, MISS.

The result of the June term of court at Clarksdale, Coahoma County, would not indicate that that county is the Mecca for personal damage claims it is popularly supposed to be. There were 20 damage suits against the Y. & M. V. on the calendar when court op-

ened. It remained in session three weeks and three days, during which time, but four of these were tried and only a like number of other cases disposed of. The first case was that of Daisy L. Houseal, Admx., for the death of her husband, J. F. Houseal, an engineer, who while waiting to go out on his run on the night of January 21st, 1911, was run over by some cars being switched in the yards at Memphis. Settlement could not be agreed upon and suit was brought on April 28th, 1911, in the Federal Court at Memphis for \$25,000.00, and later tried, resulting in a "hung" jury and the plaintiff then filed a new suit at Friars Point, Coahoma County, for \$50,000.00 but subsequently dismissed both these suits and brought another at Clarksdale. The trial lasted three days and at the conclusion, the jury returned a verdict for the railway.

The second suit tried against the railway was that of the Goldfield Planting Company for \$7,045.00, based on the destruction by fire April 1st, 1912, of a gin and seed house, machinery, etc., alleged to have been set out by sparks from a locomotive. It developed upon the trial, which lasted two days, that the fire was set out by boys playing in the gin and the jury returned a verdict for the defendant.

The third case was that of Mrs. E. Weissinger, who claimed she was a passenger from Tutwiler to Dublin, and that the defendant, through its agents in charge of the train "wilfully, recklessly and without regard for the rights of the plaintiff, failed and refused to announce the arrival of its passenger train at said station of Dublin," by reason of which fact she was carried beyond her destination for which she demanded the sum of \$3,000.00. As several passengers who were on the train testified that they distinctly remembered that the station was called, the jury evidently concluded that the good lady was mistaken and promptly returned a verdict of "not guilty."

A CLAIM AGENT'S LULLABY.

When the day is done and the shadows of night draw nigh and we perch ourselves astride the old hollow and canny stool at the lunch counter, how often have we cast our eyes about in search of some inviting morsel only to be rebuked by the unwelcome visitation of that omnipresent insect, the lithe and limber cockroach. How often have we wished that the lunch counter girl were as agile and supple as this scavenger of our food, and when we have had but a moment to eat and catch the next train how we have envied the vivacious cockroach, who waited on himself, made no complaint, and did not pay a cent. Then, in the course of time, and after due deliberation, the gum-chewing lunch counter girl edges up our way, hands us a ham sandwich, a morsel of cheese, and a cup of coffee. We disengage our limbs from about the stool, untangle our appetite, lift the ham sandwich from the plate only to observe that the cockroach has been disturbed from his evening repast. Our heart is made sad and we sigh with some regret as we gently break off a small portion and lay it down beside our guest; meanwhile through our mind flashes this sweet little song:

Come near me, gentle cockroach,
Come near sweet bird of prey;
Cast loose your ears and list awhile
To what I have to say.

You have sipped away at my coffee,
You have tasted of my tea.
You seem to feel yourself at home
Right here by the side of me.

You may gnaw away at my biscuit,
And you may share my bread if you please,
But for the love of Mike, Sweet Alice,
Let go of my hunk of cheese.

A VERY SIMPLE CONUNDRUM.

Otto Krause, an ice peddler, of Bloomington, Illinois, drove his wagon on the wrong side of Clay Street, where

it intersects with the Illinois Central, in violation of the city ordinance, and was struck by cut of cars, and claimed to have sustained a couple of fractured ribs and some bruises about the head and body. The accident occurred at 7:30 A. M., November 2, 1912. Some time later a suit was commenced, and while pending, Krause filed an amended complaint, charging impotency in addition to other injuries. The case was tried twice, the last time in December, 1913, and Krause testified strongly as to the impotency feature. About four months after the trial, while the case was pending in the Appellate Court, a verdict having been rendered against the railroad by the jury, Mrs. Krause gave birth to a child. Although she is a plain, honest woman, the mother of eight children, a consistent member of the German Lutheran Church and like Caesar's wife, bore the reputation of being above reproach, Krause was mean enough to say that he was not the father of the child. We propose him as in every way qualified for membership in the Ananias Club, where we think he would enjoy much distinction.

"ROBERT KNOX," A MYTH.

The story of the Hebrew gentleman who, upon seeing a man lying on the ground by the side of a damaged street car and a crowd standing about, inquired what was the trouble, and when informed the man had been hurt in an accident, asked that those present stand aside and let him lie down by the man, may not be wholly a myth. At any rate, something of the sort usually occurs when there is a serious accident. The unfortunate collision at Montz, La., on November 11, 1912, disclosed several individuals who, while not on the train, claimed to have been, and presented claims for injuries, the most notable case having been that of Henry Knox, colored, who claimed that his minor son, Robert Knox, was a passenger on the excursion train and that his body was totally destroyed. Henry swore to

this effect and apparently gave a very clear and full life history. He stated he was married to Clara Lee, gave the year, date, house at which the marriage was performed, name of the minister, and of several witnesses, and that Robert was a son of this marriage. An investigation developed that Henry never married Clara Lee but married another woman and that none of his relatives or acquaintances had at any time, even up to the date of the accident, ever heard of his son, "Robert Knox." When this was developed at the trial, which took place at New Orleans in June, the court promptly dismissed the suit. One of the plaintiff's witnesses is now in jail and others who were interested in working up and prosecuting the suit, it is said, are likely to find themselves in serious trouble on the criminal side of the court docket.

THE MISSISSIPPI PRESS

The Mississippi press has discovered that the "Mississippi habit" of suing railroads is proving detrimental to the best interests of the State. Note the following expressions from two of Mississippi's leading newspapers:

A Mississippi Habit.

There is no necessity explaining anything about damage suits against railroads here in Mississippi. Some one has jokingly remarked that if a locomotive whistle scares a man, living half a mile away from the track, a jury of his fellows will award him a verdict of \$883.23 for mental anguish, not to say anything of loss of sleep."—Natchez News.

The man who perpetrated that joke was not so far off. Mississippi has the unenviable distinction of being a "railroad-suing State." Many of these suits having been brought on the most frivolous grounds, until it has become a saying that when a Mississippian gets out of ready cash all he has to do is to file a suit against a railroad.

Railroad companies are no more perfect than are other organizations or in-

dividuals, and it is often the case that recklessness and carelessness on their part results in damage to person or property. Under these circumstances they should be made to pay for the damage they have done, but the habit of suing them on every pretext imaginable is one that has done the State great harm, and juries instead of returning verdicts so freely, should weigh well the testimony and assess damages only as they would against an individual or any other organization.—Jackson Clarion-Ledger, July 3, 1914.

NOTES OF INTEREST.

While Signal Maintainer S. Speck and his assistant, James Finch, were on the way from Lenzberg south on June 26th they discovered the right of way on fire about three miles north of Marissa and promptly extinguished it, thereby preventing what in all likelihood would have been great loss in the adjoining wheat fields. Agent W. T. Elrod, of Marissa, observing a fire south of his station about 8 o'clock the same evening promptly got out his speeder and went to the scene and arrested its progress, thereby preventing similar loss in that vicinity. These acts are in marked contrast to the lack of interest displayed by a local freight crew on the Murphysboro district recently, who, seeing a fire of great proportions destroying shock after shock of wheat in a field near Grand Tower, and seeing a section crew overwhelmed, leisurely proceeded by the scene upon the theory that "it was none" of their business.

During a recent trial of a case against the Company before Judge Heard in Chicago, the plaintiff being a foreign born resident, made the statement before the trial that he was injured by being thrown from the train by "hoboes." At the trial he claimed he was thrown from the train by brakemen. He was asked if he did not say when he was injured that he was thrown from the train by "hoboes," to which the ingenious subject of the

King of Bavaria replied: "Yes, but I thought all brakemen were hoboes." Right here is where this learned gentleman broke his molasses jug and all his conceptions of the glittering gold were blasted.

Former Claim Agent Shell R. Smith, now holding a responsible position with the Rockford & Interurban Railway Company, of Rockford, Illinois, who will be well and favorably remembered by employes and the public, in the South, where he was located for many years, writes from Rockford as follows: "Have just received the June issue of the Illinois Central Magazine and it would be impossible for me to tell you how much I have enjoyed it. I have read it through from cover to cover and saw the names of many of my old friends. And poor old "Bo" Galvani is gone. Too bad. I do not suppose any fellow had more friends than "Bo"; rough, outspoken and unpolished, yet kind-hearted and true—a veritable diamond in the rough. And dear old Dunk Waller, the conductor on the "Bumble Bee" is dead. I have had a world of fun out of Dunk. We were always great pals. There was one item of news that did my soul more good than any other. It was on page 92 and was to the effect that Joe Rogers had gotten well enough to go back to work. Joe, you will remember, was badly injured in the L. R. & N. collision at Baton Rouge."

The Erie Railroad has sued a man seeking to recover \$100.00 for damages to the cowcatcher of one of its engines, and also for littering up its roadbed with pieces of the careless driver's wagon. Commenting upon this, Editor Wheeler, of the Quincy Journal, who expects to be a member of the next Congress of the United States, says: "It is going to be unsafe in future for reckless pedestrians, drivers or automobilists to collide with passing railway trains. We don't mean unsafe from a physical standpoint—few will question that it already is. We mean

that it is going to be unsafe from a financial standpoint to muss up the railroad company's property, and any person who tries to stop a train by getting in front of it will subject himself, or the heirs to his remains, to the possibility of a damage suit. At any rate, it behooves the general public to 'stop, look and listen,' as the signs say, before venturing to cross any railroad track in future."

The following appeal of General Manager Foley to the Farmers of Mississippi relative to livestock trespassing upon railroad wayland is timely and to the point. Surely when the hazard to limb, life and property is thought out and understood, the spirit of fairness, which is a large per cent of the make-up of all Mississippians, will assert itself and hearty co-operation will be forthcoming.

A DANGEROUS PRACTICE.

Railroad Company Appeals to Mississippi Farmers In the Interest of Its Patrons and Employes.

The killing of live stock, while trespassing upon the waylands of American railroads, has for years been gradually increasing, and more lately to an alarming extent, resulting in an unnecessary waste and another contribution to the high cost of living. In Mississippi, the situation is especially bad, as evidenced by the fact that, on the waylands of the Illinois Central and Yazoo & Mississippi Valley Railroads alone, more than six thousand head of stock, or 74 per cent of the total for the system, are annually killed, this while but 28 per cent of our total mileage is operated in your State. Claims paid on this account have increased to a point where the resulting expense now amounts to a tremendous annual drain upon our gross revenues and, as with the fake damage suit industry and other evils from which we have suffered, it is one of those charges which, in the last analysis, affects materially the pocket books of the people themselves.

James I. Watts, boilermaker in the Water Valley Shops, was injured on June 1, 1914. When he reported for work, the Claim Agent allowed him \$50.00, which was accepted. Later, it was found that he had signed a contract with attorneys, who had taken an assignment of one-half interest in his claim. Watts got \$25.00 and the lawyers got a like sum. The old, old story.

We have gone to considerable expense, in the way of fencing, constructing cattle guards, etc., in an endeavor to overcome the present situation, but despite every effort it has grown entirely beyond our direction and control. It is one of those troubles requiring the attention of our farmer neighbors to correct, and in the interest of our patrons and employes, whose safety is menaced by this grave danger, we appeal for your co-operation and support.

It is a well known fact that trains are frequently derailed by striking an otherwise harmless cow, and conditions are now so bad that trainmen in Mississippi—your own home people largely—must perform their duties under a great strain.

We appeal to you, therefore, to discontinue permitting your cattle to roam at large and to see to it that private gates, opening on our waylands, are kept closed. There already is a law forbidding this practice, but we are loathe to invoke it, preferring to acquaint the good people of Mississippi with the extreme urgency of the matter, feeling that your usual fairness and regard for the rights and the welfare of others will prompt the immediate adoption of necessary corrective measures.

In common with other railroads we have for some time been waging an active campaign in the interest of "Safety First," and good results have so far attended our efforts. The matter of stock trespass, however, is almost entirely within your control.

Won't you please, therefore, unite in assisting us to better a very bad condition?
T. J. Foley, Gen. Mgr.



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 IMPORTANCE OF FOOD VALUES.

THERE is a great deal of ignorance among the laity and even some members of the medical profession regarding the nutritional value of foods. Take for example prepared breakfast foods. They represent no nutritional value whatever unless served with cream. The cheaper cereals if well cooked are as good as the ready-to-eat cereals. Cereals, and especially oatmeal, require thorough cooking in order to bring out all their nutritional elements and are thus more easy of digestion. The fireless cooker is a valuable aid in preparing the cereal breakfast, especially where there are children in the family. The oatmeal or other cereal can be brought to the boiling point in the evening and allowed to simmer all night in the fireless cooker.

While most mothers realize the value of milk for babies, yet few realize the great value milk has for older children. In order to get a good grasp on a few relative values of foods, the following table of comparisons should be studied as given by the Medical Summary of Philadelphia:

One glass of milk equals any of the following:

- One-half pound of potatoes;
 - One pound of cabbage;
 - One and one-half pounds of celery;
 - Two and one-half ounces of beef;
 - One and one-half ounces of macaroni;
 - One ounce of dates; or,
 - One large egg.
- Some people thrive on milk, others

cannot tolerate it. While it is probably the ideal food for infants and older people, yet it is not an ideal adult food, and other food equal in nutritive value can be substituted for it. If you eat two eggs you have the equivalent of two glasses of milk. If you are able to drink two glasses of milk, you have the equivalent of five ounces of beef or one pound of potatoes, or three ounces of macaroni.

Dried beans contain more than three times the nutritive value of beef. They contain more of the protein than the flesh foods and in addition to a small amount of fat, they contain from 40 to 50 per cent of starch. They are also rich in salts and cellulose. Therefore they are extremely rich foods and they are adapted to take the place of all flesh foods in the nourishment of the body. Why then should Railroad men pay exorbitant prices for meat when beans can be bought at such a very cheap price and are such a valuable article of diet? Stop buying meat and buy beans. You will live longer and can do just as much work and have abundance of strength for your work, besides having much more money to lay away at the end of the month. Or, what is better, many employes can raise their own beans in their garden and with a little industry will have to buy neither beans nor meat. This is the highest economy and should be practiced by all people who complain of the high cost of living. Do not run to the meat shop and buy meat every day. Raise beans from your own garden or buy beans by the

bushel and you will have enough (meat proteid) for six months and this will cost you about two dollars. Your meat bill in that time would be Thirty Dollars or more according to the size of your family.

Perhaps few people realize the nutrition contained in fish. There is something about the salted products, cured and packed in tins, which renders them easily digested and appropriate for people who cannot stand a heavy diet. Few articles of diet are so rich in nutritive value as the oily salmon caught fresh and canned immediately. Sea foods, such as oysters and clams, put up in sanitary cans in their own liquor are delicious and palatable and compare very favorably with milk, eggs and beef-steak, in furnishing nutrition. Sardines packed in olive oil are a choice article of diet. One cannot say too much to the Housekeeper in the way of warning her to take proper care of tinned foods the moment they are opened. Incredible as it seems, many house-wives leave tinned foods standing in the tins after they are opened. Now, as long as they are hermetically sealed (that is, as long as the air is absolutely excluded) no possible harm can happen. But as soon as the air strikes them they are extremely liable to develop germs. The house-wife should immediately scrape out all the contents of the can, place it in a china dish, cover it tightly, and then put it on ice. If she does this, there will be no cases of ptomaine poisoning. Much humbug is prevalent regarding this fashionable disease. It is quite a fad for hundreds of people to declare (quite

independent of any physician) that they have ptomaine poisoning, when they merely are suffering from indigestion.

As a matter of fact all products put up in cans must, by the very nature of the process, be thoroughly sterilized, and have all bacteria killed, because the only way to preserve tinned foods is to subject them to a terrific heat, or steam pressure. Therefore, generally speaking, tinned meats are safer than fresh meats. In England, away back in 1822, a firm began packing canned meat. Samples were kept which were prepared for the use of the English armies in the Crimean war, and after thirty years these were found to be in perfect condition. Dr. Letherby, a noted scientist, tells us of a number of tins of mutton which were cast ashore from a wreck in 1824 and are found to be perfectly sound. The great scientist, Prof. Tyndall, found at the Royal Institute in London canned meats which were in perfect condition after sixty-three years. There is no reason to be surprised at this when one fully understands the process of sterilization which any first-class canning factory necessitates. Few things are subject to more disease and dirt than is fresh meat. Yet in spite of all the dangers that lurk in the carcasses of animals lying indiscriminately in all manner of dirty butcher shops, most house-wives prefer them to the tinned article, looking upon the latter with an almost ignorant superstition.

We cannot be too careful of our foods, especially during the hot summer months, as the danger is then greatly increased.

**THE LETTERS OF APPRECIATION OF SERVICE RENDERED BY
THE HOSPITAL DEPARTMENT ARE NOT ONLY APPRECI-
ATED BY THE CHIEF SURGEON BUT BY THE ENTIRE
MANAGEMENT AS WELL.**

Vicksburg, Miss., June 26, 1914.

Dr. G. G. Dowdall, Chief Surgeon, I. C. R. R.,
Chicago, Ill.

Dear Doctor:—I am writing to express my deepest gratitude to the Hospital Department for the operation on my eye, the care in nursing and treat-

ing me after the operation and for the very excellent results from the operation.

I had been pactly blind from cataract for several months, waiting for the eye to become ready for operation, and that fact makes me the more appreciative of the sight I have since the cataract was removed.

I can now see to go anywhere I wish, recognize my friends on the street, read the papers.

I am especially grateful to the Chief Oculist for the good results of the operation so skillfully performed, and to the nurses and hospital attendants who were so good and kind to me while I was in their care. With best wishes, I am,

Very truly,

John R. Smith. Per B.

Dyersburg, Tennessee, June 26, 1914.

Dr. G. D. Dowdall,
Chief Surgeon Illinois Central,
Hospital Department,
Chicago, Illinois.

Dear Dr. Dowdall:—

It is to attempt to express my heartfelt gratitude and appreciation of the Illinois Central Railroad Hospital service that this letter is written.

Early in April, it became necessary for me to have an operation for appendicitis and on April 16, I went to the Paducah Hospital.

During the interval which elapsed before the operation, every courtesy that could be extended a person was shown me.

The operation, which was performed by the Hospital Department Surgeon, was perfect in every detail.

During my attendant illness and my convalescence, everything that could be done was done by those faithful nurses.

The idea of a hospital usually strikes terror to a person's heart, but could every one know the loyalty and faithfulness of those women connected with the Paducah Hospital, maintained by the Illinois Central Railroad Company, never a fear would enter the mind.

The Paducah Hospital has a most splendid and efficient corps of surgeons and nurses and everything moves as smoothly and as perfectly as clock-work.

Through you, I want to express my appreciation and thanks to all the doctors and nurses connected with the Paducah I. C. Hospital for the many kindness extended to me during my three weeks' stay there, and most especially did I appreciate the courtesies shown my wife on her visit to me while in the hospital.

Yours gratefully,

OSCAR TURNER,

Chief Clerk to Agt. I. C. R. R. Co., Dyersburg, Tenn.
Vicksburg, Miss., June 2, 1914.

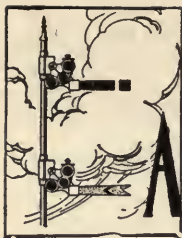
Mr. W. W. Leake,
Assistant Chief Surgeon,
New Orleans, La.

Dear Sir:

Having fully recovered from my recent illness, I take this method of thanking the Hospital Department Staff at New Orleans, for the beneficial service and kind faithful attention I received while a patient in the Illinois Central Hospital. I am now back at work and must say am feeling fine and am in better condition than I have been in for several years. I have for some time been a subscriber to the I. C. Hospital fund and today am proud of it.

Yours truly,

F. M. LEE. Special Officers.



ALWAYS SAFETY FIRST

REPORT OF FIRST QUARTERLY SAFETY FIRST MEETING HELD IN YARD OFFICE, CHAMPAIGN, SUNDAY AFTER- NOON, MARCH 15TH, 1914. PRESENT.

- H. BATTISFORE, Superintendent.
H. C. EICH, Master Mechanic.
W. C. COSTIGAN, Road Master.
J. W. HEVRON, Trainmaster.
E. H. BAKER, Trainmaster.
C. W. ROBINSON, Traveling Engineer.
W. E. ROSENBAUM, Traveling Engineer.
C. W. DAVIS, Chief Train Dispatcher.
O. M. SUTOR, Supervisor Bridges and Buildings.
J. M. GARNER, Assistant Road Master.
W. H. DONLEY, General Foreman, Champaign.
WM. McCARTY, Car Foreman.
WM. KELLER, Assistant Car Foreman.
F. S. BERRY, General Yardmaster.
G. W. SCHRIDER, Road Supervisor.
E. B. FITZGERALD, Road Supervisor.
J. GALLAGHER, Road Supervisor.
G. C. COHEA, Warehouse Foreman, Mattoon.
C. T. FERGUSON, Night Yard Master, Champaign.
E. DAMON, Yard Master, Kankakee.
W. J. FAGAN, Claim Clerk.
CHAS. COLE, Chief Clerk to Train Master, Champaign.
W. H. BASH, Agent, Effingham.
T. CARY, Supervisor, Effingham.
L. HEISE, Agent, Mattoon.
EDGAR COMWELL, Warehouseman, Mattoon.
R. B. POWERS, Cashier, Tuscola.
B. E. HULL, Agent, Neoga.
H. S. WALLIE, Agent, Odin.
L. B. HARLAN, Agent, Tuscola.
P. W. WRIGHT, Agent, Champaign.
H. MITCHELL, Yard Clerk, Champaign.
RAY HUBER, Warehouse Foreman, Champaign.
L. L. BOSLEY, Operator, Champaign.
C. R. WALTERS, Car Distributer, Kankakee.
J. M. BURTILL, Agent, Kankakee.
M. DORSEY, Agent, Paxton.
H. HARTLEB, Agent, Matteson.
H. KABBES, Agent, Gilman; M. H. Morrison,
Agent, Rantoul.

THE first quarterly staff meeting having adjourned and an excellent luncheon provided by the Dining Department at the station dining room having been partaken of, the first quarterly safety meeting was convened at 2:00 p. m. with Chairman Battisfore presiding, and the remainder of the day, until 5:45 p. m., when it was necessary to adjourn in order to catch the outgoing trains for home, was devoted to the discussion of safety matters, the consideration of a multitude of suggestions received from all sources imaginable, and the formulating of plans for the promotion of the safety movement of the Illinois Division.

The work of the various committees during the past year was carefully reviewed and a comparison of the reports furnished by the Claim Department covering a period of twelve months was made, to determine if possible what effect the safety crusade has had on the prevention of claims for personal injuries. It was noted with a great deal of pleasure that there has been a decided improvement in this respect. Although it is only too evident that too many accidents of an avoidable character involving personal injury or damage to company property are still occurring, and while a great many employes, in fact, the majority of them, have taken considerable interest in this movement and are no doubt more careful and cautious men than they were before the safety committees were organized, there are yet some who recognize in the undertaking nothing more than a passing fad. Happily these are a small minority, and the general tendency of the majority is toward co-operation with the management in their desire and efforts to eliminate unnecessary accidents and further the movement, the object of which is safety first, under all conditions and circumstances, and it is sincerely believed that there will be a continued improvement in this direction.

SUB COMMITTEE REPORTS.

The minutes of the monthly Safety Committee Meetings since the last Division meeting were taken up for consideration and the names of the new committee members appointed at the January meetings to fill the vacancies made by the expiration of the terms of the old Committeemen were announced; action was authorized taken on various matters recommended favorably by the sub committees, over which the Division Committees had jurisdiction, and the following suggestions and recommendations were ordered submitted to the consideration of the General Committee.

Cleating Cars on Inside:

Attention was called to the practice of Chicago Freight platform in cleating merchandise cars from the inside on one door and cleating the opposite door so high on the outside that it is almost impossible to reach the cleat even with a crowbar. In addition to causing considerable damage to doors of some of our new equipment, there is a liability of personal injury to members of the train crews in knocking the cleats off the car owing to the fact that they are usually heavy pieces of lumber full of large nails.

Delivering Train Orders Without Hoops:

The attention of all concerned was called to the practice of operators in a number of cases being compelled to deliver train orders to moving trains without hoops, owing to the fact that the supply of hoops was either exhausted at their respective stations, or short from the supply cars, which is very frequently the case. Under the present arrangement, as soon as the hoop is handed on to the engineer and conductor, the train orders are removed and the hoops thrown off. The engine or caboose is usually by this time some distance from the telegraph office and at night the hoops are not found until

the following morning, and in the majority of cases are never found. In order to overcome this loss, and have a supply of hoops on hand at all times, it was suggested that each caboose be furnished with three or four train order hoops, and that when an operator hands on a train order, a hoop be immediately thrown off and the hoop with the order be returned to the hook in the caboose, which would equalize the supply on caboose cars and at the same time insure the operator receiving a hoop for each one used in delivering orders. The engineer should also keep the hoop and dispatch it to the operator at the first open telegraph station after daylight, and in case any particular office in this manner collected a surplus of hoops, the Chief Train Dispatcher should be notified, and he should arrange for their re-distribution. It was thought that in this manner a considerable saving could be effected on the Illinois Division and possibly other divisions could do likewise.

In order to further minimize danger attendant in delivering train orders, it was suggested that all hoops furnished be provided with long handles, so that it would not be necessary to stand so close to the track when delivering orders. The additional expense incurred in doing this would be very small.

Stencilling Cars:

Attention was called to the fact that some of the Eastern Lines have their new equipment stencilled on the end in a conspicuous place near the pin lifter the words "Safety First," which would no doubt cause many a brakeman to hesitate before performing a dangerous act between the cars.

Low Manhole Switch Engines:

It was suggested that if possible the flashing on the manhole of switch engines be raised a sufficient distance to prevent so much water running over the back of the engine when taking water from our stand pipes, as the water falls unprotected a considerable distance after leaving the sleeve of the penstock before striking the manhole. This is especially dangerous during the winter months when in severe weather the entire back of the engine as well as the foot board is a sheet of ice within a few minutes after taking water.

Changing Lights on Crossing Gates:

An observation of the crossing gate lights at some of our stations develops the fact that when the gates are lifted the green light is in a line with the train order signal. This is especially true at Manteno and Onarga, and possibly at some other points on this and other divisions. Of course these lights are removed by the gateman when he goes home for the night; however, they are lighted for from one to four hours, especially during the winter months. The hazard of accident we had in mind could occur in this manner.

The train order signal at a station may be displayed at stop, but for some reason the light is extinguished before the arrival of the train, and the engineer on the approaching train could mistake the lights on the crossing gates for a clear signal and not discover his mistake until he has possibly caused an accident. Furthermore, the Committee does not believe that green is the proper signal to be used on these crossing gates. Our employees all know that green is a safety signal; in fact, it is almost universally used as such by the railroads of this country. We place it on our crossing gates to notify drivers of vehicles that the gate is against them. In case an automobile should approach a gate in such a position, the driver, seeing the green light and thinking it was a clear signal from the fact that it is so universally used by railroads—and this information would naturally be conveyed to the public more or less—would run through the gate and be struck by the train on the crossing. Suppose the case came to trial, we should be placed in a rather

peculiar position by having to admit that we use green as a safety signal or proceed, while we expect the public to respect it in this particular case as a danger signal, while at the same time we are making every effort to have the public co-operate with us in preventing crossing accidents. To overcome this, it was suggested that a white light be used upon these gates, or if this is not desired, to display lights only on the gate opposite from the train order sign 1, signal, which would prevent any confusion in signals.

Loading Rail in High Side Coal Cars:

The Committee realizes, of course, that these rails are loaded primarily at the rolling mills, but the injury to a section laborer recently recalled our attention to the fact that it is a very dangerous practice to attempt to unload by hand rails from a coal car with high sides on account of the liability of the rails slipping back into the car before they can be lifted to the top to be thrown over the side.

Protection of Boarding Cars:

It was recommended when boarding cars are temporarily stored on sidings at stations that a bulletin notice be posted calling attention of train and enginemen to the fact, as it was thought in this way we might prevent injury to the occupants of the cars. This is especially true at night, when it is necessary to perform switching at stations by road crews. We of course realize where boarding cars are to remain at a station any length of time they should be spurred out and not allowed to remain on the working track.

Improper Loading of Scrap Cars:

It has been suggested if necessary to load scrap on flat cars, that special attention should be given the staking of the cars at the side, and the head blocking of the cars at the ends. Old ties could be used for this purpose.

New I. C. Furniture Cars:

The new I. C. furniture cars we are receiving are equipped with the Sharon draw bar attachment, a gilt plate and cotter key holding the draw bar in place. On account of the construction of the underframe, it is **necessary** that the cotter key be put in the plate from below. On a number of occasions the top of the key was not properly spread, allowing the key to drop out, the plate to work out of the slot, allowing the draw bar to pull out a sufficient distance to break the train line putting the air in emergency. Special attention should be given this feature in inspecting the cars by car repairers, and if possible the cotter key should be inserted in the gib plate from the top. If this cannot be done, special attention should be given the spread of the key at the top.

Loading Machinery in Way Cars:

It was the opinion of the Committee that the loading of heavy machinery against the doors of way cars should be discontinued on account of binding against the door, possibly breaking it loose from the lower fastening, allowing machinery to fall out while the cars were in transit or when opening the doors at stations, causing injury to employees and others.

Door Catches on Passenger Equipment:

Attention was called to the condition of the door catches used in holding open the doors on some of our steel equipment which are sprung and too weak to hold doors in open position in loading and unloading passengers, causing liability of catching passengers' hands between the door and the jam of the car.

R. E. Janey Couplers:

Attention was again called to the condition and construction of this class of couplers, the locking pin wearing out very quickly, allowing pin to be lifted too high to uncouple the car, making it necessary for a person to go between the cars to remedy the defect.

Release Rods on New Coal Cars:

Brakeman C. M. Beam called attention to release rods on the new coal cars, 120 and 123, also 124 series. These rods are very short and it is necessary to reach so far under the car to bleed air brakes that it is dangerous to attempt to walk along beside a car and bleed air. The air can be bled with safety only by having the cars stopped. It is our opinion that this is a hazardous condition and ought to be corrected by having longer release rods applied to these cars so that they can be reached with ease and it will not be necessary to reach under the cars to bleed air.

Fire Losses:

A letter from the General Superintendent enclosing statement covering fire losses issued by the Mutual Fire Marine and Inland Insurance Company of Philadelphia was read and the statement carefully analyzed, and it was explained that the purpose of these circulars was to enable railroad officials and employes to gain an idea of the principal causes of fires and to take such action as might be necessary to remove such causes from buildings before fires and consequent losses had occurred.

Statements from the Claim Department showing expense incurred by that Department in settlement of personal injury, fire, and stock claims, were also read and thoroughly discussed, and data was placed in the hands of all concerned to enable them to appreciate what carelessness or indifference in the prevention of fires and personal injuries means to the company in a financial way in the course of the year, and all were urged to co-operate with the Claim Department in every way possible to reduce our expenses from this source, and it is believed that a very active interest will be taken on his division.

Safety First Stamps:

Communication from General Yard Master Perry of Champaign was read, in which he suggested that "Safety First" monogram, which is now being stamped on letters with a rubber stamp, be printed on all stationery, stating that under the present method very few of the train and engine men or the outside people see this monogram, but it is observed mostly by office employes who handle correspondence, and better results would be obtained and a greater impression would be made on the minds of outsiders if the monogram were printed on our freight cars, which has been done by a number of other railroads, and also on all waybills, switch lists, etc. This is a very timely suggestion and is recommended for the consideration of the General Committee.

Postal Card Report:

1. Conductor H. C. Flora reported defective ladder on "A" end of I. C. 150770, an empty stock-car standing at a way station, and arrangements were immediately made to have ladder repaired before the car was moved.
2. Section Foreman A. C. Curtis of Manteno reported bent axle on G. S. & I. car 183 loaded with scrap while passing the above station, and telegraphed

the conductor, who set the car out at the next station, thereby removing the possible cause of an accident. This incident also was reported by Conductor Flora.

3. Conductor H. C. Flora reported sharp flange on derrick car which he was handling in his train, also the fact that this car was not equipped with side ladders for use of trainmen, and was instructed to set the car out at Kankakee, where wheels were renewed and the ladder applied.

4. Conductor H. C. Flora reported three bunk cars on hand at Onarga not equipped with running board involving hazard to trainmen who might be handling them. The cars were ordered held and the mechanical department instructed to equip them with running board which was done.

5. An anonymous report signed by joint express messenger and baggagemen in regard to a number of steel baggage cars having defective floors, making it dangerous for baggagemen and messengers while carrying heavy articles in the car. The matter was referred to the mechanical department for necessary attention.

6. Agent F. W. Crawford of Onarga reported dangerous condition of platform at his station, same having a number of large holes constituting hazard to passengers who might be going to or from trains. The matter was immediately taken up with the Road Department and necessary repairs made.

7. T. C. McKay, Section Foreman Farmer City, reported engine 1083 operating between Chicago and Clinton throwing fire badly and setting out fire in a number of places. The matter was taken up with the mechanical department and necessary repairs made to netting.

In concluding the meeting reports of employes talked to by members of the Safety Committee were read. There were so many of these that it was not considered advisable to enumerate them in this report on account of occupying too much space.

EPITAPHS

Here lies Chanceit Charles,

Age twenty-one,

When it came to taking chances

He was a little son-of-a-gun.

But he took one chance too many,

And so, poor Charles, forsooth

Was cut off in the flower

Of his hopeful, budding youth.

Here lies Safety Sammy,

Age seventy-four

If he hadn't got lumbago

He'd have lived a few years more.

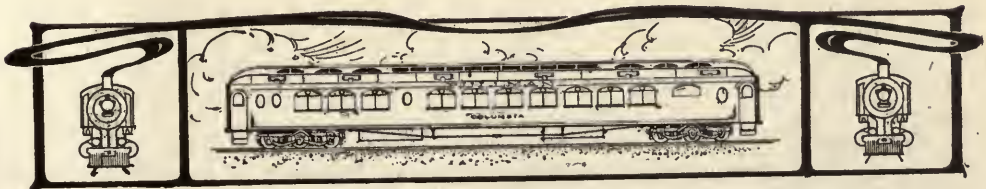
In Sammy's dictionary

"Chance" and "risk" were hard to find.

There'd be a lot more pensioners

If there were more of his kind.

B. E. K.



Contributions from Employes

The Passing of an Ancient Landmark

By Helen Lee Brooks

THE rapid progress which is being made in the work of reducing the grade of the Illinois Central Railroad through Mattoon, Ill., and the extensive improvement incident thereto, which, when completed, will represent an expenditure of approximately one million dollars, make it only a question of days until the famous Essex House will exist only in memory. The old freight house has already been torn down and a modern, commodious building erected on land newly acquired, adjacent to the Indiana Division right of way. Soon the little building occupied by the Van Noy restaurant and news stand must give way before the inroads of the powerful steam shovel, and next to disappear will be the ancient landmark, the Essex House—the first permanent building erected in what is now the city of Mattoon.

Deeper and deeper plough the great machines. Little wonder is it that at whatever hour of the day one may pass where either of the two steam shovels is working, a crowd of people may be seen watching the giant hand, with human-like cunning, delving deeper and deeper into the earth, lifting huge handfuls of soil, as lightly as a feather, and depositing them on the waiting cars.

Times have changed mightily in the three score years since the foundation of this ancient hostelry was laid in a nameless camp of railroad contractors. For the famous game of Seven-Up which gave Mr. Samuel Mattoon the right to bestow his name on the town-

to-be had not then been played. What was then a trackless prairie, without a tree in sight to gladden the eye, has grown into a prosperous city, numbering fifteen thousand inhabitants, modern in every respect. Here may be found a system of public schools, unequalled in any town of similar size in the state; churches of every Christian denomination are represented; an efficient, well-patronized public library; a Civic League of recent organization but not lacking in enthusiasm.

Well-stocked shops of various descriptions line Broadway—the principal business thoroughfare of the city; three flourishing banks and an equal number of building and loan associations testify to the prudence and frugality of her citizens. Indeed, thanks to the latter, it is estimated that no less than seventy per cent of the residents of Mattoon own their homes. In truth, in spite of the ever-changing population characteristic of a railroad center, Mattoon is pre-eminently a city of homes, of comfort—and in many instances—of luxury.

To the wisdom and foresight of her pioneers the city is indebted for broad, well-shaded avenues. Even New England can boast of no streets more abundantly shaded than our Western and Prairie avenues; perhaps, because these, and other streets in the western portion of the city, were laid out by a staunch New Englander—Mr. Eben Noyes.

In the founding of every town there is always one individual who sees a bit

farther ahead and who is gifted with a clearer vision and a firmer faith than other folks. In this instance it was Mr. Noyes. With admirable sagacity, and a faith that no doubt seemed foolishness to his contemporaries, Mr. Noyes foresaw the day when railroads would traverse the United States from the Atlantic to the Pacific and from the Great Lakes on the north to the Gulf on the south. He, therefore, purchased from the Government at a nominal sum the entire section now known as Noyes' Ad-

mediately west. The land on which the hotel and station stand he deeded to the old Terre Haute, Alton & St. Louis Railroad with the understanding that a hotel was to be erected thereon. In most instances a hotel is the outgrowth of a city's need, but the Essex House is an exception; it was here when the town arrived, having been erected in 1855, while the town of Mattoon was not incorporated until four years later; therefore, instead of being an adjunct to the town, the town has grown up around

"The Essex House", the first permanent building in what is now Mattoon, Ill.



dition, and the most desirable residential portion of the city. The foresight and public spirit of Mr. Noyes is further evidenced by an unusual clause which he caused to be inserted in the deed to every lot sold in his addition to the city, i. e., the purchaser was to plant trees along the lot, in the event there was none, and in consideration of the fulfillment of this promise fifty dollars was deducted from the purchase price.

In addition to the section which bears his name, Mr. Noyes purchased at public auction the present site of the Essex House and the triangle of ground im-

mediately west. The land on which the hotel and station stand he deeded to the old Terre Haute, Alton & St. Louis Railroad with the understanding that a hotel was to be erected thereon. In most instances a hotel is the outgrowth of a city's need, but the Essex House is an exception; it was here when the town arrived, having been erected in 1855, while the town of Mattoon was not incorporated until four years later; therefore, instead of being an adjunct to the town, the town has grown up around

the hotel and railroad station, and instead of the railroads coming to the town, the town came to the railroads. Railroads have played an important part in the development of every country on the globe, but nowhere has their influence been more potent than in the United States, and particularly in the prairie section of the great northwest, where navigable streams are rare, and, in the early days, the prairie schooner the only mode of traveling. Here railroads have been the vanguards of civilization, as well as commercial prosperity. The resources of a country, however

rich, are worthless without adequate facilities for transportation. Had the two paths of steel traversing the state of Illinois in 1855 not entered her borders, the history of the state would read very

At this time the modern dining car was a luxury undreamed of, and as "civilized man cannot live without cooks," the "eating house" was a necessary adjunct to the operation of a railroad. There-



*The new I. C. Freight House, Mattoon, Ill.
now in process of construction.*

differently, and instead of leading the states in the output of agricultural products, she would be far down in the list; or had the two roads crossed a few miles north or south, Mattoon would never had a place on the map and the foundation of the famous Essex House would never have been laid in its present locations.

The building of the Essex House was not achieved without difficulty. The building was begun by a man by the name of Radcliffe, but unfortunately his money gave out before the building was completed and furnished, and Mr. Radcliffe never attained to the dignity of "mine host." In the meantime the Illinois Central railroad, destined to divide geographically the state from the north to the south, crossed the Terre Haute, Alton & St. Louis at Mattoon.

fore, to meet this primary need, as well as to provide a station building, each of the roads contributed the sum of a twenty-five hundred dollars to complete the building.

The greater part of the material for the building was brought from Terre Haute, Ind., but a portion of the brick came from Paradise, then a prosperous village and soon to become famous for giving to the War of the Rebellion seven colonels—six to the Union Army and one to the Confederacy.

It was never the intention of the railroads to operate the hotel. When the building was finally finished, it was leased by Mr. Noyes for a period of forty years, and in appreciation of his generosity in giving the land on which the building stood, the hotel was named for his native county of Essex, Massa-

chusetts. Mr. Noyes did not long remain in active management of the hotel, and the name of his successor is lost to history. There have been practically no changes made in the outside or interior of the building. Save the accumulated grime and dust and general decay, it presents the same appearance as when built and should any of the guests of later fifties or early sixties revisit Mattoon, they would have no difficulty in recognizing the old inn. To make the picture complete, The Essex House should be presided over by a landlord and ancient and decrepit as itself, linking its ignoble present with its illustrious past. Unfortunately this touch of romance is wanting. Unchanged in other particulars, it has had many proprietors, none of whom stands out with any degree of picturesqueness. Today, dwarfed by larger buildings and by trees, the ancient land-mark presents anything but an imposing appearance, as it seems to be endeavoring to retreat before the onrushing steam shovel, but on the treeless prairie, unsurrounded by other houses, it was visible for miles, promising food and rest to many weary travelers, being the only

"eating house" between Indianapolis and Terre Haute.

When the famous Lincoln-Douglas debate was held in Charleston, Ill., September 18, 1858, both the Lincoln and Douglas parties came to Mattoon by train via the Illinois Central, stopping a short time at the Essex House and driving thence to Charleston. Lincoln, modest and unassuming, and as fitted the slender purse of a comparatively unknown lawyer, came to Mattoon on regular train, but the more spectacular Douglas, ever alert to dramatic effect, arrived in an elaborately decorated special train. Nor was this the only visit of the great political rivals to Mattoon. In the dining room of the Essex House the "Little Giant" delivered an address at a banquet given in his honor, and on another occasion, in the same place his great rival made a political speech. Here the most elaborate balls and smartest cotillions were held. One function had almost a tragic aftermath. It was a ball given by a prominent dancing club, and was a huge success until the time came to pay the musicians, when it was discovered there was no money. The leader of the orchestra



First Train Through the Subway, July 20, 1914

brought suit to enforce collection of his fee, and upon proving to the court that he had been engaged by the president of the club, whom we will mis-name Mr. Blank, judgment was rendered his favor. Mr. Blank, however, seems to have figured more prominently in the blue book than the bank book, and as he owned no property of any description, at the end of the litigation, the orchestra leader was exactly where he started, plus a lawyer's fee, and the merry-makers had their dance without paying the fidler, notwithstanding the old adage.

The breaking out of the Civil War brought many soldiers through Mattoon. The Vandalia Railroad was not then built and all passengers and traffic between Indianapolis and St. Louis and Chicago and Cairo passed through Mattoon. Furthermore, as many soldiers as possible were transported via the Illinois Central Railroad. These were prosperous days for the Essex House. Far and wide the blue-jackets spread the fame of the excellent coffee and sandwiches served there. In fact, it is only within comparatively recent years that the old hotel lost its reputation for

superior cuisine—a reputation so well-established that rival hostelrys for years had an uphill business.

A frequent guest at this time at the Essex House was Ulysses S. Grant, destined to become one of the greatest military leaders America has yet produced. The Twenty-First Regiment of Illinois was organized near Mattoon, and Grant was recruiting officer, having no higher rank until after the re-enlistment at Springfield, when he was given the rank of colonel. The camp was located at what is now known as Grank Park and the commissary building was on Broadway, a short distance east of the Illinois Central Tracks.

Bravely has this ancient land-mark withstood the storm and stress of sixty years and seen a rude contractors' camp develop into a prosperous city. Once a source of pride to the town and surrounding country, in its present state of decay it is an eyesore the citizens of Mattoon will be glad to see torn down and a station adequate to their present needs and worthy of the two great railroads in its place.



FIRST TRAIN THROUGH SUBWAY, JULY 20, 1914.

Letter Complimentary to the Yazoo & Mississippi Valley Railroad Company Written by Charles Banks of Mound Bayou to Booker T. Washington

July 9, 1914.

Dr. Booker T. Washington, Tuskegee Institute,
Tuskegee, Alabama.

Dear Dr. Washington:—In keeping with your suggestion of some time ago for the negroes throughout the country to take up the matter of better accommodations by the railroads for our people, I am writing to advise, that this was pretty generally done throughout Mississippi.

At Jackson, Miss., a committee headed by Mr. P. W. Howard, of that city, took the matter up with the officials, were courteously received and promised full consideration on the matters set forth to them. In this connection, however, I am glad to state that in the matter of accommodations for our people on the Yazoo & Mississippi Valley Railroad, which is owned and operated by the Illinois Central, and on which Mound Bayou is located, we feel inclined to commend, rather than condemn their attitude towards us as a race in the matter of accommodation and general service. The writer has on more than one occasion, taken up matters with them along this line, and in each case they have manifested their willingness to grant any and every request that was in any degree practicable. I have ridden on most of the roads in the south, as well as the northeast and west, and it is my deliberate opinion that the accommodations for the negroes on the line of the Yazoo & Mississippi Valley between Memphis and Vicksburg is equal to that of the whites so far as day coaches are concerned, and as good as can be found anywhere. I regret, however, that I cannot make such a statement for the rest of the lines operating in Mississippi, and I am trusting with you, that the concerted action in having our people call upon the representatives of the railroads, and soliciting their favorable consideration of our claims for better accommodations will have the desired results.

I am not sure that it is good judgment for me to embrace in this letter another matter that has given me some little concern, but I will do so anyway. There is a great tendency on the part of some of our people to institute suits against railroads for every little imaginary thing, to say nothing of real causes. In a large measure the desire does not originate with them to pursue such a course, but they serve as the instrument. In my opinion we could hardly expect the highest and most favorable consideration from those whom we desire to reach when it is understood that we perniciously and indiscriminately harass the companies with law suits without merit or foundation, and I am hoping that we can in some way discourage these parties.

Very truly yours,

(Signed) CHARLES BANKS.

Illinois Central Station Training School

By E. A. Barton, Instructor

To the Illinois Central Magazine:

Thinking that a statement explaining in detail the Illinois Central Station Training School, its origin and accomplishment would be of interest, not only to the officers and employes of this company, but as well to those who contemplate entering railway service, I beg to submit the following article with the hope that in it will be found sufficient of merit to justify its publication:

These are days of efficiency; these are days in which the man or woman who approximates 100 per cent in daily work, in clean living, in obedience to orders, in loyalty to employer, in honesty, and in courteous treatment and kindly consideration of those with whom they come in contact, is just as surely headed toward success as the 30 or 40 or 50 per cent man or woman whose ingenuity is taxed to its limit in devising ways and means to *not* do more than is necessary to keep them on the right side of the line that separates partial efficiency from absolute inefficiency, who has but two beacons ahead—one, the hand of the clock that denotes quitting time, and the other, the calendar which indicates pay-day—is doomed to failure.

These are days when the line of demarkation between profit and loss is so closely drawn that it is necessary if success is to crown the efforts of railway management, if at the end of the year the balance sheet is to be written in black instead of red, that not only dollars and cents, but mills and tenths of mills must be looked after and husbanded with care.

The management of the Illinois Central and Yazoo & Mississippi Valley Railroad Companies appreciating that leaks individually small, but in the aggregate large, could not all be stopped

without trained men were put in charge, conceived the idea of establishing a *station training school*, and in line with this idea on July 19th, 1911, the Illinois Central Station Training School was organized and located in the 57th street suburban station.

The building is commodious and sanitary, and is equipped with desks, telegraph instruments, all the blanks that are used at ordinary stations, a ticket office, and in fact all the necessary paraphernalia to educate and equip young men for the successful handling of a local station.

The following are the requirements of the applicants before admittance to the school:

A. They must be over 18 and under 30 years of age.

B. They must pass the required physical examination.

C. They must be able to accurately work problems up to and including fractions and decimals in order to pass the mathematical test given before being admitted to the school.

D. They must be able to receive by telegraph at a speed of twenty words per minute, making good legible copy.

E. They must be able to write a good, plain, legible business hand. This is particularly important, as a great deal of consideration is given to this qualification in considering applications.

F. They must be of good moral character, as they are required to qualify for guarantee bond when they enter the service.

Briefly stated, the course of instruction is as follows:

1. The applicant is subjected to physical examination, and if he qualifies is given the test in mathematics and telegraphy, and if successful is admitted to membership in the school.



2. Is required to learn thoroughly the geography of the Illinois Central system, and instructed how to ascertain the mileage between the stations of the various districts and divisions.

3. The tariffs are explained, and the student instructed how to find rates on Classes and Commodities.

4. He is assigned to a station as agent, and has explained to him all kinds of bills of lading, such as straight bill of lading, shipper's bill of lading, live stock contracts, government bills of lading, export bills of lading, etc., and is impressed with the fact that all bills of lading are binding, both upon the company and the shipper; in fact, are a contract.

5. The student is required to, from shipping tickets furnished by the instructor, make way bills, complete in every detail, to various destinations. These shipping tickets include inflammable material, explosives, acids, packing house products, and other perishable freight, live stock, etc., and the manner of handling the various commodities is explained as often as is necessary to convince the instructor that the student understands thoroughly. The student is also required to take impression copies of way bills and is made to understand the uses to which extra impressions are put.

6. The student is instructed fully in regard to the various reports required, how to revise, how to handle over, short and bad order reports, refused and unclaimed reports, how to make out freight bills with notices to consignees, how to enter in freight book, and make out abstracts local, interline, and company material; in fact, is instructed in every detail of the handling of the freight end of a local station.

7. The student is then taken to the ticket office and required to find the fare from the station to which he is assigned, to stations in each state through which these companies run. Is instructed fully as to excess baggage rates to various destinations, giving him a thorough knowledge of the minimum charge on excess weight and excess valuation. He is schooled in the handling

of dogs, baby carriages and all articles that are carried on passenger trains or freight trains by baggage.

8. The student is then instructed in the handling of cars, storage and switching, and of freight claims and leases.

9. The cash book is explained to him thoroughly; he is required to make a complete balance for each day, and to make up all monthly reports, and instructed as to daily remittances, and his final remittance, and the closing of the month's accounts, including the carrying on hand for prior and current months, then the final statement of account, which closes the month's business.

10. On Saturdays lectures are delivered in which emphasis is placed upon the importance of reports, the necessity of quick release and movement of cars, looking out for the return to foreign lines of home-routed cars unless instructed to the contrary, the cleanliness of station buildings and platforms, freight rooms and station surroundings, watching passing trains for defects that may cause an accident. The absolute necessity for being obliging, courteous and attentive to the company's patrons; clean living and honesty, and other matters, to enumerate which, would encumber this article unnecessarily.

11. The student is also instructed in the handling of express matter and commercial telegraph and telephone messages.

After completing the course—in other words, after the student has learned theoretically all that can be taught in the school—he is assigned to some station as a helper to the agent, and there is expected to apply practically on the "firing line," so to speak, for a period of three months the information that he has acquired in his school course. After leaving the school the advancement of the graduate is dependent, of course, upon himself.

It is required by the management that agents at such stations as helpers are located shall assist and encourage them in every way possible, the one idea being



to make them proficient and helpful to the company, when they are placed in charge of a station and thrown upon their own resources.

Such agents as are intrusted with the finishing of the education of a helper should bear in mind that the company has gone to considerable expense to prepare these young men for the position of assistant to an agent, and if they are not treated fairly, and through such treatment seek other avenues of employment, the money expended is lost.

There should be no feeling of jealousy on the part of the agent. The

helper is sent to him, not to supersede him, but to equip himself for the responsibility of an agency when a vacancy occurs.

These companies have authorized certain telegraph schools or colleges to certify young men for admittance to this school, the names of which will be furnished to applicants if desired. It should be borne in mind that telegraphy is not taught in the station training school.

It may be of interest to know just what the school has accomplished, and in order to furnish such data the following tabulated statements are submitted:

STUDENTS SENT OUT FISCAL YEAR ENDING JUNE 30th, 1912

Division	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	Total	Left
Illinois	3	0	1	3	2	3	2	2	2	2	1	3	22	4
St. Louis	0	0	3	1	1	0	2	2	2	1	0	0	10	3
Springfield	0	0	2	2	0	1	2	1	0	0	2	0	10	4
Indiana	0	0	0	2	2	1	1	3	1	0	1	11	4	
Wisconsin	0	2	2	0	0	0	2	2	1	4	1	14	3	
Minnesota	0	3	4	0	0	0	3	1	0	2	1	14	5	
Iowa	0	1	3	2	3	3	2	4	2	6	2	28	12	
Kentucky	0	0	1	0	1	0	1	2	1	0	1	7	2	
Tennessee	0	0	1	0	0	0	2	1	0	0	2	6	0	
Mississippi	0	5	0	2	0	0	0	0	0	0	0	7	4	
Louisiana	0	0	0	0	0	0	1	1	0	0	0	2	1	
Memphis	0	0	0	0	0	0	0	0	0	0	0	0	0	
Vicksburg	0	0	3	0	0	0	0	0	0	0	0	3	1	
New Orleans ..	0	0	0	0	0	0	0	0	1	0	0	1	0	
Total by months	3	11	20	12	9	8	18	20	8	15	11	135	43	

SUMMARY

Clerks .....	..	..	..	..	2	1	2	3	4	1	1	1	15†	..
Agents .....	..	..	..	..	..	1	..	1	1	..	..	..	3	..
Helpers .....	..	3	11	20	10	7	6	14	15	7	14	10	121	..
Total .....	..	3	11	20	12	9	8	18	20	8	15	11	139*	..
Dismissed														
Acct. Failure ..	..	3	2	1	2	1	1	2	3	1	2	1	19	..
Disqualified														
Physically ...	..	1	4	2	2	2	2	1	4	2	2	4	26	..

*Four sent to Omaha for U. P.

†Men who failed physically employed as clerks.

STUDENTS SENT OUT FISCAL YEAR ENDING JUNE 30th, 1913

Division	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	Total	Left
Illinois	5	0	1	2	3	3	1	4	1	5	5	2	32	14
St. Louis	1	0	1	0	1	3	0	3	1	0	1	1	12	4
Springfield	1	0	1	0	3	4	2	1	1	2	0	0	15	5
Indiana	3	0	1	1	2	0	0	2	1	1	2	0	13	2
Wisconsin	5	0	1	1	0	1	1	1	1	2	2	6	21	5
Minnesota	1	1	2	2	3	2	2	0	2	4	2	1	22	6
Iowa	7	4	1	2	3	3	1	1	2	2	1	2	29	9
Kentucky	0	1	1	2	1	1	0	1	1	0	0	1	9	2
Tennessee	0	0	0	0	0	0	0	0	0	0	2	0	2	0
Mississippi	0	0	0	1	0	1	0	3	0	0	0	0	5	1
Louisiana	0	0	0	0	0	0	0	0	1	0	1	0	2	0
Memphis	0	0	0	0	0	0	0	2	0	0	0	0	2	0
Vicksburg	0	0	0	0	2	0	0	2	0	0	0	0	4	1
New Orleans...	0	0	0	0	0	0	0	0	0	0	1	0	1	0
Total	23	6	9	11	18	18	7	20	11	16	17	13	169	49

SUMMARY

Clerks	2	2	0	0	2	2	2	2	1	2	4	0	19	..
Agents	1	0	0	1	0	2	0	0	1	0	3	0	8	..
Baggage-men ...	0	0	0	0	0	0	0	0	0	0	0	1	1	..
Helpers	20	4	9	10	16	14	5	18	9	14	10	12	141	..
Total	23	6	9	11	18	18	7	20	11	16	17	13	169	..
Dismissed	2	3	2	1	2	1	2	1	1	2	2	0	19	..
Disqualified														
Physically ...	2	1	2	2	2	1	2	4	2	1	1	2	22	..

STUDENTS SENT OUT FISCAL YEAR ENDING JUNE 30TH, 1914

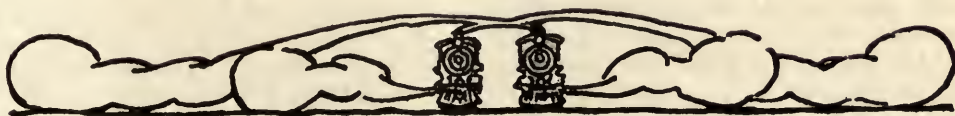
Division	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	Total	Left
Illinois	2	3	5	1	2	4	1	2	4	0	5	1	30	..
St. Louis	1	0	3	0	0	1	0	0	2	0	0	1	8	..
Springfield	1	0	0	0	1	0	0	0	0	1	0	1	4	..
Indiana	0	1	1	1	1	1	0	0	1	1	0	0	7	..
Wisconsin	1	3	0	2	2	2	0	2	2	2	1	4	21	..
Minnesota	2	2	3	4	1	4	1	1	1	1	0	6	26	..
Iowa	3	2	2	1	2	1	2	3	5	4	7	2	34	..
Kentucky	3	0	0	3	0	0	3	0	2	2	1	0	14	..
Tennessee	0	0	0	0	0	0	0	0	0	0	0	0	0	..
Mississippi	1	0	1	1	1	0	0	0	0	1	0	1	6	..
Louisiana	0	0	0	0	0	0	0	0	3	2	0	0	5	..
Memphis	0	0	1	0	0	0	0	2	1	0	0	1	5	..
Vicksburg	0	0	0	0	0	0	0	0	0	0	1	0	1	..
New Orleans...	1	0	0	2	0	0	0	0	0	0	0	0	3	..
Total	15	11	16	15	10	13	7	10	21	14	15	17	164	..

SUMMARY

Clerks	0	2	2	1	0	0	0	0	1	0	1	0	7	..
Agents	0	0	0	0	1	0	0	0	0	0	0	1	2	..
Helpers	15	9	14	14	9	13	7	10	20	14	14	16	155	..
Dismissed	2	0	1	2	2	3	2	0	2	1	0	0	15	..
Failed in Physical Exam....	2	1	1	2	0	0	1	2	4	1	5	1	20	..
Total applications for entrance to school.....													199	..
Promoted													59	..
In Service													123	..
Left Service													41	..

RECAPITULATION SHOWING ACCOMPLISHMENT OF THE SCHOOL
SINCE ITS ORGANIZATION

	Entered School	Dismissed Not Qualified	Rejected Physical Ex.	Sent Out	Left Service	In Service
1911-12	184	19	26	139	43	96
1912-13	210	19	22	169	49	120
1913-14	199	15	20	164	41	123
Total	593	53	68	472	133	339



Long Service Ended May 1



H. T. CUNNINGHAM PENSIONED AS I. C. ENGINEER

Began as Fireman in August 1868 and
Service Lasted Almost Continuous as Locomotive Engineer
Since Feb. 28, 1873

Beginning May 1, 1914, H. T. Cunningham, one of the best known and most highly respected employes of the Illinois Central, is given a pension as locomotive engineer, and honorably retired.

Mr. Cunningham began service as a fireman with the company in 1868, and continued as fireman until February 27, 1873, when he took the examination for engineer. He was successful, and the following day, the 28th, made his first run as engineer.

He was the oldest engineer in years in the service at Centralia at the time of his retirement and of those who were in the same line of duty as he when

he began, none are now working. Sam Bicknell and Humphrey Roberts who were working at the same time have both been off the road some time. Mr. Roberts was pensioned about two years ago.

A remarkable coincidence in connection with Mr. Cunningham's service is the fact that he began work as an engineer Feb. 25, 1873, and on the 28th of February, 1914, he was notified that he would be placed on the pension list.

He was born at Walnut Hill in Marion county, Sept. 28, 1847, and is therefore in his 67th year. He is straight as an Indian, active, and bids fair to live many years to enjoy a well earned rest from the exacting labors of a locomotive engineer.

Since 1876 he has been an active member of the Baptist church and for fifteen years was a member of the Baptist State Missionary Society board, and was for many years president of the local R. R. Y. M. C. A., and is still a member of the board of directors, in which capacity he has served many years. Mr. Cunningham is known all over the state as an earnest and devoted christian and member of the Baptist church and Y. M. C. A. worker. No man in Centralia has worked harder for the cause of religion and uplift of mankind than "Theoplius" Cunningham. He is a christian every day of the week and carries his religion with him at all times. To him, Dr. C. L. Morey and Rev. Mr. Clark, a Congregational minister, both formerly of this city, is due the fact that a Y. M. C. A. was started here. Feeling the need of such an institution, they often discussed it, and one day shook hands on the street and pledged themselves to the work of securing a Y. M. C. A. and one was soon after established in Centralia.

Mr. Cunningham is held in high esteem by railroad men and all who know him regardless of church or creed.

A Meeting Which Will Be Held for a Worthy Purpose

Murphysboro, Ill.—This city, the birthplace of General John A. Logan, will be the scene of the largest gathering of notables ever gathered together at one time in southern Illinois, when on August 3rd the John A. Logan Monument and Volunteer Soldiers' Memorial Association will be formally organized.

The speakers for the occasion include Governor Edward F. Dunne, United States Senators James Hamilton Lewis and Lawrence Y. Sherman, Mrs. Mary Logan, widow of General Logan, and Joseph G. Cannon, former speaker of the national house of representatives.

Among other notables who have accepted invitations to be present are former Governors Deneen and Yates, Clark E. Carr, a personal friend of Logan, Congressman-at-Large Stringer, Roger Sullivan, Secretary of State Harry Wood, State Treasurer Ryan, Lieut. Governor Barratt O'Hara, Mrs. Mary Logan Tucker, only surviving child of General Logan, and John A.

Logan III, Post Commander of the G. A. R., N. B. Thistlewood, former U. S. Senator Wm. Mason, Judge Vickers, of the supreme court, and others.

The John A. Logan Monument and Volunteer Soldiers' Memorial Association plans to erect a suitable monument to John A. Logan, the greatest volunteer soldier of all time, at his birthplace, and to build a memorial to the volunteer soldiers. State Senator Kent E. Keller is father of the idea and is working with the local committee toward the successful culmination of the plans. The association will be formally organized on August 3 and a marker placed at the site of the birthplace of General Logan.

The monument and memorial will be built by popular subscription. It is hoped to have it ready for dedication in 1918, the Illinois Centennial Year.

All old soldiers and patriotic citizens are invited to participate in this tribute meeting to General Logan on August 3rd.

To All of These Parties the Thanks of the Management of the Illinois Central R. R. Co. Is Tendered

THE fallacy that human nature is essentially selfish is given the lie every day in the year.

The attention of the officers on the Indiana Division was recently called to this fact by the action of Mr. and Mrs. William McCormick who reside near Latham, Ill. A bridge belonging to the railroad Company near Latham was discovered on fire a few weeks ago. The section foreman was engaged in work on another portion of the section, where the bridge was not visible. Without stopping to inquire whether it was their duty to extinguish the fire, Mr. and Mrs.

McCormick hastened to the bridge and through their effort the fire was put out before serious damage resulted.

The Company—and particularly the officials on the Indiana Division—appreciate the valuable service rendered by Mr. and Mrs. McCormick. In promptly extinguishing the fire, they not only prevented financial loss to the Railroad Company, but probably averted a disastrous accident.

Quite a serious loss to the Company, and possibly accident, was averted by the prompt and vigorous action of Dr. J. H. Hutton and your Fred Chitister.

As they were passing Bridge B 159-21 near Newton, Ill., in an automobile, the early part of June they discovered the structure on fire. Dr. Hutton drove to Newton as rapidly as possible to notify the agent of the company at that point. Young Chitister remained at the bridge and fought the fire alone and succeeded in almost extinguishing the flames before the arrival of section foreman and other employees.

But for the efforts of these gentlemen in extinguishing the fire the bridge would have been totally destroyed.

The officials of the Indiana Division desire publicly to express their thanks to Dr. Hutton and Mr. Chitister for the services rendered and the interest displayed in protecting the property of the company and preventing an accident which might have resulted in loss of life, and certainly damage to property.

The Following Letter from Master Mechanic Watkins Also the Drawing are Self Explanatory. It May Be Possible That Some Other Officer of This Company May Desire to Use This Time Slip Press

Editor, Employees' Magazine,
Chicago, Ill.

Memphis, February 27, 1914.

Dear Sir:

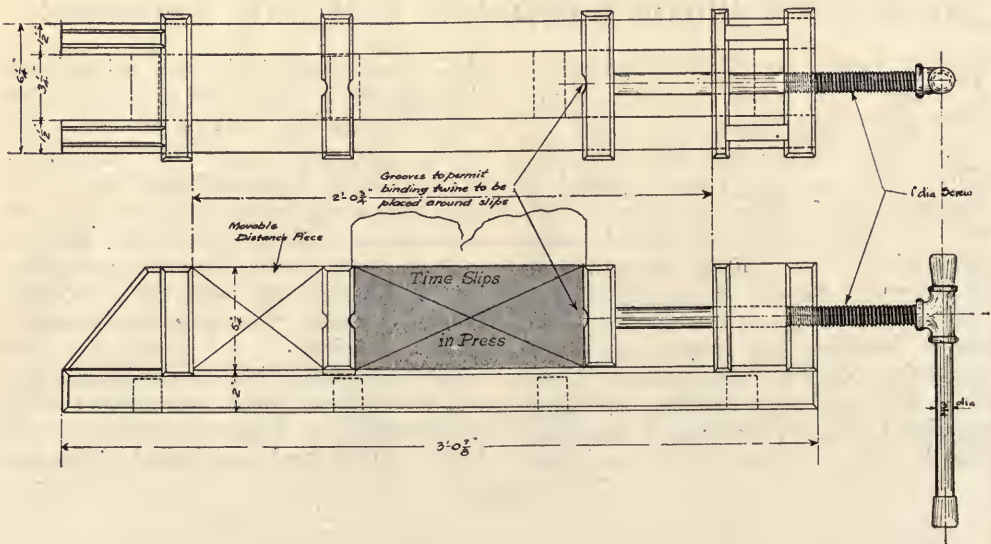
I am attaching hereto a drawing of a time slip press, same is used in my office to bind time slips, form 1409 for filing. Would thank you to have same put in the Magazine, so that should any of the master mechanics on the system desire to make one for their office, they can do so, as it has proven quite a handy article in my office.

This press is made of cherry wood with space blocks to bind any size package of 1409's, and the blocks have grooves to place string into in order to tie same up.

When this drawing has served your purpose, would thank you to kindly return same.

Yours respectfully,

W. H. WATKINS,
Master Mechanic.



Meritorious Service

FAVORABLE entry has been made on the records of the following conductors 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, advise the other departments concerned, so that proper action may be taken, all pass irregularities being brought to the attention of the vice-president.

ST. LOUIS DIVISION—Conductor A. E. Reader on train No. 21 June 3rd declined to honor card ticket account having expired and collected cash fare.

Conductor J. H. Davis on train No. 203 June 12th lifted mileage book account being in improper hands and collected cash fare.

Conductor W. F. Griffith on train No. 206 June 24 declined to honor card ticket account having expired and collected cash fare.

TENNESSEE DIVISION—Conductor H. L. Palmer on train No. 9 May 30th lifted trip pass account being in improper hands, and as passengers refused to pay fare, they were required to leave the train.

Conductor J. W. Robertson on train No. 3 June 7th lifted trip pass account having expired and collected cash fare.

On train No. 4 June 29th he lifted employe's trip pass account being in improper hands and as passenger refused to pay fare was required to leave the train.

MISSISSIPPI DIVISION—Conductor C. M. Anderson on train No. 1 June 16th lifted mileage book account being in improper hands and collected cash fare.

Conductor N. S. McLean on train No. 124 June 23rd lifted employe's term pass account being in improper hands and collected cash fare.

Conductor J. Sitton on train No. 2 June 30th lifted employe's annual pass

which was presented with identification slip calling for transportation of other than party named in pass. Passengers refused to pay fare and were required to leave the train.

LOUISIANA DIVISION—Conductor W. E. McMaster, on train No. 4, May 30th, lifted trip pass account being in improper hands and as passenger refused to pay fare was required to leave the train.

Conductor R. E. McInturff, on train No. 314, June 14th, declined to honor card ticket account having expired and collected cash fare.

Conductor H. Erickson, on train No. 24, June 29th, lifted employe's term pass together with identification slip account holder attempting to have passenger carried who was not entitled to transportation thereon.

Conductor A. E. Broas, on train No. 34, June 16th, lifted 54 ride individual ticket account having expired and collected cash fare.

MEMPHIS DIVISION—Conductor Jeff Williams, on train No. 303, June 16th, and train No. 46, June 25th, lifted mileage tickets account being in improper hands and collected cash fares.

NEW ORLEANS DIVISION—Conductor Chas. E. Gore, on train No. 33, June 6th, lifted expired 46-ride monthly and 54-ride individual tickets, also had a case of expired 54-ride individual tickets on train No. 33, June 24th. In each instance cash fares were collected.

Conductor A. L. Williams, on train No. 33, June 13th, lifted 54-ride individual ticket account having expired and collected cash fare.

ILLINOIS DIVISION

Favorable entry has been placed on the service record of Agent T. A. Powers of Cooksville for discovering and reporting incorrect stencilling on one end of I. C. car 36864.

Favorable entry has been placed on the service record of Mr. J. J. Powers,

agent at Riverdale for discovering and reporting brake beam down in train handled by engine 1577, July 21st, thereby preventing possible accident.

Favorable entry has been placed on the service record on Engine Foreman J. L. Markland for discovering and reporting broken wheel brace on M. L. & T. car 33238, July 17th, thereby preventing possible accident.

MINNESOTA DIVISION

Favorable entry has been placed on the service record of Agent C. H. Hall, Raymond, Ia., for discovering and reporting defective truck on I. C. 26656, thereby preventing possible accident.

MEMPHIS DIVISION

Favorable entry has been placed on the service record of Flagman M. P.

Harlan for finding about fifteen inches of flange gone from I. C. 112643. Car was set out at Falcon, thereby preventing possible accident.

MISSISSIPPI DIVISION

Favorable entry has been placed on the service record of Conductor L. E. Porter for discovering and reporting broken flange on wheel under I. C. 100135, train Extra 948 South at Waterford, July 29th, thereby preventing possible cause of an accident.

Favorable entry has been placed on the service record of Conductor T. H. Campbell for discovering and reporting broken arch bar under car in train Extra 943, South at Grand Junction, July 23rd, thereby preventing possible cause of an accident.

Dubuque Telegraph-Herald

JOHN H. Ward, division accountant of the Illinois Central Railroad Co., residing at 193 Fenelon Place is making preparations to take up his new appointment on the Railroad Valuation Board of the Interstate Commerce Commission, which position he received several days ago. Although he has severed his connection with the Illinois Central in the accountant capacity he is still at his desk, but expects to leave some time during the week. In severing his connection with company means that he will also move from the city. His future home will be in Chicago—which is the headquarters of the third district.

An Efficient Employee.

In Mr. Ward the Illinois Central loses a good man, one who was thoroughly acquainted with his duties and probably one of the best expert accountants on the Illinois Central System. He was a trustworthy servant and the officials of the company had considerable confidence in him. For twenty-three years he had been associated with the Illinois Central and it

is only through a promotion that he is leaving.

Those who were associated with him in the same department regret his leaving. Mr. Ward was not only an accountant, but an advisor. He was often called on for suggestion by those in his office. He was ever ready to aid them to the best of his ability.

His Life History to Date.

John H. Ward was born in Plattsburg, N. Y., September 4, 1875. He moved to Delaware County with his parents shortly after and located on a farm, remaining there until the death of his father in 1882 after which the family located in Manchester, Ia. He received his education in the public schools of that city, graduating from the High school in the class of 1892. Shortly afterwards he entered the services of the Illinois Central railroad company in the office of the Road Supervisor as clerk, remaining in that position until January 1894 at which time he was transferred to the Road Masters office at Dubuque. He remained in Dubuque until March 1896

when he was transferred to Bridge and Building department at Waterloo, succeeding J. C. Kuhns, who afterwards became purchasing agent for the Illinois Central Railroad Co.

In January he accepted a position on the St. Louis division as assistant accountant in Maintenance of ways department at Carbondale, Ill., where that Division's headquarters was and is now located. He remained in that position until July, 1902, when the entire accounting system of the I. C. R. R. was reorganized and the division accounts, both Maintenance of Ways and Transportation, was consolidated and placed under the jurisdiction of the Superintendent of each division under one division accountant. Mr. Ward was then placed in charge as accountant of that division, where he remained in that position until September, 1911, when he was transferred to Dubuque, Ia., as Division accountant of the Minnesota Division.

Considerable Responsibility.

As division accountant he had charge of the accounting of many millions of dollars, covering all branches of railroad operation and construction, the proper accounting of which required the services of several assistants.

During employment with the Illinois Central Railroad Co., he has witnessed a marvelous growth in railroad operation, especially on the I. C. R. R. system, which has doubled in mileage and more than doubled in importance in the last twenty-five years. The importance of the particular divisions on which he has been employed is evidenced by the fact of the many superintendents that

he has worked under have since been advanced to general superintendents and higher positions in the railroad world.

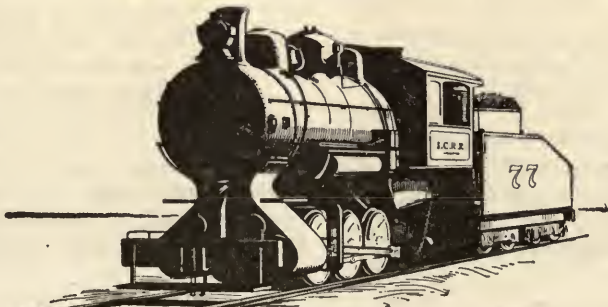
Honored With Appointment.

In July last a call was issued by the Railroad Valuation Board of the Interstate Commerce Commission for men familiar with railroad engineering and accounting to fill positions created by the organization of this board, which is to deal exclusively with the valuation of all railroad property in the United States.

Several thousand applications were filed with the Civil Service Examining Board, out of which three hundred applicants were considered as eligible for appointment. Owing to the nature of the work great care was exercised by the examining board in the selection of men of sufficient experience in railroad accounting to fill the various positions and in view of this a personal interview was given each of the applicants eligible by the chief examiner of the Interstate Commerce Board.

Mr. Ward was called for this interview to Omaha, Neb., last November, where he was advised that as soon as the board passed on qualifications he would be notified. Recently he was called to Chicago for a personal interview and was then advised of the appointment which is to take effect in the near future.

This will require Mr. Ward's removal to Chicago, that being the headquarters of the third district, the other four being located at New York, Chattanooga, Kansas City and San Francisco.





LOCAL TALENT and EXCHANGES



THE MIDNIGHT RUN.

By John Warner.

A mass of metal large and strong,
Mounted on wheels to travel along,
With her human cargo through the
night,
Stood like a Phantom in delight,
A noble steed is she.

Her body quivered, her air pump
throbbed,
The time is near to flee,
With her precious weight of human
wealth,
Over the old I. C.

We'll soon leave Dear Old Chi' behind,
Amid our trail of smoke,
And roll over the tracks at lightning
speed,
All records to be broke.

Toot, toot, the signal now to start,
The journey has begun,
The hissing of the steam foretells,
That she is on her run.

Roll onward, onward, always onward,
Don't stop or you'll lose time,
But keep your course towards Cham-
paign,
Old girl, you're doing fine.

Such a fine amount of thought com-
bined,
In one piece of mechanical skill,
Assembled into one great power,
To run at one man's will.

A wooden shell perched on your back,
Your master caged within,
Is your guiding star, both day and
night,
And keeps you in good trim.

He never boasts about his work,
No laurels does he seek,
But for a hero, I would look,
Into a cab's right seat.

He slashes through the wildest gales,
An braves the roughest weather,
A watchful eye ahead of him,
His nerves without a tremor.

Now to stop and give her water,
For she surely needs a drink,
But a little job like this is done,
Far quicker than a wink.

A scoop of coal or two just now,
While he has got the time,
We'll get her to the popping point,
Then speed her down the line.

Over the prairies, fields and dells,
Just like a frightened steed,
He lets her out another notch,
For speed we greatly need.

The golden sun is rising,
And the sky is clear and bright,
The robin sings his sweetest song,
As he bids adieu to night.

How sweet and fragrant is the air,
The flowers in their bloom,
It seems to drive away all care,
Old nature seems in tune.

Our journey now is ended,
We can hear the church bells chime,
And the whistling of the air brakes,
As we roar in, just on time.

TO ALL CONCERNED

By Con J. V. Fitch

What have you been doing
In the month that's past and gone
To help a fellow workman
As you mingled with the throng?

Have you done your duty
And tried to do your best,
If so, you are entitled
To a vacation and a rest.

Have you tried to help a comrade,
Whose burden was bearing him down,
Or did you pass on the other side
And hardly give him a frown?

Remember we are all brothers,
In office, on track or rail,
And if we see a brother err
We should not let him fail.

But go and take him by the hand,
Say brother you are wrong

We must work together
Take courage and be strong.

We will help you all we can,
If you will make a fight,
To do efficient service
And try to do what's right.

There are only a few more years to
live,

Let us watch them as they go,
And try each day to do some good
To a brother here below.

Let us bear each other's burdens,
Tho' the storm be at its worst,
Be sure to practice courtesy
And always Safety First.

A Laugh or Two

Not Business

An old showman tells this one:

"I was connected with a weird imitation of a circus, with sideshow attachment, that used to do the tank-towns of the middle West. Among the curiosities we had was a lovely 'cannibal,' who, lightly clad, used to toy with a spear and glare at the audience in the most frightful manner.

"One day there came to the tent wherein was displayed this feature, a clergyman. After gazing a while at the man on the platform, he turned and asked an attendant:

"Is this really a cannibal?"

"'Surest thing you know,' said the attendant. 'Do you now how he was captured? That great living curiosity was taken, sir, in the act of boiling an aged Methodist minister over a slow fire.'

"The clergyman was horrified. 'Then convert him!' he cried. 'Oh, my friend, why don't you convert him?'"

"The attendant made a gesture of disgust.

"'Convert him!' he repeated. 'Do you think that the public would pay ten cents a head to see a Christian?'"

—Lippincott's.

A Dundee minister preached on the text: "Thou are weighed in the balance and art found wanting." After the congregation had listened an hour some became weary and went out, greatly to the annoyance of the minister. Another person started, whereupon the parson stopped his sermon and said: "That's right my friends. As fast as you are weighed pass out."

He continued his sermon for some time, but no one disturbed him by leaving.

Anticipated.

He was full of zeal for the temperance cause, and was holding a series of lectures in a workman's hall, says Tit-Bits. But the audience was very unkind, and kept interrupting. So much so that at last he hired an ex-prize fighter to keep order. That night the orator contrasted the contents of home life with the squalor of drunkenness.

"What is it we want when we return home from our daily toil?" he asked.

"What do we want to ease our burden, to gladden our hearts, to bring smiles to our faces and joyous songs to our lips?"

He paused for effect, and in the

silence could be heard the voice of the keeper of the peace:

"Mind," he said, "the first bloke that says 'beer' out he goes with a bang."

Knocking the Doctor.

Here is one that was told by Congressman Benjamin G. Humphreys the other night in throwing the harpoon into a medical friend who was a fellow guest at a banquet.

Some time ago the keeper of a museum was engaged in placing some new curios that had just arrived from Egypt, when he noticed a perplexed look on the face of his attendant.

"What's the matter, Smith?" he queried, going to the assistant. "Is there anything you don't understand?"

"Yes," answered Smith. "Here is a papyrus on which the characters are so badly traced that they are indecipherable. How shall I class it?"

"Let me see," returned the keeper, examining the curio. "Just call it a doctor's prescription in the time of Pharaoh."—*Philadelphia Telegraph*.

Double-Acting Organ.

Willie—Paw, what is a militant suffragette?

Paw—A female whose mouth you can't open when she is in jail and can't close when she is out of jail, my son. —*Cincinnati Enquirer*.

"Old Mammy's" Reply.

Thaddeus Stevens, slavery's most fiery enemy, though at times he could dominate his party could not always control his tongue.

While in Congress he had, as cook, an old southern negro, "mammy," who, alone of all the household, stood not in awe of the great statesman. Like all her race, she was devoutly religious, and, though she worshipped her employer for his zealous efforts on behalf of her people, she never failed to take him to task for his intemperate language.

One day she accidentally let fall a

trayful of dishes. Stevens, hearing the crash of chinaware, lost his temper and his tongue.

"What's all that you're breaking in there?" he asked, angrily, adding many additional words that shocked the aged "mammy." Coming to the door, she looked the angry man squarely in the eyes, and shot at him: "Whatever 'tis I'se a-breakin', it ain't de fo'th commandment."—*St. Louis Globe-Democrat*.

Rest.

I wish I was a rock,
A sitting on a hill,
A doing nothing all day long
But just a sitting still.
I wouldn't sleep; I wouldn't eat;
I wouldn't even wash;
I'd just sit still a thousand years
And rest myself, by gosh.

The Plural Vote.

Senator La Follette, apropos of certain frank confessions in "high finance," said to a reporter:

"Candid, at any rate, isn't it? In fact, it's all so very candid that it reminds me of Uncle Wash White.

"Uncle Wash had been a servant in the Carroll family for many years, and so, when young Charlie Carroll ran for Congress, he naturally expected the old man to support him. Charlie was a good deal disappointed, therefore, when, the day after his defeat, he heard that Wash had voted against him.

"He sent for the old man.

"'Uncle Wash,' he said, 'is it true that you voted against me yesterday?'

"'Yas, Mars Charles; I done voted de Republican ticket,' Uncle Wash admitted

"'Well,' said the defeated candidate. 'I like frankness, anyhow; so here's a dollar for your candor.'

"Uncle Wash pouched the dollar. Then he scratched his head, chuckled, and said:

"'Mars Charles, if you's buying candor, you owe me fo' dollahs mo' 'kase I voted agin ye five times.'"

Division News



ILLINOIS DIVISION.

Dispatcher W. M. Porter of Kankakee off for his annual 10 days' vacation July 22nd, relieved by W. H. Davis.

Mr. R. L. Madix has resumed his former position as agent at Otto, commencing July 6th. He relieves Mr. Wilkes there, who handled the station during Mr. Madix's absence.

Dispatcher Chapman, acting Chief June 29th to July 9th, relieving CWD, who spent his vacation touring the country in his new auto.

Car Distributer Walters of Kankakee off June 26th to July 5th, relieved by B. E. Pelstring.

L. B. McFee relieved Agent West at Buckley July 22nd for 30 days.

C. R. Gardiner, agent at Cropsey, on his annual vacation July 6th to the 22nd, was relieved by Extra agent Sal-laday.

F. W. Dugan, Jr., acted as agent at Danforth, July 1 to July 20, while Mr. Cailey was off on his annual vacation.

Dispatcher E. C. Slingman of Kankakee, on his annual vacation during the early part of July, was relieved by Dispatcher Davis. Mr. Slingman occupied most of his time at the ball parks in Chicago and "doing" Ladd, Illinois.

Wisconsin Division.

The freight handlers at Freeport have organized a baseball team and up to date have given a very creditable account of themselves. The St. Stanislaus team challenged us to a series of three games which we accepted as good sports should. The first game being played the 14th of July, which we lost after a hard battle by the score of 2 to 0, each side getting three clean

hits apiece. The second game was pulled off on Sunday morning, July 26th, which we won by a score of 7 to 6. The deciding game will be played in the near future and no doubt we will go after this game with more "pep" than ever. This morning we received a challenge from the Raleigh Medical Company's team. This company is one of the largest medical companies in the county, so you can see the Freight Handlers are making some people take notice.

Lineup.

E. Frueh	pitcher
Moore	catcher
Fiedericks	shortstop
Krueger	second base
Daughenbaugh	third base
Waldecker	first base
W. Frueh	right field
Young	center field
Reeder	left field

R. Fisher, from the C. N. W. R. R. umpired with good results.

New Orleans Division.

Miss Hazel Martin, File Clerk in Supt. Meehan's office has just returned from a two-week vacation spent in Denver visiting relatives and having a good time.

Conductor C. R. Day has been off his run a couple of days account of attending Court for the company at New Orleans.

Mr. H. R. Davis, assistant engineer at Vicksburg has just returned from his vacation spent in Iowa. Harry reports a good time.

Mr. A. H. Davis, freight agent Vicksburg is spending the week fishing on the Little Sunflower. No reports have been received so far from the general

agent, but we feel satisfied he is having a good time.

J. A. Mitchell has been appointed night master at Wilson.

Mr. J. C. Tate has been appointed night yard master at Wilson.

Dispatcher L. L. Prince has returned from his 30-day vacation spent in Tennessee and Kentucky with relatives and friends and is again in the harness.

Business on the New Orleans Division is more than holding its own as compared with corresponding period of previous years, which is indeed encouraging.

Mr. T. S. Brignac, general foreman at Baton Rouge, Conductor S. J. McCauley and party of friends spent a few days last week on the trail of the fishes, near Baton Rouge, returning with catches some twelve hundred. The Wilson station and dispatcher's office were liberally remembered, and wish to thank the gentlemen for their generosity.

Train Master Yellowley and Chief Dispatcher Blair made a trip over the Wilson District last week, locating rice loading platforms. Prospects are for a very favorable rice crop this season.

Conductor Thomas has been assigned to the tie train on the Vicksburg District, which will keep him busy for the next few weeks. Thomas says if he cannot run the "beam train" he can handle the "wood wagons."

Engineer J. E. Smith became a benedict July 11th. The young lady, Miss Nettie Collins, is an accomplished and popular Wilson girl. They certainly have the best wishes of all on their journey through life.

In the July issue of the magazine Vicksburg predominated. The Vicksburg National Military Park never was shown to better advantage than in this paper, the scenes were beautiful. The magazine also contained many scenes of Vicksburg churches, City Hall and many other important buildings.

Mr. A. H. Davis had a long article in the July issue of the magazine which was more than appreciated by

all who were lucky enough to get a book.

Tennessee Division.

Base Ball News.

On the 26th of June, Central League Base Ball Association of Birmingham was organized composed of eight of the swiftest amateur teams of the city, namely:

Illinois Central,
Central of Georgia,
Louisville & Nashville,
First National Bank,
Thomas,
Southern Ad.,
Roberts & Sons,
Inglenook.

Four games have been played with the following result:

	Played	Won	Lost	Pct.
Illinois Central.	4	4	0	1000
L. & N.	4	4	0	1000
Thomas	4	2	2	.500
First Nat'l Bank	4	1	3	.250
Roberts & Sons	4	1	3	.250
Southern Ad. . .	4	0	4	.000
Inglenook	4	0	4	.000
C. of Ga.	4	0	4	.000

Illinois Central have on their uniforms "I. C. R. R., Safety First," which has so far been appropriate, as in all games safety first has been used, with the result that no games have been lost.

Illinois Central team is composed of the following players:

H. G. Bridgewater.
F. H. Venn.
Joe Rouss.
Sam Capri.
Claud Capri.
Tom Graffo.
Tom Britton.
William Land.
Wm. Dent.
J. R. McCray.
Percy Adkinson.
Tom Walker.
Joe Dorroh.
J. N. Gallagher.
Lloyd Walker.
Dave Murrel.
Line-up as follows:
J. W. McCray, c.

Joe Dorroh, p.
 Claud Capri, 1 b.
 Tom Graffo, c. f.
 Joe Rouss, 2 b.
 Wm. Dent, 3 b.
 P. Adkinson, 1. f.
 Sam Capri, r. f.
 Tom Walker, s. s.

The rest of the players are used as utility men. The I. C. team consists of shop employes. Scheduled game is played each Saturday afternoon at 4 p. m.

Wimberly & Thomas Hardware Co. have offered a \$100 loving cup as a trophy to the winning team in this league.

Louisiana Division.

Baseball News

	Played	Won	Lost	Pct.
Road Dept.....	3	3	0	.1000
Mechanical	5	3	2	.600
Locals	4	2	2	.500
Car Dept.....	6	3	3	.500
Stuy. Docks.....	4	2	2	.500
Harahan	5	2	3	.400
Transportation ..	5	2	3	.400
Electricals	4	1	3	.250

Results Saturday, July 4th

Road, 13; Electricals, 0.

Results Sunday, July 5th

Mechanicals, 4; Transportation, 3.

Harahan, 9; Car Dept., 6.

Results Saturday, July 11th

Road, 7; Locals, 3.

Results Sunday, July 12th

Transportation, 6; Car Dept., 1.

Stuy. Docks, 3; Mechanical, 1.

Results Sunday, July 19th

Road, 9; Mechanical, 3.
 Car Dept., 2; Stuy. Docks, 1.
 Electricals, 5; Harahan, 1.

Results Sunday, July 26th

Car Dept., 9; Locals, 5.
 Stuy. Docks, 7; Transportation, 1.
 Mechanicals, 4; Harahan, 3.

The Illinois Central Base Ball League has just completed the sixth week of its series of games. Quite a change has taken place in the standing of the teams, and a hot race is on for the pennant and the championship of the league.

The Locals, formerly the league leaders, have dropped down to third place, while the Road Department still retain the lead, having won three out of three. This team is perhaps the strongest in the league.

The Car Department team and Stuy. Docks have shown considerable strength during the last two weeks, and with the Locals and the Road promise a merry race for the pennant.

The Mechanicals are still in second place, while the Transportation and Harahan teams have taken a slump and gone down to seventh and sixth places, respectively. They seem to have had a streak of "bad luck."

The Electricals, the "tail-enders," still persistently maintain their place at the bottom, but they won, very handily, the last game played, defeating Harahan 5 to 1. With a little strengthening, this team can contend with any in the league.

The Illinois Central Base Ball League has finished one-half of its season, and by the next issue of the Magazine will have but a week or two more to play.



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ILLINOIS CENTRAL MAGAZINE

VOL. 3

Nº 3

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J. H. Lord

MR. J. H. LORD, District Passenger Agent, Springfield, Ill., commenced service with this company January, 1879, as Telegraph Operator. Mr. Lord has filled position as agent at various points. In 1895 he took charge of the passenger business at Springfield, and in 1909 was appointed District Passenger Agent.

ILLINOIS CENTRAL Magazine

Vol. 3

SEPTEMBER, 1914

No. 3

The Story of the Illinois Central Lines during the Civil Conflict 1861-5

General John Basil Turchin and "Nadine, His Wife"

DURING the Civil War, from Sumter to Appomattox, numerous employes of the Illinois Central Railroad Company resigned important positions to enter the military service. Of these the state of Illinois furnished the greater proportion, whether to follow the Stars and Stripes, or the ill-starred Southern Cross, whose Thirteen Stars reversed the fate of our old Revolutionary flag and brought defeat.

Three of that railroad's constructive engineers became great generals; McClellan, Dodge and Turchin, with fame in proportion to their opportunity, perhaps, rather than to their personal merit. McClellan and Dodge were serving their native land, the home of their ancestors; while Turchin, already great in his native Russia, was fighting for the flag of his adoption.

If a political slogan of the early 'fifties, "AMERICA FOR AMERICANS," had prevailed, it is more than likely that the result would have been America for the British, or for some other foreign power, long before this

second decade of the Twentieth Century; because the Civil War would have left us Epluribus Duum, if not more, and an easy prey to some of those who wait.

By the way, Uncle Joe Cannon, in the Saturday Evening Post, May 3, 1913, facetiously says: "We had, back in the early 'fifties, the American or Knownothing movement, so-called because none of those engaged in it professed to know anything about it."

Thousands of those whom that native-son movement would have kept from our shores bravely bore arms for their adopted country, the only home where they had ever known the joys of freedom. To those foreign-born fighters this nation owes gratitude beyond expression. Among the most heroic of them all was "That Terrible Cossack," as he was named on both sides of Mason and Dixon's Line, IVAN VASILEVITCH TURGINOFF, or John Basil Turchin, as he is known to American history.

On a marble slab in the National

Cemetery at Mound City, Illinois, not otherwise particularly noticeable among so many other soldier graves, is this unusual inscription:

.....
 : JOHN B. TURCHIN :
 : Brig. Gen'l., U. S. V. :
 : Dec. 24, 1822. June 18, 1901 :
 : NADINE :
 : His Wife :
 : Nov. 26, 1826 July 17, 1904 :
 :

Whether those inscribed birth dates are according to our chronology, or that of the Gregorian Calendar still used for civil and religious purposes in Russia, is not known.

We know nothing about the early life of "Nadine, his wife," except that she came from a very prominent and wealthy family, if not from the Russian nobility, which is true of General Turchin's family also.

He was born on the bank of the beautiful River Don, in the Province of Don.

After a good early education at the age of 14 he entered the Cadet Military School at St. Petersburg, and was graduated in the Horse Artillery service, receiving a commission as Lieutenant in the Regular Army of Russia. He served several years with his battery in the Army Reserve, invading Hungary, stationed at Warsaw.

In 1850 he entered the Military Academy for Staff Officers, and was graduated with high honors, and assigned as Sub-captain to the General Staff, soon becoming Captain.

His commander, the Grand Duke Alexis, afterwards the fated Czar, commissioned him to make an important reconnaissance along the coast of Finland, between St. Petersburg and the old Fortress Narva, a distance of about sixty miles, to determine all the places where an enemy might be successfully resisted by Russia in case of invasion; to suggest where and what sort of fortifications were needed on the roads and along the shore.

His report was approved and he was

designated to have the necessary work done.

For this and his gallant services during the Crimean War, he was commissioned as Colonel, and placed at the head of the General Staff of the active corps of The Guards, 50,000 strong, forming a reserve of the 200,000 army concentrated in Poland to prevent Austria from invading southwestern Russia, and joining the other allied armies.

This great honor led to unforeseen results that changed the whole course of his life and destiny. Jefferson Davis, then U. S. Secretary of War, believing that "The Irrespressible Conflict" would sooner or later cause our Civil War, sent Captain George B. McClellan and two associate officers of the American army to Russia, to study certain military problems being demonstrated in the Crimean War. It was there he met Colonel Turginoff, and studied his famous engineering work. When that war ended, Colonel Turginoff obtained a year's leave of absence, and came with his young wife to America, possibly with Captain McClellan's party. In any event, not long afterwards we find Captain McClellan Chief Engineer of the Illinois Central Railroad Company, as well as its Vice-President, and Colonel Turginoff, signing his name "Turchin" to reports as constructive engineer of the Illinois Central Railroad, with headquarters at Mattoon. He had been so engaged for some time when the war broke out, and so was a co-employee of that railroad company with McClellan, Banks, Burnside, and others who became famous as war heroes, and with Abraham Lincoln, Attorney for the road. In July, 1861, Turchin accepted Governor Yates' offer of a commission as Colonel of the 19th Illinois Regiment of Infantry Volunteers, which has the well-earned reputation of being one of "the best drilled, most marched, heaviest battle-scarred" regiments of the Civil War. Several of its historians agree that during its encampment at Chicago it soon became noted for its all-around proficiency, and especially for a certain

esprit du corps which distinguished it through its varied war experiences. All the time he was with his pet regiment, General Turchin gave to it his constant personal attention and inspection; and he was vigilant and unwearied in his efforts to make it a model regiment; and in many respects he succeeded. In spite of all this, his favorite "19th Illinois" does not share in the dedication of General Turchin's great book, "Chickamauga," simply because at that famous battle the 19th Illinois was not a part of the Turchin Brigade, which won such lasting fame; the reason for which will appear later.

The itinerary of the 19th Illinois Infantry shows such unusual activity that it is given in full as compiled from the regimental monthly reports, and it is alleged to be absolutely correct by the historian, J. Henry Haynie, of Company D, who personally knew whereof he wrote.

After studying tactics and drilling persistently and continuously every day, making short marches to get hardened, and doing everything that the knowledge and practical experience of their commander, Colonel Turchin, could devise to get them in the very best possible shape for active service, the 19th Regiment actually made the exact itinerary hereinafter detailed, fighting the big battles, and engaging in many skirmishes and small engagements not specified herein, not counting what they did under other commanders.

1861 Arrived at

- July 13 Quincy, Ill.
- " 14 Hannibal, Mo.
- " 14 Palmyra, Mo.
- " 21 Emerson, Mo.
- " 22 Philadelphia, Mo.
- " 27 St. Louis, Mo.
- Aug. 4 Bird's Point, Mo.
- " 5 Norfolk, Mo.
- " 17 Sulphur Springs, Mo.
- " 18 Pilot Knob, Mo.
- " 31 Jackson, Mo.
- Sept. 7 Cape Girardeau, Mo.
- " 9 Fort Holt, Ky.
- " 14 Elliott's Mills, Ky.

- Sept. 16 Cairo, Ill.
- " 17 Accident on O. & M. R. R.
- " 18 Cincinnati, O.
- " 19 Camp Dennison, O.
- " 24 Cincinnati, O.
- " 25 Louisville, Ky.
- " 25 Lebanon Jct., Ky.
- Oct. 1 Chicago, Ky.
- " 2 Lebanon Jct., Ky.
- " 25 Elizabethtown, Ky.
- Nov. 16 1st Issue Zouave Gazette.
- Dec. 12 Bacon Creek, Ky.
- 1862 Arrived at
- Feb. 12 Bowling Green, Ky.
- Mar. 4 Nashville, Tenn.
- " 19 Murphreesboro, Tenn.
- April 6 Shelbyville, Tenn.
- " 9 Fayetteville, Tenn.
- " 12 Tusculumbia, Ala.
- " 27 Huntsville, Ala.
- " 30 Athens, Ala.
- May 27 Fayetteville, Tenn.
- June 2 Salem, Ala.
- " 3 Cowan, Tenn.
- " 4 Sweden's Cove, Tenn.
- " 6 Jasper, Tenn.
- " 8 Andrew's Farm, Tenn.
- " 7 Chattanooga, Tenn.
- " 9 Jasper, Tenn.
- " 10 Near Stevenson, Ala.
- " 11 Crow Creek, Ala.
- " 12 Bellefontaine, Ala.
- " 15 Huntsville, Ala.
- " 16 Rock Springs, Ala.
- " 17 Winchester, Ala.
- " 24 Camden, Ala.
- " 26 Paint Rock Station, Ala.
- " 26 Larkinsville, Ala.
- " 27 Bellefontaine, Ala.
- " 28 Stevenson, Ala.
- " 30 Bridgeport, Ala.
- July 22 Huntsville, Ala.

This constituted only about one-half of the itinerary, but while at Huntsville, Ala., proceedings before a Court Martial were begun against Colonel Turchin, who had been most brilliantly handling a brigade, headed by the 19th Illinois, and he returned to Chicago with his wife, to await a decision. It seems that some of his men had violated an order of General Buell against foraging in the enemy's country, for the men got hungry.

Turchin had the Russian idea that when his soldiers were in need of food, they had a right to take it from the enemy, whether combatants or not. That he had a sense of humor is shown by his formal compliance with General Buell's order, which he knew his men were violating.

One day he came upon a lot of his troops well busy in the potato patch of a well known Southern sympathizer, near Huntsville, Ala. Needless to say, they were not cultivating the crop. Rising in his stirrups, he called to them very sternly: "Boys, what does this mean? Foraging is forbidden. If you don't quit confiscating that Southern gentleman's potatoes, I will put a guard on these premises in just two hours from now."

His men strictly obeyed this order of their savage-looking commander, and in less than two hours there was not a soldier or a potato in that field.

His former commander, General Mitchell, while taking leave of the men, particularly thanked Turchin and his troops, as follows:

"You have struck blow after blow with a rapidity unparalleled. Stevenson fell, sixty miles to the east of Huntsville. Decatur and Tuscumbia have been in like manner seized and are now occupied. In three days you have extended your front of operations more than 120 miles; and your morning gun at Tuscumbia may be heard by your comrades on the battlefield made glorious by their victory before Corinth."

It was at Chickamauga that Turchin performed his favorite feat of charging far within the enemy's line of battle. This time his brigade was surrounded, but literally cut their way out, led by their "Cossack leader," bringing with them 300 prisoners.

But Turchin had his troubles on the battlefield also. To his men Chickamauga was literally a "River of Death," as one of them sadly says.

General Turchin could fluently speak several languages, and was one of the best educated men in either army of

the Civil War. His famous book, "Chickamauga," proves his military understanding, in spite of some harsh criticisms against it. But there is great dispute about details of almost every big battle; particularly when fought over a large section of country. The name of the pet regiment of General Turchin, the 19th Illinois Volunteer Infantry, does not appear in General Turchin's dedication of his book, "Chickamauga," simply because it was not then in his brigade. Though he was not with them during more than one-half of their service, the instruction, drill and training given while Turchin did command the 19th Illinois enabled them to take such good care of themselves in spite of all their hardships, that only three officers and nineteen men died after they were taken wounded from the battlefield; and in spite of the very unfavorable conditions during much of their service, only one officer and forty-one men died of disease before they were mustered out.

General Turchin's idea of supporting his troops on the resources of the enemy's country made him numerous enemies. During his early service in Missouri, General Pope prepared charges against him, but the Commander, General Fremont, simply tore them up. He agreed with Turchin, as most of the army finally did, led by President Lincoln; all of which prepared the country for permitting Sherman's March to the Sea, with all the horrors implied, though what it really meant was not realized till after the unhappy fact.

General Garfield was one of the Court Martial which dismissed Turchin from the service under Buell's charges. But some of Turchin's most brilliant later service was as Brigadier under Garfield and under Sherman.

Just after the court martial, Turchin and his faithful, brilliant, brave little soldier-wife returned to their home in Chicago, where they were received with almost royal honors, showing the people's condemnation of the military's decision. One of their per-



GENERAL TURCHIN.

sonal friends, a surviving veteran of the 19th Illinois, lately told the writer of the public reception given to them in the old Bryan Hall in Chicago, now the Opera House. It was Capt. John Young, now a prominent man in electric circles. He was on a furlough because of a wound. He said such an ovation never had been given in Chicago, whose people had been kept well informed of what the 19th Illinois was doing. The great crowds could not get into the building. In the midst of the festivities a United States Army officer marched down the aisle to the stage and handed to Colonel Turchin his promotion commission as Brigadier General, sent to him direct to Chicago, at President Lincoln's request; one of the many popular things done by President Lincoln to soften the popular wrath at military red tape. But for Lincoln, Grant himself would perhaps have died "unwept, unhonored and unsung."

When that large audience in Bryan Hall learned what the military messenger had brought for their favorite Chi-

cago soldier at that time, the storms of applause did much to repay General Turchin and his wife for the needless indignity that had been put upon them.

They returned at once to the front, more popular than ever with the people at large and the army in general.

About the last of March, 1863, General Rosecrans placed General Turchin in charge of his old brigade, which as Colonel, acting Brigadier General, he had so successfully led; and then through the influence of General Garfield, he was given command of the Second Division of Cavalry. He at once mounted the 39th Infantry as a regular dragoon regiment; and organized the Chicago Board of Trade Battery into a Battery of Horse Artillery—the only horse artillery in the west at that time. General Turchin took them through the Tallahooma campaign, doing brilliant service.

In August, 1863, he and General Crook exchanged commands; and so in the Chattanooga campaign, Turchin's Brigade consisted of four Ohio regiments and one Kentucky regiment, in Baird's Division, which gave it the chance for the most gallant charge it ever made.

The Turchin Brigade was so constituted also in the Atlanta campaign, taking active part in the battles of Resaca, Kenesaw Mountain, and others, till General Turchin became so ill while on the Chattahoochee river he was obliged to leave the army, though the Turchin Brigade marched with Sherman to the sea, and till the end of the war.

Wednesday afternoon, November 25, 1863, General Grant, with a group of his staff, stood on Orchard Knob, near Chattanooga, Tenn., watching a great military drama about a mile across the valley. A part of the Fourteenth Army Corps were charging up Missionary Ridge, the greatest achievement of the Army of the Cumberland.

The steep hillside was guarded by Nature's rocks and ravines; thickets and fallen timber; supplemented by two rows of rifle-pits; one higher up the steep to make those lower along

the base untenable if captured; all presided over at the top, 500 or 600 or more feet higher, by every kind of death-dealing gun behind intrenchments supposed to be untakable by assault.

So sure of this was the Confederate General Bragg that he had sent away Longstreet's Division of 20,000 men, and then on the very eve of the expected battle he had parted with another division as not needed to safely hold his well-chosen position. But General Bragg did not realize how eager was the Army of the Cumberland to atone for the disaster of Chickamauga, and at the same time get something better to eat and wear in those bleak November winds.

Time and again that day General Sherman had tried in vain to take the north end of the Ridge from the east side, and he had practically quit operations for the day.

Hood was moving up to the southern end of the Ridge by a detour.

Grant had ordered Thomas on the northwest side to advance across the more or less open valley from near Orchard Knob. The agreed signal of six guns from the Knob had sounded. Promptly in response Thomas had sent four Divisions, Baird's, Wood's, Sheridan's and Johnson's. Steadily they went through the hurricane of shot and shell, moved upon the lower works and captured them, the larger half of the enemy having fallen back up the hill to the second line of rifle-pits, which were adding their full part to the rain of destruction from the summit.

Here, according to the orders given by him, General Grant was expecting to see them halt and await further orders. However, Grant had worded his original order to advance. Sheridan's men said the order they received was, "ADVANCE, AND TAKE WHAT IS IN FRONT OF YOU!"

Having possession of the lower works, no living man could stand idle in that "northwest corner of Hell," as one who was there put it. There was no thought of going backward; seeing

more works further up the hill, they went on and took them. Then, as if moved by a common instinct, as they were, the instinct of self-preservation, those four Divisions, "all that was left of them," moved on up those death-dealing steepes as relentlessly as the Fates; through gullies, over boulders, around cliffs, under, over and around thick fallen timber, and on right up to the cannon mouths, many falling dead or mangled upon the guns themselves; some simply blown away and counted among the "missing."

So the Ridge was taken, the 19th Illinois, with Johnson on the right, and the Turchin Brigade, with Baird on the left, being among the very first to plant their colors on the summit. The guns were captured, very many of them, and turned on their late defenders then going down the east side of Missionary Ridge, pursued by the Boys in Blue clear down and back to the thick woods of the battlefield of Chickamauga, whose sad story could now be remembered with less regret.

One of the officers in that watching and wondering group on Orchard Knob tells that the imperturbable Grant was astonished that the charging divisions did not halt where he had specified. This witness states that "Grant turned quickly to Thomas, who stood by his side, and I heard him say angrily: 'Thomas, who ordered those men up the Ridge?'"

Thomas replied in his usual slow, quiet manner:

"I don't know. I did not."

Then addressing Gordon Granger, General Grant said:

"Did you order them up, Granger?"

"No," replied Granger, with the battle-light in his own eyes, "they started up without orders. When those fellows get started, all Hell can't stop them."

Grant gave no further orders, but still watched and wondered at what he saw.

Soon afterwards, Captain Avery, one of three messengers sent hastily by

General Granger, had Sheridan's answer.

"I did not order them up, but we are going to take that Ridge."

Sixty flags led the men up, mostly in wedge-shaped groups. As fast as a dozen color-bearers fell, a dozen others were bearing them onward and upward, till shot-riddled and battle-stained, many of them with more red than belonged there, they proudly halted on the summit; and then most of them led on down the east slope toward Chickamauga.

Meanwhile the non-commanding commanders on Orchard Knob were having glory thrust upon them by that unprecedented, unrepeatable, unorderly charge of four divisions acting as one—four Ballaclava blunders—only they were spontaneously snatching victory from the Jaws of Death—from the very Mouth of Hell, on the heights that were "impregnable."

That charge, unauthorized though it was, proved the turning point of the great war. It demoralized Bragg's army, and left open a practically certain, if not an easy way, for Sherman to march to Atlanta and to the sea.

Shortly before the half-century anniversary of that famous charge, the hale and hearty Comrade Young was asked: "Captain, how did 'you-all' happen to rush on up that steep ridge without orders, anyhow?" By the way, Captain Young shows no ill effects from the wound at Chickamauga which disabled him for some time.

The genial veteran's Scotch-blue Canadian eyes twinkled reminiscently as he said: "It was Hell to go back; it was Hell and repeat to stop where we were. It was a ground-hog case to take the Ridge; so we kept on, and then kept on keeping on, till we went over the top and down the other side."

Apparently it was a very simple matter, just to keep on keeping on; at least to one of the celebrated old "Highland Guard," who had been mustered in as Company E of the historic 19th Illinois Infantry Volunteers.

He also told a characteristic story of

General Turchin, who was living in Chicago after leaving the army, and was giving lectures on the war, in the old Music Hall, corner of State and Randolph, now a part of the Marshall Field stores.

In the lecture, he had again carried his Brigade up Missionary Ridge, and was pausing for a moment on the summit where General Willett had come up and was just congratulating him on his brilliant achievement. Turchin spoke with a decided Russian accent and was jesticulating freely, vividly living it all over again on the lecture platform.

"Just then," he continued, "the fighting became hot on my left—and I said: 'Oh, Hell, Willett—I go to my Brigade;'" and suiting the action to the word, Turchin suddenly turned back towards the left and marched almost off the platform before he seemed to realize that he was not on the farther slope of Missionary Ridge, still driving General Bragg's army back to the old field of Chickamauga.

The delighted audience followed him—almost off the platform, and then cheered him to the limit. Turchin looked around surprised, and could not quite understand just what had evoked such a storm of enthusiasm.

Those lectures did not prove a financial success. For a time the Turchins lived out at Kenwood, then a suburb of Chicago, which was then much smaller than St. Louis was at that time, about three years before Mrs. O'Leary's cow kicked the kerosene lamp over and started the fire that made Chicago the second city in the Western Hemisphere.

While at Kenwood, General Turchin was Immigration Agent for the Illinois Central Railroad Company, and he did some good work in that capacity, ably aided by his accomplished wife. Among other things, he founded a colony of Polanders at Radom, in Washington county, Illinois, on the Illinois Central Railroad. Later he and his wife moved down to Radom, and lived there in a cottage till their death, she surviving him several years.

General Turchin, the educated Russian, a hero of many battles on the Crimea and in our Civil War was an accomplished musician. For a while he was reduced to the necessity of earning a living, at least, by playing his violin in public, though he was aided by his old war comrades. In spite of the efforts made in Congress and elsewhere by Senator Foraker, who served in the Turchin Brigade, red tape in the War Department prevented Turchin's well-earned pension from being issued to him till January, 1901. Quite feeble, disappointed, and worn out with waiting, his splendid mind failed, and on April 19, 1901, he was declared insane. He died Tuesday, June 18, 1901, and was buried with military honors by the Grand Army Post of Nashville, Tenn. His southern Illinois comrades and the 19th Regiment Club of Chicago furnished the means.

Then his widow was refused a pension, and lived on the charity of veterans of the Turchin Brigade, till Senators Foraker and Mason had a special act of Congress passed allowing her \$50 per month. Senator Foraker testified that she was entitled to a pension for personal services during the war. By special permit, she was buried by her husband's side in the National Cemetery at Mound City, Ill., and the same tombstone bears both their names.

She was a very gifted woman. She seemed almost as much an integral part of the 19th Illinois Regiment, and of the Turchin Brigade, as did the General himself. In many unexpected ways she supplemented his own efforts for military efficiency. She shared his dangers, hardships, pleasures and triumphs, in march and bivouac; sometimes in actual battle itself. Though she did not fight, she did urge the men

on to their best efforts; and she even rushed out to the firing line to cheer on wavering troops; and she would stop and turn back panicky ones who were headed the wrong way. She did much to make camp life more cheerful, winning the warm admiration and affection of the Regiment and the Brigade.

A prominent banker of Washington county, an intimate friend of the Turchins, says:

"Madame Nadine A. Turchin died at Radom, Ill., July 17, 1904, and was buried beside her husband. This was by special permission of the War Department. Madame preferred that the General be buried in Chicago until provision was made that she might be laid beside him. No history of the General is complete without mention of his wife, she accompanied him during campaigns and it is a matter of record that in one battle, when the Brigade was falling back, she dashed to the front and rallied the men. On another occasion when the troops were in a railroad wreck, she tore clothing from her person and bandaged their wounds. Members of the 19th Illinois tell these things with tears in their eyes. There is no available portrait of Madame Turchin to show the character, intelligence and refinement which adorned her whole life, both when she lived in affluence and when she endured with great nobility a life of privation and poverty."

Perhaps had she been the wife of an American General as great a hero as was her husband, her name would have been so celebrated in song and story that she would be known to the school children throughout the land as second in their memories only to Martha Washington.



Reminiscences of Sergeant Wm. Sparks of the 72nd Illinois Volunteers

East Las Vegas, New Mexico,
August 10th, 1912.

Comrades of the 72nd Illinois:

No one regrets more than I do my inability to be with you on the occasion of your reunion on the 23rd of this month, but owing to my infirmities I am unable to attend, and so, if you will allow me, will content myself by saying a few words in praise of the Board of Trade of Chicago, the Father of the 72nd Illinois.

When we left Chicago on the afternoon of the 23rd of August, 1862, the board placed at our disposal 17 passenger coaches to take us to the front, and when we came back in 1865, do you remember that we arrived at Chicago in three hog cars and one car full of hogs? But, boys, that was not the fault of the Board of Trade, for you will remember that at Cairo our Colonel telegraphed to the board that we were in Cairo on our way home, but had no transportation to come on. They sent word back that they would send a special train for us the following day. Col. Joe (Stockton) called us together on the levee and read to us the telegram and also informed us that the railroad company could furnish us with stock cars at once if we preferred to go at once that way. He put it to a vote and we decided not to wait but would take the stock cars and not wait for the special train to come from Chicago. That is how we came to go to the city in stock cars.

When we got to Champaign City (I think that was the place) there was a washout and we were delayed for several hours waiting for the track to be fixed, and while waiting we ran out of grub. The board sent us down half a carload. The car stood on one side of the river and the 72nd on the other for

about 16 hours, but we certainly did go through that car when we got to it. When we got started, the railroad company added one car of hogs to our train and we rolled into Chicago with one car of hogs and three cars of the 72nd. But, boys, the Board of Trade did not forget that we were coming, and they had one of the best dinners we had sat down to for three years waiting for us down somewhere on Clark street.

Does your banquet today (22nd) remind you of the time we were near Oxford, Miss., in 1862, when we had issued to us one ear of corn a day, and when we started with the wagon train from Lumpkins Mills, Miss., to Memphis, Tenn., when they gave us one hard cracker a-piece to make the march of 80 miles, and we made it without a grumble? We loaded the 600 wagons and met the Army at Germantown and relieved their wants. Also, when we were at East Port, Miss., in 1865, when we lived several weeks on one pint of corn a day.

Is Sergeant Pool, of Co. "I," with you today? If he is, get him a sack, put in it one-half bushel of corn, start him up some of the aisles and let him call his hogs as he did at Eastport—not only he, but all the commissary sergeants that are with you today—and then let the balance get a tin cup and rush out to get a pint of corn, and you will have some idea of how we fared in the early part of 1865. But, comrades, did any one of you hear one complaint? If you did, you heard more than I did. In fact, we took it as a joke and had lots of sport over it.

Do you remember how we would range up on the north side of the canyon where we were camping when the division band would meet to practice

on the south side of the canyon and start to play Gentle Annie, and we all would join in and help them out and how mad the Dutch leader would get and swear at the 72nd and call them damn fools? Was there one single complaint made? No, there was none, and no one wrote to the Department at Washington, and there was no investigation about it, either; but old Pap Thomas, as soon as he found it out, he changed the whole outfit and we got what was our dues.

Did any one of you see in the National Tribune, in the Picket Shot column, a short article stating that General Thomas was at Eastport and shared our corn rations with us for three weeks? It was news to me. General Smith was there, as were also General McArthur, General Carr and General Gerard, but not General Thomas, if I remember correctly.

But let us turn to other scenes. You remember, we did not reach Cairo till dark the following day after we left Chicago, and when we went into camp in one of the biggest cockleburrr forests it was ever my privilege to see, and the next morning we all were put to work grubbing out cockleburrs out of our camp. The third day after we got there I was on camp guard with Captain Prior as officer of the day, and one of the camp guards was a boy by the name of Durr, who belonged to the Captain's company. He was stationed south of the camp on the levee. The Captain was very positive with his instructions and he told Durr he must not allow anything to cross his beat while he was on duty, not even a rat. We had just gotten back to the guard house when Bang! went off a gun. We both started to find out what the matter was and who had fired the shot. It did not take long to find out it was Durr. When we approached him the Captain asked him what he had shot at, and he answered, "A cow." The Captain asked him if he had killed it, and Durr answered that he guessed he had, and if we would look in the cockleburrs we would find it; and, sure

enough, it was there and dead as a door nail—but a bull instead of a cow. The Captain asked Durr why he had done that, and he replied, "Captain, you told me to let nothing cross my beat, and the brute would not stop, so I let him have it." This cost Captain Prior, so I was told, \$14, and Durr got the name of "Durr the Bull Killer."

What has become of Durr? You all should be interested in him, for pluck and grit he had not his equal in the army. Do you remember that at Spanish Fort, on Mobile Bay, Durr had the misfortune to have one of his arms shot off, April 7? I was standing near him when it happened and helped him out of the ditch and his arm was taken off in the afternoon of the 7th day of April, 1865. The next day I went to the hospital to see him and also to see one member of my company whose name was Jack McBride. When I inquired of Grattan for Durr he said he was gone; that in the night he had gotten up and wandered off in the woods and had died, as they could not find him. We all supposed that this was the case till we came home in August, and one of the first ones to greet us on our return was Durr and his mother. They lived at Urbana, Ill. He told me the next day, in Chicago, that as he lay on his cot in the tent after his arm was taken off, that as a soldier he was done for, that he never would be of any account to the government again, and he would be better off at home with his mother and sisters; that he decided he would go home, and so got up and started. You all will remember that it was 17 miles around the bay to where our vessels lay. He walked the 17 miles that night, got on a vessel bound for New Orleans, where he got his arm dressed, got on a boat and went to Vicksburg. He got his arm dressed again there and from there went to Memphis and on to Cairo, getting his arm attended to at each place, and from Cairo went home to his mother. He was mustered out at Chicago, May 27, 1865. Can you beat that for pluck and grit? He deserves a medal of

honor, and if he is still alive, you should see that he gets one.

Do any of you remember, while we were at Paducah, Ky., one night we had the long roll sounded and all got out and in line as quickly as possible? One of Co. F men was in the Ohio River taking a bath, and you will remember it was a bright moonlight night. We will call him Pat, as I never knew his name. He came rushing up to the regiment with his clothes, gun and cartridge box in his arms and yelled out: "By Jases, boys, I am with you."

Is George Heafford with you today? If he is, just whisper in his ear and ask him if he has forgotten the nice little southern belle on Cherry street at Vicksburg, and the nice piece of cake she sent by me to him on her wedding day? Boys, do you realize we had one of the best Adjutants of any regiment in the service? Well, we did, and all the First Sergeants will tell you so. You never stepped in George's tent but what you were greeted with a smile, and if there was to be any change in your report it was suggested to you in the mildest and most gentle form possible, and you left the tent feeling that in your Adjutant you had a friend you could tie to. I remember seeing him mounted on Col. Joe's sorrel horse on December 15th, 1864, riding up and down the Regiment yelling, "Steady, boys, steady!" Capt. Sexton was doing the same thing, while little Lieutenant Buckhart was out in front of the colors with hat off yelling for the boys to go to it and clean them out. You will remember we were charging on a stone fence and the Johnnies were lying behind it waiting for us, but we got there in fine shape and took 1,200 prisoners. For my part in that charge just as I jumped over the wall and lit on the ground just at my feet was a nice pot of potatoes just cooked to a finish. I grabbed them up and we pushed on to the timber where the Johnnies had their camp. There we halted and spent the night, and I, in company (if I remember right) with

George Franklin and John McCeaver of my company, got away with the potatoes. There was a man from Chicago with us that day by the name of Jacobs. I think he belonged to the Y. M. C. A. of Chicago. At any rate, he showed that day that he was of the right stuff. Do you remember him right up to the front loaded down with tin cups and a pail of water? But we came out of that scrap, boys, without a scratch, so we did not need his water or cups, but I tell you we appreciated his good will and his determination to stay by the 72nd in her efforts to clean out the Johnnies that day. I hope he still lives and is still as zealous a Christian as he showed himself to be that day. We had one company that was raised, I think, by the Christian Association of Chicago. It was Co. B. and Capt. Curtis was its Captain. I remember one circumstance that took place on the 22nd day of May, 1863, at Vicksburg. I and Sergeant Ransom were carrying off Col. Wright whom you remember had his arm shot off. We had stopped to rest under a large tree, and while standing there they brought a poor boy with both legs shot off. He belonged to Company B and he said to Ransom: "I am done for; I never will live to get back to the hospital; will you please tell my mother for me that her boy died a soldier and a Christian?" He passed away while we were waiting. I wonder what his name was and if Ransom ever conveyed his dying request to his mother. Ransom got home all right in 1865.

Now, I would like to ask any one of those that are left of the Regiment, why it is that we can find no report of the 72nd in the records of the Rebellion of the Battle of Franklin, Tenn. I can find where we are mentioned in Gen. Cox's report made to Corps headquarters and the Brigade Commander mentions our Regiment, but I can find no record from our Regiment or the 44th Missouri. Whose fault is this? Was there never a report made out from our regiment? I know that I made out a report for my company

after we went in camp in front of Nashville, and gave that report to Capt. Sexton, then in command of the Regiment, and I suppose that all the companies did the same, but the records at Washington in the War Department state that we only lost five killed in the action or fight at Franklin, Tenn., on Nov. 30, 1864. I still have a copy of my report to Capt. Sexton and it shows the following:

Killed in the fight at Franklin, Tenn., Lieut. Pacord, William Lucas, Sandy Majors, Samuel M. Trulock; Patrick Branin, William H. Scott. Wounded: Chancy Parker, Judd Cramblett, Lat Thorpe, Victor Calison, Charles F. Babbit. Captured: Capt. Carter, Joseph McClendon. Missing: Lieut. Jacob Shanks, Row and Hall.

Now, comrades of the 72nd, do you suppose for one moment that Company I was the only company that lost any men in that hard fought battle? Not for one moment. We all in that fight did our level best to drive the Johnnies back, but we could not do it, and do you know the reason why we failed? I have often thought of it. Some of you will remember Capt. Sexton coming along behind us when we were in the little ditch and hollered out "Left Oblique!" "Boys, for God's sake, fire left oblique." I remember that Company I rose to a man, trained their guns towards the pike where the Johnnies were rushing in, and we poured into them as fast as we could load and fire. It was while in this position that my company lost most of our men, and this let the Johnnies in on us. Gen. Stanley, who commanded the 23rd Corps at Franklin, says in his history that the 72nd Illinois broke and ran without firing a shot. I met him one time on the streets in Santa Fe and took him to task about it, and he acknowledged to me that he was mistaken in the regiment, that he thought we were where the 183rd Ohio was.

Does any of you know where the 183rd Ohio was, or was there such a regiment present? I suppose there was, as I see it mentioned in McElroy's

report in his battle of Franklin, but he places it on the east side of the Pike and we were on the west side. If I remember right, our Brigade consisted, in that contest, of the 50th Ohio, which laid with its left on the Pike; then came the 72nd, and the 44th Missouri, was stationed behind us. Am I correct? The left of our regiment joined the right of the 50th Ohio, and our right joined on the left of the 77th Illinois. I remember well when Stanley came on the field. I was standing about ten feet behind the head of my company at the side of Col. Stockton. He had just passed along the line of the regiment and stopped to look at the Rebels forming on the hill in front of us, and he remarked: "Sergeant, it looks like they are coming for us."

At that moment there was a big noise right behind us. We both turned around and there was Stanley and all his staff. I should judge there were at least twenty of them. Just at that time a shell burst right over their heads, they wheeled their horses around and got away as fast as they could. They went around the right of the 44th. That was the last I saw of Stanley. He was pulling to the rear as fast as his horse would carry him. I don't believe he ever stopped till he got north of the Harpeth river. Did any of you see him later, or at that time?

After that we had no time to look, for the fight was on, and it was a tough one, as you all know. Our Colonel went down: Major James, Capt. Prior and Lieut. Pacord, in fact, boys, they came near wiping us out. Some Doctor in Camp Point, Illinois, also in a long communication to the National Tribune some years ago, stated that the 72nd threw down their guns and ran, and a part of Company G was raised at and near Camp Point. I replied to this attack on our Regiment, but the editor of the Tribune thought it was a little too severe and refused to publish it, but did publish a short letter from Si Cooper of Company I denying this report.

If this can be straightened out, have

it done, comrades, before it is too late. I will just state that the Adjutant General of Illinois gives our loss at Franklin at 27 killed and 147 wounded, and this corresponds with my memorandum of the report I made out to Capt. Sexton of 6 killed, 5 wounded, 2 captured and 3 missing.

On the afternoon of December 1st, 1864, I in company with George Dubolt, Harlan Turner and Callison of my Company, were standing on the sidewalk of one of the streets in Nashville. All wondering what had become of our Regiment, when we saw Gen. Cox coming down the street towards us. I stepped out and saluted him, and held up my hand to let him know I wished to speak to him. He stopped and asked me what I wished. I asked him if he could tell me anything about the 72nd Illinois, and he asked me if I belonged to that regiment, and I replied that I did, but that in the fight at Franklin we had gotten all mixed

up and some of us got lost from our command. He asked me how many were with me, and I told him there were five of us, but that one was badly wounded. He replied: "I am glad to see you, as it looked to me as if your whole regiment had been wiped out. You will find what is left of your Regiment out in front of Fort Negley." He said: "Your Regiment fought like the demons of hell. I tell you, comrades, I felt proud of the 72nd." We started and found Capt. Sexton as the General had said, with, if I remember correctly, 11 men, add my 4 raised it up to 15.

Now, comrades, I am 75 years old, crippled up with rheumatism, with only one arm, and am only waiting for the last roll call, which won't be long, and I will do as I did 47 years ago the 24th of this month on Wells street, Chicago.

Say Good-bye, and may He, who governs the universe look after you all, guide and protect you during the short time we all have to remain here.

Editorial

IN order that the Illinois Central Magazine may be made what the management intends that it should be, viz., a system institution, arrangements have been perfected to have an article from practically every department of this railroad in the Magazine every month.

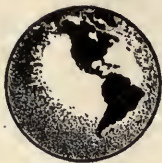
These articles will not only be interesting but educational as well, and it is hoped that they will be read care-

fully and profitably by all employees.

Those upon whom the responsibility for the issuing of the Magazine devolves are greatly indebted to the heads of the various departments for their co-operation, and promise that encouraged by the assistance that we are now receiving, every effort shall be exerted to make this the most readable, the most instructive and in fact the best of all railway magazines.

PUBLIC OPINION

What the



World thinks

ILLINOIS CENTRAL FINISHES SYSTEM OF DOUBLE TRACKS.

New Line Completes "Safety" Service Between Chicago and New Orleans.

WITH the completion of the double track between New Orleans and Frenier, the Illinois Central has practically two lines of new steel rails from Chicago to its terminals in this city.

The project has been industriously pursued for several years by the company, as a double track was considered one of the biggest improvements possible, and a certain safeguard against accidents.

The straight double track runs from New Orleans to Jackson, Miss. From Jackson to Memphis there are two tracks, one for the northbound trains and the other for the southbound trains but the tracks are not close together, paralleling each other some distance apart. From Memphis to Chicago there are straight double tracks.

With double tracks faster schedules may be maintained and the service improved generally. The tracks are now open from the Union Station. The improvement represents a large expenditure.

F. B. Bowes, vice-president of the Illinois Central, in charge of traffic, accompanied by M. P. Blauvelt, comptroller; T. J. Foley, general manager, and J. M. Egan, superintendent of the Mississippi division, arrived from Chicago Wednesday and spent the day in looking over the terminal and yard improvements.

Mr. Bowes was impressed with the general outlook, and said that the ar-

rangements made by the company, under which the domestic fruit and the general vegetable business was removed from the levee yards to the Poydras terminals, gives greater and more modern facilities for the handling of the steadily growing traffic. The change necessitated an expenditure of over \$100,000 in paving streets with creosoted and Belgian block, and in the additions to warehouse space.

Mr. Bowes during his stay here will look into general freight and traffic conditions.—New Orleans Picayune.

SETTLING DAMAGE SUITS.

(Jackson (Miss.) Daily News.)

AT a recent meeting of claim agents of railway systems in the United States, held in St. Paul, Mr. H. B. Hull, chief claim agent of the Illinois Central, delivered a very interesting address setting forth methods of adjustment used by that great system in handling personal injury claims.

As is generally known, the Illinois Central prefers amicable adjustment to litigation, and will always compromise any just claim rather than go into the courts. Notwithstanding the observance of this policy, the corporation is annually mulcted of many thousands of dollars in false and unjust claims, juries returning verdicts against the corporation merely because they feel that it is able to pay, and shutting their eyes to the fact that, in the end, the money must be paid from the pockets of the people.

The policy of the Illinois Central, in dealing with persons injured by its

trains, has been to give them the very best medical treatment, regardless of the company's liability. The Illinois Central annually expends many thousands of dollars in medical and hospital fees for persons who have no legal claim whatever. If it so happens that the party has a just claim, the company always offers an equitable settlement, and it is invariably accepted, unless it so happens that an ambulance-chasing lawyer has had opportunity to sing a siren song in his ear. The damage-suit lawyer is always a man of profound sympathy, for he gets half of the amount recovered, and often the claimant has to wrestle with him like the very devil to get that other half.

In discussing the compromise policy in his St. Paul address, Mr. Hull said:

"It does not require much intelligence for one to understand that a compromise is preferable to a law suit, and our reasonable request, freighted with so much importance for the weal or woe of the injured person, is usually granted cheerfully by claimants of ordinary intelligence, and always by those of higher mentality. The weak-minded, those who are not able to think for themselves, are the ones most likely to fall a willing prey into the outstretched arms of the damage-suit shark, for they can be handled by him like clay in the potter's hands. In many of these cases suit is filed without affording the company an opportunity for a hearing. Nobody ever heard of a business man, or a man of affairs, suing an individual, or a corporation, without first rendering a bill and making at least a reasonable effort to collect it; nobody ever heard of a lawyer sending an agent to a man of brains for the purpose of trying to induce him to file a suit in advance of exhausting every effort to effect a friendly settlement. The business of the damage-suit scavenger thrives among the weak and drooping, and how to hold that unfortunate class in line for settlement is, indeed, a problem."

The policy of the Illinois Central as outlined by Mr. Hull is, in its essential

details, the policy practically of all railway systems. It is difficult, of course, to successfully carry out such a policy in the face of the tricksters, shysters and blackmailers who, under the guise of lawyers, are crowding our court dockets with a great deal of unnecessary litigation. That a large percentage of the damage suits against common carriers are unnecessary and unjustifiable has been frequently proven in the circuit court of this county. For instance, at the last civil court term, the judgments awarded against common carriers were not quite 2 per cent of the amounts claimed by the litigants, and this average will hold good in all other counties where the railroads are given anything resembling equal and exact justice.

Damage suits, as a general proposition, are detrimental to the interests of everybody except the lawyers. In at least 74 per cent of the instances where suits were filed the claimant, after deducting what the lawyer gets, does not receive as much as the railroad claim agent offered in compromise, providing the claim was a just one.

I. C. CROP REPORT

Yield Along Division West Is Good

DUBUQUE, Ia., Aug. 3.—The weekly crop report of the Illinois Central for northwestern Illinois and northeastern Iowa, says:

The harvesting of small grains has practically been completed, and, with the exception of small patches of wheat and barley, which have been left for seed, grains are all cut and shocked. This work has been hastened by the very favorable weather for work in the field and also by the extremely hot and dry weather, causing the grains to ripen a little prematurely. On account of this forced ripening, some of the grain, particularly the late oats, will be a little light in quality. While the yield is very good, in fact, considerably better than usual, still it will not be as large as originally estimated.

The weather the past week has been

rather warm, with one or two light rains, which, although not sufficient, were of very great benefit, particularly to corn and pastures. Threshing has commenced, although not to any great extent. Barley and wheat are both yielding from 15 to 30 bushels to the acre. There has not been a sufficient quantity of oats threshed as yet to give any good estimate of the yield, but from the results obtained so far it appears that oats will run from 35 to 50 bushels to the acre. A few exceptionally fine fields are expected to yield as high as 50 bushels to the acre, but the average is about 40 bushels.

Corn is still progressing rapidly. It is about full grown and has large fine stalks; the color is very good. All of the corn is tasseling and earing, and the rains during the past week, although light, have been very beneficial. With a little more rain the next few weeks a good crop of corn is assured.

Potatoes look at present as though there would be at least a 10 to 15 per cent better crop than usual. Pastures are dry and need rain badly.

Acreage and conditions of crops in per cent are as follows:

	Acre- age	Con- dition
Corn	103	95
Oats	95	95
Wheat	100	95
Barley	100	95
Other small grains...	100	95

Freeport, Ill., Bulletin.

NEW I. C. BRIDGE DEDICATED TODAY

GALENA Gazette: Considerable interest is being shown in the new jackknife bridge about completed over the Galena river by the Illinois Central Railroad Company. On Monday morning this structure will be formally opened or raised in the presence of many officials of the road and also, it is hoped, a large representation of Galena citizens. This is the finest bridge that has ever been built for a town even a great deal larger than Ga-

lena, and will be envied by many cities. It cost in the neighborhood of \$69,000, and is a wonderful piece of engineering. Monday morning at about 10 o'clock the program will commence. A committee is busy today trying to secure a band, also a number of prominent citizens to make an address of welcome to the railroad officials and also express their appreciation for making possible a bridge like the one now being completed. The following officials will be present: Maro Johnson, superintendent of bridges and buildings; J. H. Graham, assistant engineer; Mr. Strasser, designer; Mr. Quigley, road master; C. W. Lentz, supervisor of bridges; Wm. Atwell, train master; J. W. Sims, road supervisor.—Freeport, Ill., Bulletin.

THE ILLINOIS CENTRAL WILL CO- OPERATE FOR NEW TRADE WITH SOUTH AMERICA.

THE channel through which export commerce from Chicago must flow to reach a port with direct connections with western South America has already been well prepared, according to C. H. Markham, president of the Illinois Central.

In discussing the possibility of a Chilean-Peruvian steamship line making New Orleans its northern port he said that the Illinois Central would co-operate in every possible way to make the venture a success.

"The Illinois Central has a double-track road from Chicago to New Orleans," said Mr. Markham. "We can deliver shipments within four days from Chicago. The company also owns a mile of dock frontage on the river at New Orleans, where export shipments would be transferred.

"With a small expenditure at terminals the road could handle double the present tonnage. It is assured that the investment will be made at any time conditions warrant it.

"Should developments call for it the road certainly would cover the South American territory with capable representatives, who could do much to increase the demand for Chicago-made goods, at the same time increasing the exports of the entire Mississippi Valley."—Jackson, Miss., Patriot.

ASKS THE FARMERS TO ASSIST ROADS.

Manager of Illinois Central States That
Cattle Deaths Increase.

SO MANY cows have been killed on the railroads of this state in the past few years and such an increase in deaths of this

nature has been noticed, that J. T. Foley, general manager of the I. C. and Y. & M. V. railroads, has issued an appeal to the farmers of the state to assist the companies in reducing these deaths.

Mr. Foley calls the attention of the farmers to the fact that in the matter of keeping cattle off the tracks they have the almost sole power and urges that all gates leading on to the right of way be fenced and that every precaution be taken to keep the animals out of harm's way.

The increase of cattle production of this state has resulted in herds being found where a short time ago cattle were rather scarce. In many instances the railroads have fenced up their right of way in an

effort to keep down the accidents which sometimes follow the striking of a cow or horse or sheep.

Railroad annals recall many serious accidents due to a train striking a cow and the employees of most roads dislike very much to hit an animal of any sort.

In many instances cows and mules become highly valuable after their death at the hands of the railroad company, but Mr. Foley believes the most of the accidents are due largely to inadvertence, that farmers never having the matter called to their attention, have never thought of co-operating with the railroads.—Jackson, Miss., Ledger.



LINCOLN NATIONAL MONUMENT, SPRINGFIELD, ILL.

Fiction



The Midnight Special

By Arthur Hancock

CLICK, click, clickerty click, clickerty click, click. The monotonous ticking of the telegraph key was the only thing which broke the stillness of the night in the little country station at New B—, on the New York Central Railway.

Seated in front of the instrument, her slender white fingers deftly manipulating the key, was Nellie Marsh, night agent and operator. She was a pretty girl, close to twenty years of age. Her eyes, large and blue, bore evidence of a tender disposition.

For two years Nellie had held this situation. When the railway company first assigned the place to her, she had disliked it on account of the lonely position in which she found herself, but eventually she grew accustomed to her new task, and after a couple of months, which seemed to the girl that many years, she thought nothing of spending the nights alone in the dreary little station.

The girl glanced at the clock as the scream of a whistle rent the night air. It was 9:40 and a few moments later freight 009, west bound, came to a stop in front of the little station, amid hissing steam and jarring of brake-beams.

Harry Wentworth, conductor of the

freight, jumped down from the engine and went whistling into the office for orders.

"Hello, Nell! What have you got for us tonight?" His voice was cheerful, and he smiled as he asked the question.

The girl got up and, holding out some papers to the conductor, replied: "Two cars of wheat for Springdale. They are on Smith's siding."

"Good girl!" cried Wentworth. "You are letting us off easy."

"Well, I can't do any better, Harry," replied the girl, smiling. "If they all were as good to you, I am afraid your train would be a short one."

The conductor laughed. "Yes," he said, "Nell, that's true; but it would save an immense lot of cussing on some of these grades. Old 904 wouldn't snort and spit fire the way she does."

Picking up his lantern, the conductor looked at his watch and was about to leave the office when a thought came to him. He paused at the door and inquired:

"Nell, what time is the Special due?"

"She's due at 12:05. It's a fast train and does not stop here, you know."

"Yes, I know," said Wentworth. "She is taking some of the Big Guns

out on an inspection tour. It isn't likely they would stop at midnight at a place like this, where there is nothing but a young girl and an oil lamp to show any signs of life. They won't even know they were here."

"No," returned the girl, "I expect they will be asleep. But then, Harry, you know they are duty-bound."

"Oh, certainly," said the conductor. "But there is a big difference between their duty and ours."

"Yes, we are minor parts of the system. But, nevertheless, Harry, we are needed."

"Say, Nell," said the conductor, changing the subject, "there is one on the Special whom you are interested in. The engineer is Jim Anderson!"

At mention of the name a tinge of color came to the girl's cheeks adding, momentarily, to her beauty. Then she bit her lip and a look of sorrow came into her eyes. Wentworth noticed the change. He set his lantern on the floor and stepped nearer the girl.

"What's the matter, Nell?" he asked softly. "Ain't you glad Jim will be near you for a moment tonight?"

The girl gave a sigh.

"Harry," she said, "don't you know? Haven't you heard?"

"Heard what?" The conductor laid one hand gently on the girl's shoulder. "What is the matter, Nell; are you and Jim at outs?"

Again those sorrowful eyes met the gaze of the conductor.

"I don't understand it, Harry," she said. "Two weeks ago I received a letter from Jim asking me to consider our engagement broken. He stated that he could not explain in his letter, but would tell me when he saw me and had a chance to talk with me. That is all he wrote, and I can't understand why he should break our engagement."

"You got that two weeks ago?" said Harry, his heart touched as he saw tears gather in the girl's eyes. "Hasn't he showed up yet to explain?"

"No. You see, just at the time he wrote, they changed his run. I was

surprised just now when you told me he was on the Special."

"Well, it's a queer way for Jim to act," said Wentworth. "Why, it ain't more than a month since he told me himself how happily he was awaiting his marriage with you. There must be some mistake, Nell, and I wouldn't feel bothered about it. Get out there as the Special goes by and wave to him. Throw him a kiss."

"No. I can't do that, Harry. I love Jim as much as ever; but he has broken the engagement, and my pride forbids thrusting any attention upon him. He will go by tonight, but I shall make no attempt to see him!"

The conductor looked at his watch. Then he looked at the girl. Somehow or other he felt awkward. If it had been a case of having to "call down" one of the train crew, he would know how to proceed. Love affairs had not yet entered into the conductor's life, but nearly every day found him muttering some imprecation at something or somebody.

"Nell," he said, "I'm not much of a fellow in love matters, but I guess you are right. It's no way for Jim to treat you, and I'd let him come out of it. Damn it, I almost wish I had not told you he was driving the Special, for I can see it has made you feel unhappy. But never mind, little girl, keep a good heart and I bet it will turn out for the best."

The conductor bid the girl good-night and went out to his train as Nellie, with a sigh, wired the operator at G— that 009 had cleared New B— on time.

The night was one early in October. It was very dark, and soon after the departure of the freight, the wind arose fiercely and sighed mournfully as it blew through the tall pines at the back of the little station. One hour and forty minutes and the Special would be due to pass.

By the light of the dismal lamp the girl picked up a book and began to read. She found it hard, however, to gather any interest in what she read.



*Governor's
Private Office*



Governor's Reception Room

Visions of Jim Anderson, as he rushed by in the cab of the engine, kept coming before her. She closed the book softly, and presently her head bent low and her eyes closed. But they did not close in sleep. She was only thinking—thinking of the time when the only man she ever cared for had asked her to be his wife. And now!

The wind was still moaning dismally and blowing furiously when the girl raised her head and looked at the clock. It was 11:55. She sprang to her feet. Ten minutes and the Special would pass. A quiver, half of pain, half of joy, came to the girl, but it was only for a moment. Going to a little window on the east side, the girl peered out into the darkness and was startled to see a red glare in the sky.

Nellie ran out on the platform, then a little way up the track, and soon she was horrified to see the railway bridge, a wooden structure which spanned a small stream, on fire!

Quick as a flash the girl saw the danger the Special was in, for, fanned by the strong wind, the old, oil-soaked timbers were blazing furiously. A high bluff and a sharp curve at this point made it impossible for the engineer to see the danger.

There was not a moment to lose. The girl ran swiftly back to the station and picked up a lighted lantern. Her heart beat faster as she started back. She must try and save the Special and—Jim! Away off in the distance she could hear the train whistle for the public crossings; each note seemed to pierce her heart.

Like a frightened deer the girl ran. Soon she reached the bridge; but to cross on the burning timbers was impossible. For a minute she paused to regain her breath, then she half ran and half tumbled down the embankment to the water below. By the aid of the lantern she found a small boat tied to a clump of willows some distance from the bridge. In the boat was a pair of oars, unlocked. It was only a minute's work to release the little craft, but to Nellie it seemed an hour before she

could untie the slender rope that held it.

At last she gained the opposite side of the stream. As she dragged the boat half out of the water, she heard the Special again. But this time it was much closer. Grasping the lantern firmly, the girl soon reached the track again and ran with all her speed towards the onrushing train. If she could only well clear that curve! On, on she ran, until she felt she must drop from exhaustion; and once she caught her foot on a tie and fell, but she was up again in an instant. She had bruised herself, but the thought of the train and the man she loved gave her a new effort, and she ran on unmindful of her own injuries.

Now she cleared the bend. Ahead of her lay a long stretch of track; and in the distance, shining like a silver ball, she saw the headlight on the Special. Her heart beat faster as the train came nearer. Now she stepped off the track and began to signal with her lantern. Soon a piercing scream from the whistle on the Special told the girl her signal was seen.

With a murmur of "Thank God!" the girl fainted and dropped to the ground a few feet from the rails. A moment or two later and the big engine came to a stop, puffing and panting like a huge wild beast.

Jim Anderson climbed from his engine and walked back to where, by the headlight, he had seen the girl lay. Picking up the lantern at the girl's side, the engineer peered into the white face, and staggered back.

"My God!" he exclaimed. "It is Nellie!"

"Phwat th' divil is th' matter?" asked a voice close by. It was Dan Flanigan, the fireman. Then, as he looked at Nellie, "Be hivins, it's Miss Marsh!"

"Yes, Dan," said Jim excitedly. "Hurry, Dan, get some water, quick."

The fireman lost no time in obeying Jim's order. Bathing the girl's temples and lips, they soon had the satisfaction of seeing Nellie open her eyes.

"Is the Special safe?" she asked, eagerly.

"It is; thanks to a brave little girl!" replied Jim. "But what is the trouble, Nellie?"

"The bridge is on fire!" said the girl, as she sat up. Her hair had fallen over her shoulders and was streaming in the wind. She looked at Jim and continued:

"I only discovered the fire a short time ago. Some of the timbers are so badly burned that I knew you could not safely cross, and that you could not see the danger in time to stop, so—well, I only did my duty!"

"How th' devil do yer suppose th' thing caught fire?" asked Dan.

"Fire from the 9:40 freight is the only way I can think of," said the girl.

Jim Anderson placed his arm tenderly around the girl's shoulder. There was a pathetic tone in his voice as he said:

"Nellie, you have saved the Special and no doubt all on board from a sad fate; for, at the speed we were going, I could not have stopped in time to avert an accident. But—but I am almost glad, now, that this thing happened. It has given me a chance to see you—to speak to you!"

The girl gave a perceptible start. Had she saved his life only to listen to why he had broken their engagement? The thought pained her.

"Yes," continued Jim, "when I was given the Special to run the fact that we should not stop at New B—made me feel sorry; for I wanted to see you, Nellie, and ask you to forgive me for sending you that letter! It was a mistake, dear, and I am very sorry."

"But why did you send it?" asked the girl, eagerly.

"A friend of mine," said Jim, "told me that you were paying much attention to another man. But this morning he said he had only been joking—had said it to tease me. For a moment I felt like knocking him down; for to me it was a cruel joke. When I told him I had written you, breaking our engagement, he felt very bad about it,

and he hoped I would explain it to you and ask you to forgive him. And now, sweetheart, you know why I sent the letter I did. I sent it in a moment of anger, but I was foolish and did wrong. I love you better than ever, dear, and hope you will forgive me. Will you consider it a bad mistake and let us be as we were?"

The girl had listened intently to the man she loved, and believed him. The explanation was far different from what she had expected, and it gave her a new hope—a new joy. She looked up into the engineer's face and held out her hand to him. She smiled and said:

"Jim, I suppose mistakes happen in love as well as in anything else. And while you were hasty in taking your friend's remarks, I expect it was only human for you to do so. But I freely forgive you, Jim, and I thank Heaven that you are spared to me."

In the dim light of the lantern the young engineer kissed the girl whom he loved more than ever. He was brave at heart and fearless on the rails, but the tender words of the girl brought tears to his eyes.

The girl sprang to her feet.

"Jim," she said, suddenly, "I must hurry back and report this trouble. I—"

"What is the matter here?" interrupted a voice near by. Standing by the side of them was one of the officials from the Special. In a few words that gentleman was informed of what had happened. Taking a note-book and pencil from his pocket, he asked in a gruff, but not unkind, tone:

"Girl, what is your name?"

"Nellie Marsh, sir," replied Nellie.

"And your occupation?"

"Night agent and operator," said the girl, timidly.

The official made a few notes in his book and took Nellie by the hand.

"Miss Marsh," he said, very pleasantly, "I want to thank you on behalf of the railway company and myself for the brave act you have done tonight. Rest assured, I shall act for your promotion at once."

"I beg your pardon, sir," said Jim, "but as Miss Marsh will become my wife very shortly, she will be obliged to resign from the service of the company."

Somewhat surprised at the sudden announcement, the official extended his hand to Jim.

"Ah! I understand," he said, giving Jim's hand an extra squeeze. "My boy, you ought to feel proud of her."

"I do, sir," replied Jim.

"And I hope you always will. I congratulate you; and if the young lady cannot accept a promotion, by giving you one it will be in the family, anyway. But remember, young man, you will owe it to the girl you are about to marry. God bless you both."

"Thank you, sir," replied the engineer, "and I hope nothing will ever occur to change the company's respect for any service intrusted to me."

Should the Railroads Carry the Mails at a Loss?

"The duty of our Committee is to determine, as far as it is possible to determine, what is a JUST compensation to be paid to the railroads for the carriage of mail.

"The apparent aim of the Post Office Department has been to evolve a method by which the railroad mail pay could be REDUCED."—Former Senator Jonathan Bourne, Jr., Chairman of the Joint Congressional Committee on Railway Mail Pay.

For two years past a Joint Committee of Congress has been inquiring what the railroads ought, in all fairness, to be paid for carrying the mails.

Without awaiting the report of that committee, which is expected shortly, Congressman Moon, chairman of the House of Representatives Committee on Post Offices and Post Roads, introduced a bill, the effect of which, he says in his report, would be to reduce railway mail pay this year about \$3,000,000.

Since the introduction of the Moon bill, former Senator Jonathan Bourne, Jr., chairman of the Joint Congressional Committee, has given to the press five statements in which he expressed his views personally, but not in his official capacity as committee chairman. Senator Bourne showed:

1. That the aim of the Joint Congressional Committee has at all times been to fix just rates for transporting the mails, fair alike to the carriers and the public.
2. That the apparent aim of the Moon bill is to impose lower rates, wholly regardless of their fairness.
3. That the Post Office Department, which stands behind the Moon bill, has shown a similar spirit throughout the mail pay controversy.
4. That the rates proposed by the Moon bill are not merely too low, they are absolutely confiscatory.
5. That a rate theory which considers only operating costs, and allows nothing for capital costs, is indefensible.
6. That equally wrong is the theory that because carrying the mails is a public service it should be performed at a loss.

Senator Bourne's five statements to the press are herewith reprinted in full, not as expressing the views of the railroads, but in order that the public may be kept informed upon every phase of this important question.

COMMITTEE ON RAILWAY MAIL PAY,
Ralph Peters, Chairman.

POSITION OF THE CONGRESSIONAL COMMITTEE.

Senator Bourne's First Statement.

The Joint Congressional Committee proposes to remedy the injustice of the quadrennial weighings of the mail and of the unpaid "side" and "transfer" services, and to devise a scientific method which will assure fair payment to the railways for carrying the mails.

"Several newspaper clippings have been sent me purporting to represent the conclusions of the Joint Congressional Committee on Railway Mail Pay, which, because of the extreme technicality of the subject, have clearly misrepresented the views now held by the committee.

"While true that the committee has not finally determined as to all its conclusions regarding this extremely intricate subject, I believe it desirable that a statement be made to the people, through the press, briefly indicating the fundamentals on

which the committee plan is based and stating the suggested rates of pay that the committee now has under consideration.

"The plan adopts space as the measure of the service rendered. At present the compensation is based partially on space and partially on weight, about 90 per cent of the payments made to the railroads being determined by weight.

"The average weight is ascertained by **quadrennial weighings** at an annual cost of approximately \$400,000 to the government. The country is divided into four divisions. **A weighing is made in each division every four years.**

"The postal revenues have increased on an average 7 per cent per annum the past ten years. There is no data on which to determine what the increase in weight has been.

An Injustice to the Railroads.

"If the increase in weight of the mails transported by the railroads has been 7 per cent, as the increase in government revenue from postal receipts has been, on an average, for the last ten years, then under a quadrennial weighing system every railroad company carries 14 per cent of the government mail for a period of four years and receives no compensation therefor. This is antiquated, unjust and ridiculous. Under our committee's plan this is all rectified.

"There is no weighing, hence no cost to the government in ascertainment. Four units are adopted—namely, a sixty-foot car, a thirty-foot car, a fifteen-foot car and pouch mail.

"Under the weighing system, padding of mails is possible during a weighing period. Some concrete instances have been developed where it was attempted. Under the suggested plan there is no possibility of any dishonesty.

"The government is absolutely protected, as the sole right of authorization of car space in any of the four units above designated rests entirely with the Postmaster General, and the railroad receives a credit the instant it complies with the authorization of the Postmaster General. The system is standardized to the benefit of the government and the railroad.

"A new feature has been introduced in rate making. Two charges are provided for: A terminal charge which is fixed regardless of the distance traveled, graduated according to the amount of space authorized in the car by the Postmaster General and constructed scientifically upon the base of the switching and cleaning costs in the movement of the car.

"The second charge is the line charge upon a car-mile basis. By the segregation of the terminal and of the line charges there is created a plan which equalizes the long and short haul; equalizes the payment

for service rendered between the short line and the trunk lines and applies the wholesale and retail principle.

The Proposed Basis of Rates.

"The following terminal rates for a round trip are now under consideration by the committee:

For a 60-foot R. P. O. and storage car.	\$8.50
For a 30-foot apartment car.....	5.50
For a 15-foot apartment car.....	4.20
For every car carrying closed pouch mail	1.20

"The line rates to be paid the railroads for each mile that the car travels under its authorization are:

For 60-foot R. P. O. and storage car..	21c
For 30-foot apartment cars.....	11c
For 15-foot apartment cars.....	6c
For car carrying closed pouch mail....	3c

"Under our plan the railroads are rightly relieved of or compensated for what is known as 'side' and 'transfer' service.

"It is no more reasonable or just to compel the railroads to deliver mail to a post office after it reaches their terminals than for the Interstate Commerce Commission to require the railroads to furnish taxicabs free of cost to take passengers to their homes on arrival at their destination depots, or motor trucks to receive freight at the freight terminals for delivery to the consignees at the expense of the railroads.

"There are a number of other strong features in the Joint Committee's suggested plan which will be elaborated upon in its report to be made to Congress.

"The aim of the commission is to work out a sound, simple and scientific plan to substitute for the present, antiquated, intricate and unsound one. This, the committee feels, has been accomplished.

"The goal has been the determination, demonstration and recommendation of just rates rather than the raising or lowering the amount of railway mail pay. This we believe will shortly be accomplished. To expect justice among its citizens, the government must do justice to its citizens."

* * *

WHAT THE MAIL SERVICE SHOULD YIELD.

Senator Bourne's Second Statement.

Railway mail pay should be equally remunerative, per unit of service, as

passenger receipts. The mail service participates fully in the benefits, and therefore should bear its share of the costs of all the facilities of the entire passenger traffic.

"I am thoroughly convinced that for carrying the mails the railroads should be paid a rate that will give them the same returns, per car-mile, that they get on an average from passenger traffic.

"I am speaking entirely for myself and in no manner for the Joint Committee on Railway Mail Pay. My conclusions have been reached after many months' study of the subject.

"The desiderata in mail transportation by railroads are frequency, regularity, speed and safety. Mail is carried almost entirely on passenger trains. The volume of passenger traffic determines and primarily controls the frequency, speed and regularity, and to a great extent the safety, of railroad passenger transportation. Hence, everything that is necessary for increased volume of passenger traffic is a relatively corresponding benefit to the mail in its transportation over the railroads.

"The Post Office Department has advanced the theory that the mail shall not bear its relative proportion of expensive terminals, ticket agents and many other things appertaining to the passenger service, but I assert this contention is not sound. The volume of passenger business depends on all of these things, and they are necessary to the increase of passenger business and, hence, necessary for mail transportation, and the government should pay its relative proportion of same.

An Inevitable Conclusion.

"With these premises and deductions I again assert that my own conviction is that the government should at least pay a car-mile rate equivalent to the average passenger car-mile rate for the last five years, assuming the passenger car-mile rate to be a just rate—namely, a little over 25 cents per car-mile. If my premises are sound, my deductions are certainly syllogistical.

"The duty of our committee is to determine, as far as it is possible to determine, what is a just compensation to be paid to the railroads for the carriage of mail.

"The apparent aim of the Post Office Department has been to evolve a method by which the railroad mail pay could be reduced.

"Government is formed for the pro-

tection of its citizens and the preservation of their personal and property rights. It ought to set an example for all the people and should, therefore, itself do justice to each individual in society."

Are you not more interested in receiving a thoroughly efficient mail service than in reading in the newspapers that the Post Office Department has apparently escaped a deficit?

* * *

HOW POSTAL AUTHORITIES CHANGED THEORIES.

Senator Bourne's Third Statement.

Four plans in four years, all with one object—not fair pay by lower pay! No reason to suppose that the Moon bill is the final word of the Post Office Department.

"Neither the Post Office nor any other department in our government should be intrusted with needless discretionary power. The function of an administrative branch of government is to administer law, not to legislate or enact law. A durative government must be a government of law and not of rule and regulation.

"During the past four years the Post Office Department has suggested to Congress four plans for readjusting railway mail pay, all similar in the evident determination to reduce mail pay to railroads and secure more discretionary and autocratic powers for the department, but all radically different in their construction and possibility of practical administration.

"On August 12, 1911, then Postmaster General Hitchcock recommended to Congress a bill fixing railroad mail pay on the basis of space, the compensation being determined by an apportionment by the department of the railroad cost of operation and taxes plus 6 per cent thereof as a profit. For eighteen months the department urged the adoption of this plan, asserting it to be 'scientific and businesslike.'

"It finally awakened to the realization that rights of way, road beds, tracks, equipment and terminals were necessary prerequisites for the operation of mail cars, and then it suggested a supplemental bill conceding that in addition to the 6 per cent profit on the mail's apportioned cost of operation and taxes, a reasonable return should be allowed on the capital employed and that the Interstate Commerce Commission, rather than the Post Office Depart-

ment, should determine said apportionments of cost; and further conceded that the law should specify that mail service should be charged with the maximum space authorized in either direction.

Not a Practicable System.

"The department insisted that this second suggested plan was scientifically sound. Yet this plan would require a different rate for each of the 795 railroads carrying mail. The apportionment of the items of cost would necessitate the adoption of many arbitraries and the present lack of a uniform scientific method of cost apportionment in railroading would make the plan not only undesirable but practically unadministrable.

"Recognition of the vital defects of its second plan caused the department on February 12, 1914, to abandon its scheme for ascertainment and apportionment of operating and capital costs and to propose a third plan embodying some of the features of a plan suggested by Mr. M. O. Lorenz, associate statistician of the Interstate Commerce Commission.

"This third suggested bill remained in favor with the department for only four months, when it again shifted its position by securing the introduction in Congress of what is known as the Moon bill, adopting some of the fundamental features of the Lorenz suggestion, but arbitrarily reducing rates and insisting on unnecessary discretionary and autocratic departmental power.

"Judging the future by the past, it may be reasonably expected that before Congress shall have time to act upon the department's fourth suggested bill, the department itself will again shift its position, repudiate its work and propose some new plan for consideration and adoption."

* * *

WHY THE MOON BILL RATES ARE FAR TOO LOW.

Senator Bourne's Fourth Statement.

The Post Office Department's own figures show the rates of pay proposed by the Moon bill to be confiscatory, since they fail to cover the interest on capital. A like basis for all rates would speedily bankrupt every railroad.

"In its insistent efforts to reduce railway mail pay the Post Office Department has attempted to dictate to Congress rates which, if adopted, would be confiscatory.

"House Bill 17042, introduced by Mr. Moon, chairman of the House Committee on Post Office and Post Roads, was, I am

informed, prepared by officials of the Post Office Department and introduced by Mr. Moon at the request of the Postmaster General.

"Under that bill the average revenue to the railroads would be less than 21.8 cents for hauling a 60-foot mail car one mile. I assert that this rate is confiscatory. I realize the responsibility of making such an assertion, but its justification lies in the Post Office Department's own figures.

"The Department spent several years in an attempted elaborate investigation of railroad expenses and car space. It propounded over 140 interrogatories to the 795 railroads carrying mail. The railroads spent over \$250,000 in securing the information asked for, and it cost the government \$19,500 to compile, tabulate and present such information in what is known as House Document No. 105, 62d Congress, 1st Session. According to Table 7 of that document the operating expenses and taxes alone amounted to 3.08 mills per mail car-foot mile, or 18.48 cents for hauling a 60-foot mail car one mile. This excludes the advertising and other traffic expenses with which the department claimed the mail should not be burdened.

"The margin between this 18.48 cents and the less than 21.8 cents allowed in the departmental bill, is so small that if similarly unprofitable rates were made on all railroad traffic, the roads must necessarily go into bankruptcy, because there must be a sufficient allowance for capital charges.

What the Allowance Should Be.

"According to the Statistics of Railways in the United States for 1911, published by the Interstate Commerce Commission, operating expenses and taxes were 72.53 per cent of the operating revenues. At the same ratio, 7 cents, instead of the 3.32 cents allowed under the department rates, would have to be added to the 18.48 cents to allow for capital charges, as the 18.48 cents covers only operating expenses and taxes.

"In other words, 25.48 cents would have to be paid the railroads for hauling a 60-foot car one mile to yield the railroads from the mail business the average rate of profit now realized on all railroad traffic, both freight and passenger taken together.

"This incident shows the danger of accepting and acting upon the recommendations of the departments. It also illustrates the necessity for checking the present trend

toward the initiation and control of legislation by officers of the administrative branch of government."

"A conspicuous example of false economy has been found in the railway mail pay situation." — Birmingham, Ala., Age Herald, June 21, 1914.

* * *

BUREAUCRACY RUN MAD.

Senator Bourne's Fifth Statement.

"In its persistent efforts to secure dictatorial power, the Post Office Department has broken all records.

"The department bill, H. R. 17042, provides that 'not exceeding' certain rates shall be paid to steam railroads for transportation of the mail. The same bill also contains a clause compelling the railroads to carry mail.

"It is claimed that 'not exceeding' is but a continuance of existing law, but heretofore the railroads have not been compelled by law to carry mail. They are supposed to have accepted the rates as a voluntary act which in itself was assumed to be sufficient guarantee that rates will not be too low and it was only necessary for Congress to fix maximum rates.

"But this assumption was not sound, as a railroad would hardly dare to refuse to carry mail because of irritation resulting from such action in the community in which the road operates.

"The Interstate Commerce Commission is now authorized to fix maximum freight rates, it being left to the railroads to fix the minimum. It would be considered preposterous that the commission should fix the maximum rates at which railroads must carry freight and leave the shippers to fix the minimum.

"Yet this is the very thing that the Post Office Department proposes for mail pay in the departmental bill. Congress is to fix the maximum rates and the shipper—the Post Office Department—is to fix the minimum rates, and the railroads are to be compelled to carry the mail. This is a proposition without parallel in the history of rate regulation. It is Bureaucracy run mad."

UNFAIR COMPETITION BY THE GOVERNMENT.

Speakers at the recent convention of the wholesale Grocers' Association at Minneapolis protested against the use made of the parcel post in the distribution of merchandise at less than cost, and one of them said that he did not believe it was fair competition for the government to grant a subsidy through the Post Office Department in favor of certain kinds of business.

Certainly the government engages in unfair competition with the express companies when it carries the parcel post at a loss, and in the matter of railway mail pay it has been less than honest.—Rochester, N. Y., Post-Express, July 3, 1914.

RAILWAY MAIL PAY SHOULD YIELD A FAIR PROFIT.

There is pending before Congress a law regulating the amount to be paid to the railroads for carrying the mails. It is charged on the part of the railroads, with considerable force, that the bill, known as the Moon bill, disregards the results of a prolonged investigation by a commission appointed by Congress, and that it will result in underpaying the roads.

This is a matter which can be determined by a candid examination of the data submitted by the department, the roads and the commission. When the facts are ascertained the pay fixed for the service should be sufficient to cover the cost and leave a fair profit. Certainly no one can disagree with that proposition.—St. Louis, Mo., Republic, June 23, 1914.

"SQUEEZING THE MAIL CARRIERS."

(Reprinted from the Philadelphia Record, June 11, 1914.)

Former Senator Bourne, who is chairman of the Joint Congressional Committee on Railway Mail Pay, is quite right in characterizing the pending Moon bill as a most extraordinary measure.

It is claimed for the bill that, in authorizing the payment of rates "not exceeding" a scale therein fixed, it merely follows the existing law; but there is a very substantial difference between the existing regulations and their proposed substitutes.

The Moon bill would make the transportation of the mails by the railroads compulsory.

To be sure, the railroads have not heretofore been absolutely free to take the government's business or leave it. The compulsion, if not legal, was moral. No common carrier would have cared to expose itself to the hostile public criticism which would have been aroused by a refusal to provide mail transportation facilities.

But, theoretically at least, the railroads under the old law enjoyed the liberty of contract. If the rates received by them for transportation fell below the maximum pre-

scribed by Congress it could be assumed that the remuneration was satisfactory to them, for the statute left it to the volition of the carrier to transport at a price less than the maximum fixed.

The Moon bill enlarges the authority of the Post Office Department by making transportation compulsory, in addition to giving the Postmaster General authority to say what the rates ought to be.

This would be equivalent to a law permitting shippers to prescribe minimum freight rates on their own shipments after Congress or the State Legislatures or administrative commissions had established maximum rates.

A sack of mail is freight, and the Post Office Department to all intents and purposes is a shipper.

Privately owned railroads are run for profit as well as for public convenience, and, from a commercial point of view, traffic that can bear a relatively high rate

(and postal traffic can) ought to bear it so that other commodities, which must be moved at unremunerative rates or not at all, may be transported to their markets.

If the regulation of the rates for transporting the enormously greater volume of ordinary freight can be safely left to the Interstate Commerce Commission, why could not that body be intrusted with the duty of finding fair rates for the lesser quantity of postal freight?

A law which would permit the Postmaster General to cite the railroads before the Interstate Commerce Commission, to adjust from time to time the rates of mail transportation, would answer the requirements of the case far better than any statutory schedule of railway mail pay.

"The railroads are part and parcel of our life, and we cannot be unjust to them and maintain the fair dealing which should be characteristic of an honest people."—Charleston, W. Va., Gazette, June 25, 1914.

LETTER FROM A TRAINING SCHOOL GRADUATE WHO IS MAKING GOOD

Anita, Ind., Aug. 20, 1914.

Mr. E. A. Barton.

In looking through the Magazine today I noticed a couple of pages, or really pages from 80 to 86, which I read with great pleasure, owing to it being the place where I was taught by you for about four weeks. This certainly looked natural to see you hard at work at your desk, or in a bunch of boys instructing them. I will never forget how your good voice sounded to me when I would get stuck on something, and it hasn't only helped me while there, but it has helped me greatly in my work here just remembering how you told me to do it.

I wish every boy telegrapher knew what a dandy school you have there and how quick they could learn. I am sure you couldn't near teach all of them yourself.

I am Agent at the above mentioned place, as I suppose you have noticed in the official list before now. It's a small place, but a dandy starter. I like it fine so far, and it nets me about \$70.00 per month. I don't think that is bad for a start, do you?

I have had scarcely any trouble so far with my station. It has been very dry here all summer. The crops are almost ruined. I think we got a little shower last night and, however, we think that the drouth is ceasing now. I won't get to go home this year, I guess, as I am informed that my vacation won't be due until April 15, 1915. I expect to make a visit home then to Missouri, and I intend to make you a little visit on my way back through Chicago, if possible.

There is also another article I notice on page 92, addressed to "All Concerned," which I think would be good to read to the boys.

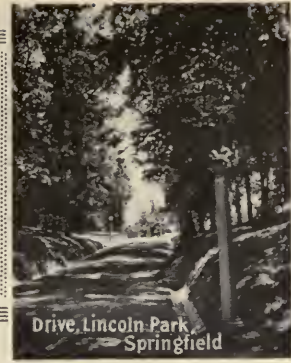
Well, I don't think of any more to write, so I will close. I am certainly glad to be able to say that I am making good each day, and I am glad to hear from your school through the Magazine. Hoping you the best of success in the future, I remain,

Yours truly,

R. M. FERRIS.

Springfield Illinois

by T. B. Hudson



BASKED in the fields of teeming abundance—decked by avenues of entrancing beauty—peopled by enthusiasts of unbounded civic pride—halloved by numberless incidences of national history and the memories of her own beloved Lincoln—such is Springfield and the capital city of Illinois.

No observing visitor fails to note her wide well paved streets, her magnificent homes, her palatial public buildings and her ever present spirit of enterprise. No casual visitor leaves but with the expression of pleasure that he had come.

HISTORICAL—What is now the thrifty city of 75,000 souls grew from a little settlement on the banks of Spring Creek, considerably northwest of the present site. This was in the year of 1821. In 1829 the settlement was organized into a village and upon the first board of village trustees the name of Abraham Lincoln appears. In 1832 it was incorporated as a town, its first president being Mr. C. R. Matheny. The city operated under this organization until 1840 when it was granted a charter by the legislature giving it a city government. The city's first mayor was Mr. B. S. Clements, whose successors were elected biennially until the year of 1911 when Springfield adopted the commission form of government. The first and present commissioners are Messrs. John S. Schnepf, Geo. E. Coe, H. B. Davidson, Willis J. Spaulding and Frank H. Hamilton; Mr. Schnepf serving under this peculiar

form in the double capacity of mayor and commissioner. The history of Springfield is replete with incidents of national interest, the life and labors of Abraham Lincoln and as the field of his ante-bellum contentions.

POLITICAL—In political importance Springfield is second to none in the entire middle west. As capital of one of America's greatest and most populous commonwealths Springfield possesses a political prestige well nigh nation wide. As the state's geographical center all political parties have for years past regarded Springfield as a logical convention point. Such continued association of the state capital with the various political and quasi-political organizations has well merited the city the title of "convention city." Nor has Springfield failed to realize that fact or its importance to her, but opened wide her doors for the reception of the visitor. Unexcelled hotel accommodations, transportation facilities and a spirit of hospitality attest her appreciation for that patronage which is twice that given any city in the state outside of Chicago.

SOCIAL—Social and fraternal organization is given much attention in the capital city. Nothing serves as a more convincing proof of this statement than the fact that the Y. W. C. A. which organized here but a few years ago, has just completed its palatial home at a cost of \$75,000.00 and its membership is rapidly increasing. The Y. M. C. A. occupies its own

building of five stories erected at a cost of \$100,000.00 and is equipped with the accessories of the best homes of that organization. The Saginaw Club has just complete their building with an outlay of \$100,000.00. The city has a Woman's Club, a Country Club, a Golf Club, two Commercial Clubs and 135 Fraternal societies.

Besides these are several organizations for the moral, social and religious uplift of the community; so enthusiastic are they in this respect that junior organizations have been perfected for the purpose of making Springfield if possible, even "more beautiful."

EDUCATIONAL—Springfield's visitor must certainly be impressed by Springfield's insatiable thirst for knowledge. More than \$1,000,000.00 are invested in public schools. These consist of twenty grade schools and one high school with a total of 242 teachers and enrollment of 9,000 pupils. Besides these are 11 parochial and private schools, 2 large convent schools, and the Concordia College, a seminary which prepares young men for the Lutheran ministry, enrolling them from all parts of the world.

RELIGIOUS—55 churches lend their aid to beautify and edify the Flower City. Every denomination is represented and no city in America gives more attention to religious matters than this thrifty place. The proclivity of Springfieldians to foster benevolent and charitable enterprises must certainly be well known. Springfield has good reason to be proud of her church edifices, many of which would be a source of pride in the metropolises of the world.

PUBLIC BUILDINGS—As capital city Springfield has become essentially the guardian of many grand and stately buildings, which most properly may be classed with the public buildings of Springfield. The Capitol erected at a cost of \$4,500,000.00 and twenty years of labor occupies a unique place in architecture. The building at its highest point is 365 feet, is built in the form

of a Roman cross and most symmetrical and beautiful in its proportions. The new Supreme Court building may be truly called a classic, "Blossoming in Stone." For it Illinois paid \$450,000.00. The numerous and commodious state fair buildings—\$1,250,000.00 and the handsome new Armory, suggesting as it does the feudal day is an outlay of \$250,000.00. The Sangamon County Court House was erected at the cost of \$415,000.00. It was once the Capitol building and later the bar at which Abraham Lincoln and many other noted Springfield attorneys fought their legal contests. The city properties are all costly and substantial. Springfield owns her own electric lighting plant and waterworks, and has a Public Library costing \$100,000.00.

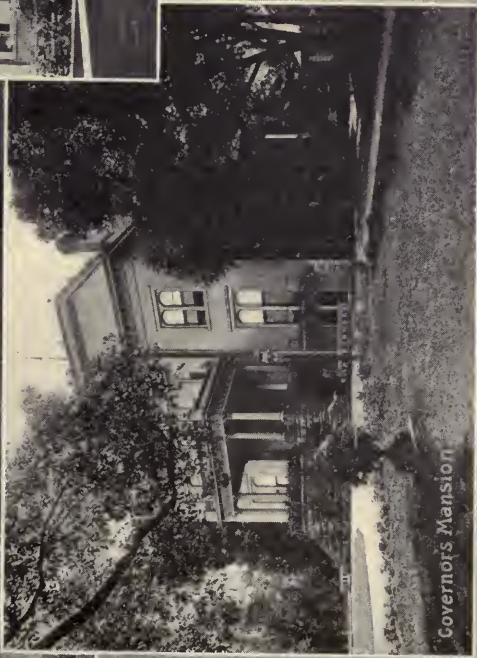
INDUSTRIAL—That the wonderful mercantile commercial and industrial life of Springfield is truly an active and successful one is evinced by showing of steady progress. As a popular advertisement says "There is a reason"—it is probably this: Thirty-seven coal mines nearby with their rich output of bituminous coal amounting to 6,000,000 tons annually; an agricultural surrounding, the richest in the world and a juxtaposition to the best markets of the west. To those natural sources of wealth were quickly added the wealth of industry and enterprise, giving Springfield realty a steady and permanent enhancement. Among the many and more important of these may be named the Illinois Watch Company, whose time pieces beat the hour all over the world.

The Illinois Watch Company takes advantage of every known device to improve its product.

The latest addition to its equipment is an astronomical observatory, which in construction and equipment is in the front rank, and is, without a doubt, the finest ever designed for commercial purposes.

The base is of Indiana limestone, the walls are tapestry brick and the trimmings terra cotta.

In the residence section,
Springfield.



Governors Mansion

The interior consists of an entrance hall, with stairs leading to the dome room on the second floor, the dome room, clock vault and transit room. The clock vault is on the first floor below the dome room and is built in the pier which supports the telescope. The transit room occupies the wing at the left.

The dome is of the revolving type and houses a magnificent astronomical telescope having an eight and one-half inch lens.

The clock vault, which contains the Mean Time and Reifler Precision Clocks, is exempt from vibration, and is so constructed that its temperature is uniform to a minute fraction of a degree.

The transit instrument, for taking observation of the fixed stars, is located in the east wing between the openings in the north and south walls.

The wireless apparatus for the time service is not shown in this picture, but from the roof of the watch factory rises a wireless mast whose top is 105 feet above the ground. This is connected by aerials with a mast of similar height erected to the east of the observatory. The receiving instruments are located in the transit room and here wireless signals are received at 11 a. m. and 9 p. m. Eastern time, daily from the U. S. Government Station at Arlington, Va. Time is sent out from this station for a radius of about 400 miles which will be increased to 1,000 miles by Oct. 1st, 1914. Daily at 12 m. and 8 p.m. Central time. the Ide Engine Works, whose excellent engines have found market all over Christendom; the Sangamo Electric Co., manufacturers of electric meters and having a world-wide sale and for which there is a constantly increasing demand. The importance of agriculture in the surrounding county has induced the location of many implement factories, the most important of which are: Racine-Sattley Co., Lourie Mfg. Co., Heineke & Co., Springfield Harrow Co., Weaver Mfg. Co., and the Wm. Fetzner Co. Springfield has a total of 121 manufacturing industries not associated with the pursuit of agriculture and amongst which stand prominently her iron industries.



REISCH BREWING CO. PLANT, SPRINGFIELD, ILLINOIS

The most important of these are the Springfield Boiler & Mfg. Co., the Springfield Bridge and Iron Co., Ansell Machine & Iron Works, Capital Foundry and Machine Co.

Deserving favorable mention amongst the miscellaneous industries of the capital city should be included the Springfield Mattress Co. (manufacturing mattresses), The Striffler Ice Co., Godley Shoddy Mill, Abbott Bros. Box Mfgs., Franz Packing Co., The Springfield Paper Co. and F. M. McGowan & Co. The Reisch Brewing Co. has a large and modern equipped plant for the manufacture of their product. The International Shoe Co., manufacturers of footwear, is located here and is gradually enlarging its establishment.

Thus can Springfield partially account for her \$14,000,000.00 bank deposit, her \$55,000,000.00 annual clearing on local business, her prosperous building associations, her assess valuation of nearly \$20,000,000.00—and a promise of still better days to come. From the tramway of wooden rails reaching from Meridissia to Springfield in 1842, Springfield has become possessed of six steam and three electric railways radiating from all points of the star. They are the Illinois Central, the Baltimore & Ohio Southwestern, the Wabash, the Chicago & Alton, the Chicago, Peoria & St. Louis, the Cincinnati, Hamilton & Dayton, and the Illinois Traction System. The public press and sentiment of Springfield are wide awake to the necessity of co-operation with her railways for the perfection

of general industrial good. Voicing this sentiment the Illinois State Register, a local paper, of June 25th, 1911, makes the following statement:

"Without railroads Illinois would still be in a large degree of frontier community. They have given to the farmer, the manufacturer and the miner a means of getting their products to market, in a country where good wagon roads are an impossibility a good part of each year, and in addition to this they have brought the people of town and country together and have removed the barriers that formerly separated the two classes by giving the families of the farmer the opportunity to take part in the social and educational movements that centers in the cities. They have broken down sectional lines and local prejudice and made us instead of a number of isolated settlements one great community with common aims and common sympathies. In other words, they have brought the school, the church, the newspaper, the magazine, the lecture, the concert and the theatre to every man's door and have opened the gate of the temple of knowledge to all."

And withal, thus situated, Springfield calls receptively, to the honest artisan, the merchant, the professional man, the capitalist and the home-seeker, in the words that Longfellow attributes to the red man who held those smiling prairies before us:

"All our doors stand open for you
For our heart's right hand we give you."





OBSERVATORY OF THE ILLINOIS WATCH COMPANY, SPRINGFIELD.

Contributions from Employees

An Artesian Well

By C. R. Knowles, General Foreman Waterworks

THE term artesian is generally applied to all water from wells, but as a matter of fact it applies strictly to a water which rises to the surface from a well. The word is derived from Artois in France, and is descriptive of this particular kind of well, as having been first used in Artois.

That underground water may be artesian, two things are essential. First, that the porous water bearing bed receive its supply at a point, or in a region where it lies comparatively high. Second, that it be enclosed by comparatively impervious beds. If the enclosing beds permit no water to escape and completely surround the reservoir, except in the region of supply, then when the reservoir is penetrated by a boring the water will rise to the height of the lowest point of supply.

This condition is never fully realized. The so-called impervious beds are never absolutely water tight and but few water bearing beds are completely enclosed by impervious beds. The head of artesian water is, therefore, somewhat lower than the source of supply, and it may be very much lower. It is a common belief that the head of water increases with the depth of the well, or that flowing wells may be secured anywhere if wells are sunk to a sufficient depth, but experience has shown that the sinking of wells far below the principal water bearing strata has commonly resulted in highly mineralized waters rather than an increased head or flow.

Flowing wells are by no means uncommon, particularly in the Southern

States, but a well delivering water sufficient for over one hundred locomotives daily at an elevation of 50 feet above the surface of the ground deserves special mention.

Such a well supplies the new water station at Roseland, La., and eliminates the old steam plant at Tangipahoa, which was supplied from the Tangipohoa river. The location of a water station at Roseland provides a better spacing, and permits an increased tonnage over this district.

Roseland is located in Tangipahoa Parish, on the McComb District of the Louisiana Division, 72 miles north of New Orleans, and is in the heart of the fruit and vegetable territory.

The qualifications for an ideal railway water station are, first, an abundance of good boiler water, second, proper location with reference to grade, curvature and spacing, third, low cost of pumping. The new station at Roseland embodies all of these qualifications. The distinctive feature, however, is the flowing well delivering water direct to the tank without cost for pumping.

This well is six inches in diameter, is drilled to a depth of 924 feet, and flows over 700 gallons per minute at the surface of the ground. The flow through overflow pipe after filling the tank 45 feet above the surface is over 400 gallons per minute, sufficient to supply 125 trains daily. The total static head of well is 90 feet. The quality of the water is excellent both for drinking and for locomotive use. It contains less than one-half pound of incrusting solids

per thousand gallons. The chemical analysis is as follows:

Iron, Aluminum and Silica Oxides.	.93
Calcium Carbonate	1.16
Magnesium Carbonate .....	.88
Alkali Chloride .....	.93
Alkali Sulphate .....	.70
Alkali Carbonate .....	.72

Total Solids5.32

The flow was encountered in white sand at a depth of 720 feet; this stratum of sand being 204 feet thick with an overlying stratum of hard clay 122 feet thick. There is also a stratum of clay beneath the flowing sand, the thickness of which was not determined. These conditions are typical of an artesian water, namely, a porous water bearing bed confined between two impervious beds with a source, or outcrop, at a height greater than the surface of the well.

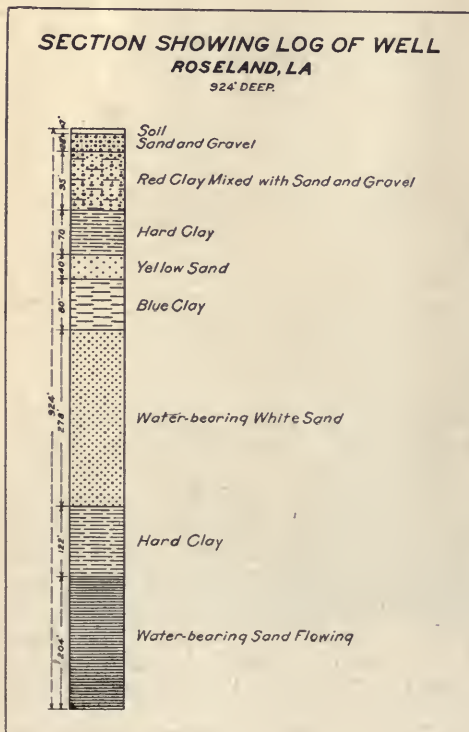
The well was drilled by the company's forces with a rotary well machine. This method of drilling consists of rotating down the casing un-

der water pressure, the water washing out the sand and clay as the pipe is lowered.

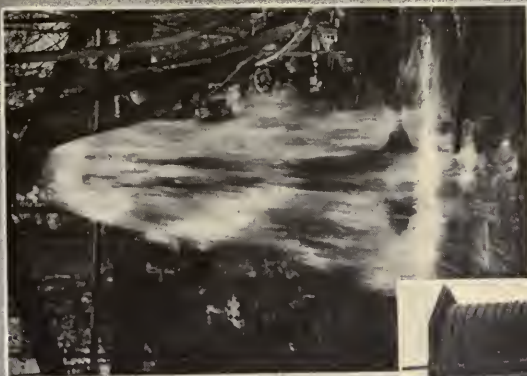
In drilling in sand stratum great difficulty is experienced from caving and loss of wash water through the sand unless a mud-laden water is used. No suitable mud could be found at Roseland for mixing with the water used for drilling and a sticky clay, or gumbo, was brought from Harahan for this purpose. It required a carload of gumbo to complete this well. The percentage of clay mixed with the water is about 15 per cent. The action of this mud-laden fluid on sands, or other porous formations, may be likened to the action of muddy water in passing through a filter. In a filter that has been used for any great length of time it will be found that most of the sediment has been deposited on the surface of the filter and that some of it has entered the filter, the portion diminishing as the filtering medium is penetrated. The clay from a mud-laden fluid in a well will penetrate a porous formation in the same manner, the penetration depending on the porosity of the formation and pressure of the fluid in the well, but finally no more water will go through and the result is that the well is nicely walled up with mud. When the well is completed to the required depth, a strainer is placed in the bottom of well and casing withdrawn until the strainer is exposed and the well is complete.

The Roseland well has 125 square feet of strainer exposed to the sand. A sketch is reproduced herewith showing the log of the well. The water is delivered to locomotives through two 12-inch penstocks located so as to serve both north and south bound mains. These penstocks are supplied by a 100,000 gallon cypress tank on 20 ft. creosoted timber frame. The foundation of tank is concrete set on 48 creosoted piles 25 ft. long.

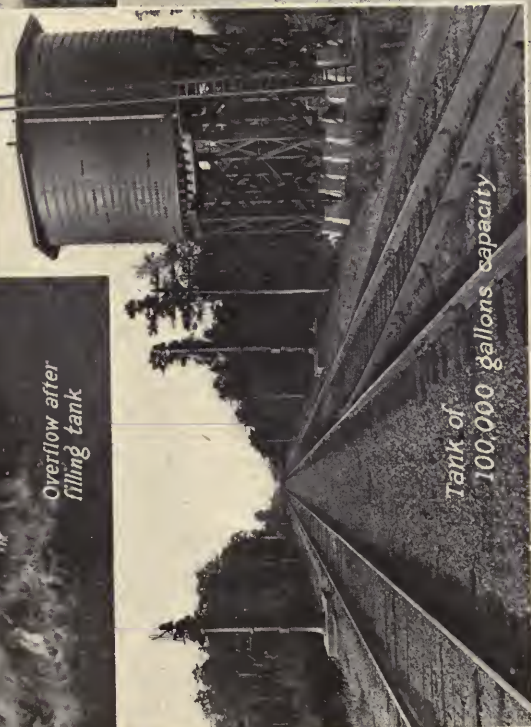
A photograph of the well taken immediately after it was brought in, as well as the tank and penstocks, which represent the most modern water station practice, is reproduced herewith.



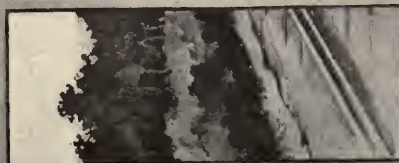
Roseland Artesian ...Well...



*Overflow after
filling tank*



*Tank of
100,000 gallons capacity*



Wasted Time

By E. C. Blackstone, Master Mechanic's Office, Water Valley, Miss.

TIME lost can never be recovered."

You may lose your wealth and there are ways you can sometimes regain it. You can lose almost anything else you may possess and under some circumstances you may be able to regain it; but time lost is time gone. You can not regain time nor call it back. There are times when you will be compelled to lose time from some one thing that you may be doing, but frequently this time is not wasted because you can use it to advantage on some other job. When I say "wasted time" I do not mean time that is lost from one thing but put on another. I mean the kind of lost time that is a menace in every business; the kind that robs us and our employer, the thief that tells you he wants to borrow five minutes and steals an hour. "Wasted time," better known as loafing.

How many of us know exactly what these two words mean? Upon referring to Webster you will find that he defines the two words as follows. Wasted comes from the verb to waste and means, "To bring to ruin; devastate; wear away; squander." He defines time as the following: "Opportunity; proper season; days and hours at our disposal." Putting the definitions together we find that the phrase means this: To bring to ruin opportunity; to wear away, squander or devastate the days and hours at our disposal. Webster was right. The loafer wastes his opportunity, and squanders the days and hours at his disposal. Not only his own but in most cases the time and opportunity of some one who is trying to take advantage of them. The loafer is commonly "the get by man," the man who does what is assigned to him and no more. And he usually does it in the easiest and most careless way possible. He uses more time trying to find some way to get around his duties than it really takes to perform

them. He does just enough to get over the dead line, just enough to hold his job. He never helps anyone else. He gets by some time, but usually with one thing only—the job he starts on. He holds that one position until finally he fails to get by and out he goes. He is usually the man who wonders why he was passed by when the promotions came. No man who thinks that his duties are confined to one exclusive job has the interest of his company at heart. He will not succeed. He will be passed by by the man who, when his own duties have been properly attended to, helps some one else, the man who acquaints himself in his spare time with the other work around him and fits himself for something better instead of loafing around and talking to someone who is busy. The loafer is a thief, and when he gets his check each pay day he is taking something that doesn't belong to him. He is just as guilty as the man who would steal any of the property of the company he is working for. The principal is the same. He never stops to think what he is costing his company. When he asks for a raise in salary he doesn't realize that he has cost his company more than enough to easily raise his salary. He is unable to see why he was refused a raise when the man working next to him had his salary increased. He forgets that while he was loafing his neighbor was bettering his opportunities. He forgets that when the porter was ill his neighbor swept the office, after he had refused to do so. He never did realize that instead of getting by, his neighbor worked and had the interest of his company at heart, while he was getting "a little spot."

Don't waste your own and your employer's time. Don't be a loafer. Don't merely try to get by, but always have in mind the interest of the people you are working for. Take advantage of



Springfield
Square
Street



your opportunities and equip yourself for something better, and when the promotions come you won't be standing in the line with those who are wondering how it happened.

Here are some figures that will show you what your own company may lose in one year if you waste five minutes

each day. Taking 20 cents as an average rate of pay in a shop of 500 men. This will amount to 41 hours per day or \$8.20 in a day; counting six working days per week, 52 weeks per year, this would make 312 days at \$8.20 per day, or \$2,558.40—a loss for which the company gets nothing.

A Model Indiana Farm

By Helen Lee Brooks

IN THE county of Sullivan, near Merom, Indiana, is situated the "Marshall Farm," one of the most remarkable farms in the state both in acreage and productiveness.

Though still known as the "Marshall Farm," it passed out of the possession of that family some years ago, and is now owned by Mr. J. W. Jones, Jr. The farm consists of 1,850 acres. During the season of 1914 there was planted on this farm 850 acres of wheat, 170 acres of soy-beans, and 700 acres of corn;—130 acres are in pasture and timber.

The average yield of wheat was 25 $\frac{7}{8}$ bushels per acre, 21,975 bushels being

shipped over the Illinois Central Railroad to Chicago. Thus far this year, seven carloads of hogs have been shipped to Indianapolis, leaving eight hundred head still to be marketed. This stock was also shipped over the Illinois Central.

The "Marshall Farm" furnishes employment for a large number of men the year around; the number running as high as fifty during the harvest season. The farm is operated along strictly modern lines. Horses have largely given place to gasoline engines. An eight horsepower engine operates nine plows. The wheat is harvested by machines also operated by gasoline. The



large tractor and binders shown in the picture cutting a swath twenty-eight feet in breadth.

On this farm is located the second largest silo in the United States, measuring 136 feet and 2 inches by 154 feet and holding the output of 215 acres of corn.

The swampy portions of the farm have been redeemed from waste by

drainage, eleven miles of ditches being required to take care of the water. A modern pumping station provides ample facilities for watering stock and other purposes.

The "Marshall Farm" is in every sense a model one, and it is to be regretted that more farmers in Indiana have not caught Mr. Jones's progressive spirit.

IF ALL CARS WERE HANDLED AS PROMPTLY AS THIS, CAR SHORTAGE WOULD BE MINIMIZED.

Flanagan, Ill., Aug. 14, 1914.

Mr. H. Battisfore, Supt., Chicago.

Dear Sir: Referring to article which appeared in July, 1914, issue of the Illinois Central Magazine, under the heading, "Good Work."

As this was not on the Illinois Division, I wish to call attention to the service S. A. L. 21525 received on this division, which, I think, is going I. C. 45242 one better.

S. A. L. 21525 arrived at Flanagan on train No. 442 at 4:27 p. m., July 21st, containing watermelons from Cairo, Ill.; weight 24,000 lbs.; freight charges \$31.68; advance charges \$67.68; was placed at the elevator on the morning of July 22nd at 9:00 a. m., loaded with corn for Cairo, Ill., weight 69,890 lbs., charges \$69.89, loaded directly home to the point received from and out on train No. 491, July 22nd, at 11:30 a. m.

This car was in Flanagan only 19 hours, of which 12 hours was at a time that but few work.

This car was unloaded at 6 p. m., July 21st, and was also a 60,000 capacity car, carrying a little over its marked capacity on the return trip.

Yours truly,

J. J. GARDINER, Agent.

THE ROLL OF HONOR

Name	Occupation	Where Employed	Service	Date of Retirement
George Ives	Engineman	Rantoul	39 yrs.	6/30/14
D. W. Hawkins	Stockkeeper	Mattoon	28 yrs.	7/31/14
Morris G. Hughes	Asst. Air Brake Instructor	System	49 yrs.	8/31/14
J. M. Archer	Section Foreman	Vaiden, Miss.	25 yrs.	8/31/14
Wm. B. Rogers	Cross'g Flagman	Louisville	14 yrs.	8/31/14

Transportation Department

How to Keep Track of and Control Operating Expenses

By J. F. Porterfield, General Superintendent Southern Lines

THE Management announces that commencing with the September issue of the Illinois Central Magazine, there will be started a series of articles prepared by the General Superintendents and Superintendents, the end in view being to provide a wider field for the expression of views calculated to be helpful to the operation of the railroad. I have been requested to submit the first article, possibly for the reason that it has been some two years or more since I contributed to the magazine. No particular subject is assigned, the choice of a subject being left to the writer's own desire, so the field of selection is a very large one. In casting about for a suitable subject, and one that is always a real live one in the Operating Department, I cannot strike upon anything better, nor more opportune, considering the present business conditions, than "Operating Expenses."

It is well known that "the high cost of living" has been hitting the railroads just as hard as it has the people. I say "well known" advisedly, and in the sense of referring to railroad operating people, because generally while it is known the fact is not admitted. Wages have been increased, tariffs reduced on necessities of life, and a few other things done to try to make a man's dollar go as far as it used to. Along the same line railroads have been pushing their own cases, and just recently, in certain territory, have gotten some little help along with a

lot of advice as to making it go farther by economizing. Every year the cost of making a dollar increases, and the trend toward increase is so great that notwithstanding a larger volume of traffic and consequent gross, the net is less. The help railroads will get in the way of increased rates is entirely problematical, but it is pretty certain they will continue to get more or less advice about economizing. Therefore, the question of cheap operation without "Cheap Service" is about the most important one we have to deal with.

The Management has done its part, even in the face of everything but favorable conditions, with liberal appropriations for new motive power, new cars, additional main and passing tracks, improved engine terminals, yards, coaling facilities, grade reductions, etc.; in fact, has been almost lavish in providing us with means of rendering efficient service at minimum cost, and it is our duty to get the full benefit of the means at our disposal, which in the last analysis is true economy.

Economy in its true sense, as I would have it understood, is not a retrenchment in forces and a niggardly policy of cheapness, but the art of preventing waste, and the art of providing system by which the operation is governed and the results checked. Economy can be applied to practically everything in railroad operation with credit to both the company and the employees, and certainly its consistent



*Typical of
Springfield's
Churches*



application to all lines of endeavor will make towards better working conditions and more comfort and profit in employment in at least the same degree that a lack of it will work towards a retrogression. Economy is just another name for efficiency, and in labor simply means the elimination of obsolete and round-about cumbersome methods; in material, simply prevention of waste; in engines and cars, simply prevention of delay; and so on through the whole line of operation.

In the application of economy to railroad operation there must be a measure of efficiency and a system of comparative checking of results. In manufacturing and repairing it is known just what the work should cost, and the efficiency is measured accordingly, but so many different things enter into various transportation costs that the efficiency measure is generally the lowest cost made on a division, district or at a yard, station or engine-house, etc., and for the purpose of effecting economy, results on other divisions, etc., are compared therewith, or where different conditions will not permit of fair comparison on this basis, the comparison is made on basis of different periods for the same division, district, etc. Therefore, it is very plain that a proper system of comparative transportation costs is vital to efficient and economical operation, and it is on this point that I want to make suggestions. Of course, from the usual monthly exhibits of service performed and costs any number of comparisons can be worked, and I will not attempt to dwell on these, but what I have in mind, particularly, are daily checks of certain service and expense that will give ready and accurate information to detect loss in efficiency.

In my experience I have found the following reports very helpful to those charged with the responsibility of controlling costs:

STATEMENT FREIGHT TRAIN MILES/WAGES AND OVERTIME:
The information for this statement

should be taken from train sheets and time slips and should show trains making overtime, names of crew, number of hours and cause; also, total wages overtime and train miles with percentage of increase or decrease, and should be daily, accumulative and comparative. This report gives first hand information on freight train operation and is a very handy check to keep cost in line with business handled. It shows the first day per cent of cost exceeds per cent of increase in train miles, giving an opportunity to stop the leak a month before the monthly comparative statements are gotten out.

STATEMENT FREIGHT TRAINS DISPATCHED AND TERMINAL DELAY: This report should be required of each yardmaster, and should show trains dispatched, time of departure, amount and cause of delay, and terminal overtime earned. The information should be assembled for the division showing, by yards, daily and accumulative, total trains, delay, average per train and expense, and sent trainmaster, yard masters and others of the division staff, including engine-house foremen. Freight trains should leave on listed time and good reasons should be required for such delays. This is a very important item because terminal delay wastes motive power, cars and labor; also, diminishes capacity of the yard. A thorough check and comparison of performance, and a consistent effort toward improvement will bring results.

STATEMENT YARD ENGINE HOURS AND CARS HANDLED:
A yardmaster to economically operate his yard must know every day what the operation is costing. Without this information he cannot intelligently arrange his forces. His superior should also have this same information, and know that the yardmaster has it. Therefore the yardmaster is the man to make the report. This report should show daily and accumulative the number of yard engine hours worked, cars handled and cost per car;

and record should be compiled in Superintendent's office for all yards and copy furnished trainmasters, yardmasters and others of division staff.

STATEMENT OF CARS FOR MOVEMENT, MOVED PREVIOUS 24 HOURS AND ENGINE MILEAGE: Superintendents and trainmasters should have a daily and accumulative comprative statement showing cars awaiting movement at the several trminals, cars moved, together with the engine mileage. This will immediately show a slowing up in the movement of the business. It is impossible in checking over the sixteen reports to remember conditions last year.

CARS ON LARGE TERMINALS COMPARED NORMAL: This is helpful information for Terminal Superintendents. It should show the total number of cars under general classifications, such as, for line movement, for connecting lines, for loading, for unloading, company material, company fuel, storage, etc.

BAD ORDER CARS ON HAND, LOADS AND FOREIGNS SEPARATELY: This information should be at hand every day and the age of loaded cars should be shown. Failure to keep check of the bad order situation often results in crowding yards and terminals, thus increasing operating expenses. By knowing the situation the movement of bad order equipment can be regulated to avoid increased operating expenses, also put the officers in charge in position to regulate car repairing forces.

.STATION OPERATION: Agents at the larger stations should render a daily and accumulative report showing expense of clerical and labor force, tonnage handled and cost per ton compared with previous year. It is imperative that the agent know every day what the operation is costing otherwise he cannot control it.

STATEMENT TRAIN LOAD: Every day Superintendents, Trainmasters and Chief Dispatchers should

have a statement of trains operated with less than full tonnage, and there should be a full determination of the causes leading to loss in motive power efficiency. Under present method of compiling train and tonnage statistics this information is immediately available only from the train sheets, which are not accurate as to the ton miles per train mile account set-outs and pick-ups, etc., but there is sufficient information available to serve the purpose of a general check on efficiency in utilization of motive power. There is hardly anything connected with the operation more important than getting 100 per cent efficiency from motive power, and there should be a better way for the division people to have immediate and accurate information on motive power efficiency. It is not sufficient to get this data a month or more after the operation is performed. It requires accurate daily data to take effective measures to improve the operation. It is my judgment that the way to provide this is to make a change in present practice of handling wheel reports.

Unless a better arrangement can be worked out, it would seem practicable for each division to compile its own freight train mileage and tonnage statistics by placing a man in the Chief Dispatcher's office for this purpose. He would get the conductors' wheel reports and compile the train miles, ton miles and other tonnage data, by the use of a typewriter with an adding attachment, and could then forward the wheel reports, with a copy of this data, to Superintendent of Transportation, which would only delay the wheel reports one day and would give the Superintendent of Transportation the tonnage statistics already prepared. This would give the division people an immediate and absolute check and unquestionably reduce operating costs. It is simply a question of transferring some work from the office of the Superintendent of Transportation to the division offices, and while it may involve some increased clerical expenses,

this will be of no consequence compared with the benefits derived.

There are various other items of great importance that should be covered by checks and comparisons, such as fuel expense, including the cost of handling; enginehouse expense reduced to cost per engine; electric light and water bills, record each station by months; loss and damage freight, and damage to stock on right of way, in-

cluding record by individual engineman and section foreman.

It is now to the point that to control operating expenses we must have every bit of light on the subject possible, and the only way to get this is to familiarize everybody with the results and costs; hence, the question of statistics and comparisons, interesting and instructive to the man actually spending the money, resolves itself into one of great importance.

ILLINOIS CENTRAL R. R. CO. ACQUIRES CENTRAL FRUIT DISPATCH REFRIGERATOR CARS.

ILLINOIS CENTRAL RAILROAD COMPANY
Office of Vice-President

Chicago, August 20, 1914.

As of date September 1, 1914, this company has bought and acquired from the Central Fruit Dispatch all its refrigerator cars in series 50001 to 59999, lettered C. F. D., C. F. D. X., or I. C. R. R., and such cars not already lettered I. C. R. R. will be relettered accordingly in due course.

On and after September 1, 1914, all such cars above mentioned will be operated by this company.

Foreign roads are requested to send repair bills, junction reports, etc., and address all correspondence in regard to such cars, covering movement or repairs on or after September 1, 1914, in the same manner as all other equipment operated by this company.

W. L. PARK, Vice-President.

The following shows that courtesy and thoughtfulness are valuable assets:

THE AVERY SCALE CO.—“EVERYTHING IN AUTOMATICS.” 732 MARQUETTE BUILDING

Chicago, Ill., Aug. 1, 1914.

General Manager:—

Dear Sir:—I want to speak about young Martin at Mt. Pulaski. He is an unusually bright fellow. A lady going through Mt. Pulaski to some point up on the Lincoln road, came from Springfield and was late, as is quite often the case, and missed the outgoing train. Was ill and upset. Young Martin directed her to a hotel and insisted on her leaving her heavy grip, and he carried it to her when he went to supper. I call that taking an interest in the Central's belated passengers. I myself had occasion to stop over there and found him a very obliging, bright young fellow, and made up my mind that any time the Central could not use him I should be glad to take him over.

I am yours truly,

A. C. ANNETT.

SHUT UP YOU SKINNER!
AIN'T YOU GOT A CHANCE?

HERE YOU SNEAK!!
NO HUNCHIN', YOU!

COME ON! COME ON!
TEND TO 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 ▲ ▲ ▲ ▲ ▲

GUARDING AGAINST THE LITTLE LIONS.

IT HAS always been, and will always be, an art to preserve health and to ward off disease. In the struggle for existence man has combatted with not only his fellow-men, but also with wild animals, insects, and the germs and parasites of disease. The fight against beasts was decided long before the historic period, but insects and germs have always been and are still formidable opponents. Whole tribes have been wiped out by a contagious or infectious disease, and even where the bacteria does not win such a decisive victory, it often weakens a nation so much that the latter falls an easy victim to its healthier neighbor.

The Typhoid Fly. We have typhoid fever with us more or less the year around, but the greatest mortality is in the fall, especially in the months of September and October. Unquestionably, the old oaken bucket, the bubbling brook, the low spring, and the rustic dairy have oftentimes been to blame, but we have been learning a great deal about flies and have become convinced that many a case of typhoid can be traced to the ordinary house-fly. Your fly is the most congenial mixer in the cosmos. In this respect there never was a politician that could come anywhere near him. It is all one to the fly. He visits the manure heaps, where 95 per cent of them are born, and the privy, the spittoon, the dead dog or rat on the highway, as well as the bed-vessel of the typhoid patient, are his favorite haunts. In this way he is

likely to get thoroughly saturated not only with dirt, but with typhoid and other germs, and he then may carry his filth to unprotected vegetables and meats and fruits. This carrier of disease and dirt may then crawl over your pie on the plate before you, or go through your unscreened windows and kitchen doors to your sugar bowl, your milk pitcher and your baby's nursing bottle.

After one has contracted typhoid fever the period of incubation is two weeks; that is, after the germs have been taken into the system it takes about two weeks for the symptoms of sickness to develop. This period is likely to tally with that of the greatest prevalence of flies. Typhoid fever from beginning to end lasts about two months, there being two weeks of incubation, four weeks of about as miserable sickness as there is, and two weeks more of convalescence. This is in the uncomplicated case and frequently the disease is greatly prolonged by some complication. The lesson here is obvious: Swat the fly early, always, starve him, separate him absolutely from his provender, if you want this filthy insect extinguished.

Mosquito Extermination. The only means whereby mosquitoes can be permanently vanquished is the destruction of their breeding places, which may be anywhere that water can accumulate and stand for ten days or more. Only in stagnant water can mosquitoes breed. It is wise, then, to drain marshes, ponds, pools, springs, fountains and wet places in lawns and gar-

dens, but the extermination will not be thorough and effective unless we realize that no body of water, not even a teaspoonful, can be too small for a mosquito nursery. This is especially true if grass and algae abound in it. Myriads may breed in water puddles by the roadside, in little used watering troughs, chicken pans, discarded tin cans, in back yards and in mud pools in vacant lots. Since mosquitoes breed only in standing shallow water, to eliminate them it is necessary to drain the water, fill in the dépression or spray the water with oil in all possible mosquito haunts. The best kind of oil is crude petroleum. One ounce of kerosene will cover 15 square feet of water surface and will remain effective ten days. The oiling should be repeated at the end of every ten days. Minnows or small fish have been utilized to destroy the mosquitoes. The fish devour with avidity the young mosquitoes in the larval state and a very few minnows will destroy thousands of mosquitoes in this way. Experiments have been made by the Illinois Central Railroad in this direction with excellent results, but the problem has been to keep the fish alive in the very stagnant, shallow water, which offers the best breeding place for the mosquito. Bats have also been used extensively to destroy the mosquito, bat houses being built at places where the pest is numerous, and with excellent results.

While attending to the fly's and mosquito's extermination, settle that of other insect carriers who often prove human foes. Look-out for the common

stable fly, which conveys to little children the germs of that dreadful disease, Infantile Paralysis. Of the other deadly diseases, that of Bubonic plague is carried by the common flea. All rats have fleas, and when the flea becomes infected with the plague germs he is carried by his host, the rat, from one place to another. The way to exterminate the disease is to destroy the rat. Fleas also carry the germs of typhus and typhoid fevers, tuberculosis and leprosy. There is the insect with the imperial name of *Pediculus Capitis*. In plain English that is the head louse, but it has been known to carry to human beings the germs of typhoid and of relapsing fever. And that pest of insects, the bed-bug, has done the same for the germs of small-pox, relapsing fever, of typhoid fever, and no doubt also of other diseases. The roach, too, has performed the kindly office of intermediary in transmitting diseases.

These small insects are *liens* in the path of life. They are enemies of decency, safety and right living. We should shun them as we would wild beasts, and many of them are infinitely more dangerous to life than many wild beasts. The bear, it is said, will harm no one if it is left alone, but the bed-bug or louse may consign you to the grave in a few days. How important then that we rid ourselves of all these insects. In the hotel, home or office, on the train, in the depot or ticket office, in the camp cars, or wherever you may be, get away from all these pests, these enemies of right living. This de-



WASHINGTON PARK, SPRINGFIELD, ILL.



MACHINERY HALL
STATE FAIR GROUNDS
SPRINGFIELD, ILL.

partment will gladly lend aid to any one who may be troubled with any one of these insects, and it is hoped that the readers of this magazine will feel free to consult this department. Address, "How to Live."

The following letters are self-explanatory, and show added proofs of the proficiency of the Hospital Department.

Freeport, Ill., June 1, 1914.

To Dr. Dowdall:—

I take this opportunity to thank you for your efforts in my behalf during my long illness. Leaving my own people, home physician and home town as I did and going so far away, I was naturally homesick at first, but the kind treatment I received at the hands of sisters, nurses, hospital authorities, and specialists, left me no cause for a single word of complaint. I have only the highest praise and commendation for all those who are at the head of the Hospital Department. I would never have been able to do for myself what was done for me, as I had not the means to pay specialist fees for so long a time.

I unhesitatingly recommend the Hospital Department to any one who is sick, and appreciate now how much more benefit can be given at Chicago on account of the specialists there. I have now been working the past month and am feeling fine; no ill effects of my long illness whatever.

Again I wish to thank the Hospital Department, as well as the individual nurses and surgeons who rendered such faithful service for me during my long illness from the first of October to the first of May.

Very sincerely,

MALCOLM MAURER,

Engineer Wisconsin Division, Freeport, Ill.

New Orleans, La., June 20, 1914.

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

Dear Doctor: I wish to express my thanks for the good work of the Hospital Department in regard to myself and several others that I know.

I entered the hospital one morning at 4 o'clock, with an acute attack of appendicitis complicated with pneumonia.

Through the splendid operation performed by Dr. Leake and the services of the hospital attendants, I was at work in two months' time, which I think was a record for the above afflictions.

Thanking you for the services rendered me I beg to remain,

Yours truly,

S. M. Porteous.

Night Baggage Man, Union Depot, New Orleans, La.



OLD STATE HOUSE (COUNTY BUILDING) SPRINGFIELD, ILL.



POST OFFICE, SPRINGFIELD, ILL.



Industrial, Immigration and Development Department



What a Prominent Citizen of South Dakota Thinks of His Investment in Mississippi

By J. C. Clair

A few months ago Mr. C. A. Johnson, President of the Southern Development and Improvement Company, of Fairfax, South Dakota, also known as the "Alfalfa King" of the Dakotas, purchased what was known as the Duncan Plantations, comprising 12,500 acres in Issaquena County, Mississippi, and is making extensive improvements on his property, specializing on diversified farming, raising of live stock, including fat beef cattle, hogs and mules, and will also purchase several hundred dairy cows.

Mr. Johnson believes there is a great future for the Delta country, which is plainly indicated by the following copy of letter written by him recently to Mr. Wm. T. Smith, Secretary, United States Annuity & Life Insurance Company, Chicago:

"My Dear Mr. Smith:

The Great Artist of the Universe has done his masterpiece in the Delta on the Duncan Plantations. No other artist has ever approached the beauty, richness and grandeur of the panoramin painting, and as I view this scene my soul is filled with its wondrous beauty, and a silent pride in being the owner of these 12,500 acres of the richest land in the world.

General Vollenweider exclaims: 'We have met the enemy and they are ours.' With Lieutenant McKnight commanding Homochitto Plantation, Colonel Carter commanding Holly Ridge, Oakley and Middlesex, Major J. R. Kirkland commanding Ellislie, Reserve and Duncannon, Colonel A. Mason commanding the Commissary, and with their 750 Ethiopians, they have made a flanked movement on the boll weevil and put him out of business.

The cotton, corn and other crops promise to return us gold far in excess of our expectations.

The English language shows its extreme poverty when one attempts to describe the wonderful works of God in the Delta.

I slept last night under the mighty arms of the giant oak whose age is counted not by years, but by centuries, and as I awoke ten thousand song birds were singing 'All Hail the King.'

Again Thomas Jefferson has called me over the long distance wireless, and asked me to confirm his good judgment in the Louisiana Purchase, and also my good judgment in taking his advice to buy the Duncan Plantations. I told him I considered both deals bully good ones.

I consider that the Mississippi Delta offers the most magnificent opportunities for investment of any place in the United States and the only place where you can buy good land for less than one-half of its intrinsic value.

Mr. C.A. Johnson and assistants. Mr. Johnson on the right.



Duncan Plantations, Issaquena County, Miss.

Corn



The planters, though most of them are Majors and Colonels, I consider in social standing equal to, if not superior to our best communities in the North.

The South is waking up to the importance of diversified farming and the results obtained are marvelous.

'Go South, young man, go South,' is sure to be the echo of the present century."

THE SILO.

The Feed Problem of the South to be Solved by the Use of the Silo.

By C. A. Johnson.

President of the Southern Development and Improvement Company, of Fairfax, South Dakota.

After years of experience of feeding cattle, horses and mules on ensilage, I am convinced that the Silo will solve the feed problem of the South, as you can put your crop into the Silo under all conditions of weather. You can put your feed up for less money than you can in any other form.

I am building several Silos on my plantation in Issaquena County, Miss., which I shall fill this year. I have several hundred acres of corn that will yield fifteen tons per acre. You can raise your corn and harvest it into the Silo at a cost of one dollar per ton and the lowest feeding value you can put on the ensilage is six dollars per ton and if fed to the right kind of cattle will yield ten dollars per ton.

I thoroughly believe that the building of the Silo in the Delta will double the value of every acre of tillable land.

I have Silos on my farms in the North where it costs us more than twice as much to produce a ton of ensilage as it does in the Delta as we raise less tonnage, labor is higher, still, we find it profitable to feed our crops through the Silo on land worth \$100 to \$200 per acre.

Mouldy ensilage will kill horses and mules. Good bright ensilage, well cured, will make them fat and give the aged ones a new lease on life.

Write the Secretary of Agriculture, Washington, D. C., for bulletins on ensilage. Write Southern Development and Improvement Company, Fairfax, South Dakota, for information how to build the best Silo for the South at a cost of 50 per cent of other kinds of Silos.

When you snap your corn and use only the ear you leave 40 per cent of the value of your crop in the field.

The Delta will feed at least 50 to 100 cattle to where it does one now if you will diversify and will raise more cotton per acre.

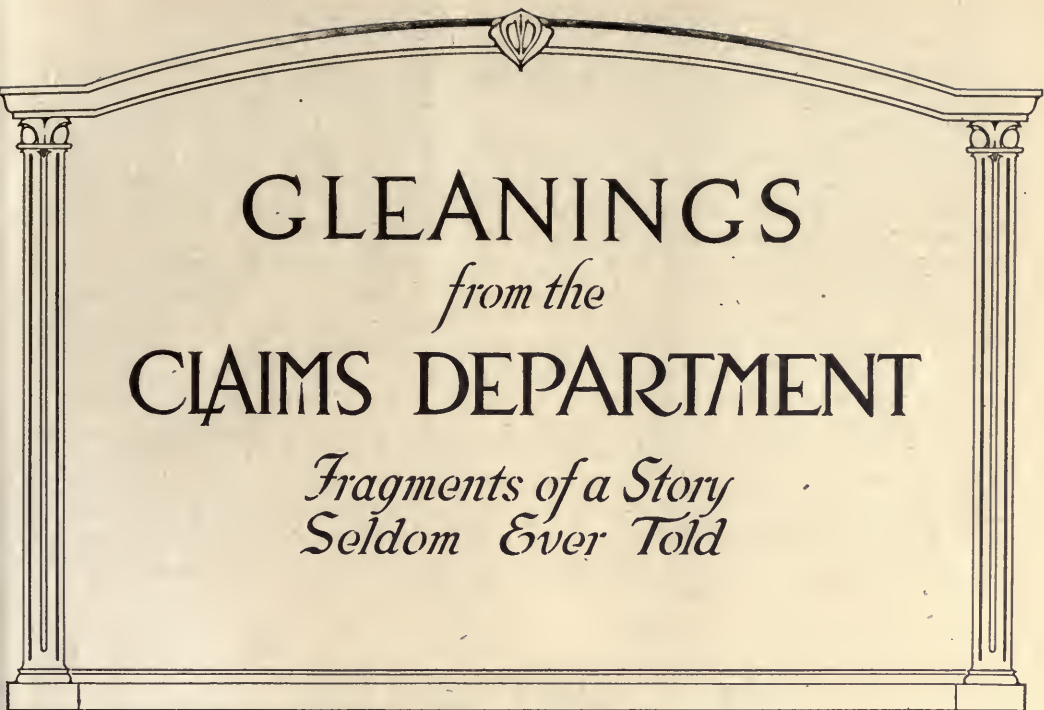
Let the watchword of the Delta for 1915 be, Diversify: Build Silos: Build elevated feeding floors: Become mound builders: Raise more horses, mules, cattle and hogs. Raise less acreage of cotton, cultivate it better, and swat the boll weevil with the sack.





Cotton on Duncan Plantations, Issaquena Co. Miss.





GLEANINGS

from the

CLAIMS DEPARTMENT

*Fragments of a Story
Seldom Ever Told*

The St. Paul Pioneer Press

August 9, 1914

LAWYER SCORED FOR SOLICITING INJURY ACTIONS.

Report to Be Presented at State Bar Convention Here Makes Startling Charges and Urges Remedy.

FIRM SAID TO BOAST OF OFFICES IN 32 CITIES.

DRASTIC laws prohibiting attorneys from soliciting personal injury cases and claims for loss resulting from the shipments of live stock are recommended in the report of the ethics committee of the Minnesota State Bar Association, which will be presented at the annual convention of that organization in St. Paul August 21, 22 and 23.

The report is signed by Lorin Cray,

Minneapolis, former district court judge, chairman; P. J. McLaughlin, St. Paul; James E. Jenks, St. Cloud, secretary of the state board of law examiners, and William A. Lancaster, Minneapolis, formerly district court judge.

Startling Charges Made.

The report does not spare the lawyers who engage in soliciting this class of business and some startling charges are made. In this connection the report says:

"Investigation made recently at our suggestion proves that in the larger cities of the state this business has grown to be a very formidable and well organized business.

Solicitors are Employed.

"Salaried solicitors are employed, one firm alone having employed forty-five railroad employees as solicitors.

Hospitals and a medical staff have been provided for providing medical treatment for nonresident injured persons while awaiting trial of their cases in this state.

"Lecturers are employed and much literature is distributed to railroad employees, and employees constantly are reminded that the courts of Minnesota are the most desirable forum in which to try personal injury cases.

"Some of the reasons given are that juries in this state are more liberal than in other states, and that five-sixths of a jury may find a verdict.

"Investigation shows that the added court expense in Ramsey county alone resulting from this class of litigation is in round figures \$7,200 a year.

Boasts of Branch Offices.

The report says that one firm of Minneapolis attorneys, making a spe-

cialty of this class of cases, boasts of branches in thirty-two cities. At the time the report was written, five weeks ago, it is alleged that there were personal injury actions pending in this state against railroads by non-residents who have a remedy in their home courts, in which it is sought to recover \$6,358,522.

Legislation is Urged.

Legislation is recommended which will prohibit the soliciting of business of this character. The penalty upon conviction would be disbarment or a heavy fine or both. It is also recommended that a law be enacted providing that all actions to recover damages for personal injury shall be begun and tried in the county where the person injured lived at the time of the injury, or in the county where the injury was suffered.

The St. Paul Pioneer Press

August 23, 1914

SEEK LAWS AGAINST AMBULANCE CHASER.

State Bar Association Goes on Record as Opposing Soliciting by Attorneys.

The State Bar Association at its final session yesterday at The Saint Paul went on record as opposed to the solicitation of personal injury suits or any other legal business by members of the profession and referred the entire subject of a remedy to a special committee, which is to recommend suitable legislation and submit its report to the 1915 Legislature.

Would Refer to Supreme Court.

This committee was instructed to consider the feasibility of giving the Supreme Court general jurisdiction over all cases where unprofessional conduct is charged.

Under existing laws it is said that the power of the court to suspend or disbar an attorney for soliciting business is doubtful.

Committee of Ten.

The committee is to be composed of the five members of the new ethics committee to be appointed by the new president, Harrison H. Schmidt of Mankato, and five others appointed at large.

The report of the committee on blue sky legislation was taken up at such a late hour that it was only received and filed without discussion on motion of Chairman Royal A. Stone of St. Paul. The same disposition was made of a brief report by the committee on uniform legislation.—St. Paul Pioneer Press, August 23, 1914.

Will Mr. Brandies Please Note

On July 8, 1913, a very disastrous conflagration visited the little city of Independence, Louisiana. The fire was discovered about 10:30 a. m. in the Klotz Hotel. That building was entirely consumed and in addition about fifty stores and dwellings, as well as our depot with all the records and freight on hand. The hotel was located on the east side of the track. The fire spread in a southwesterly direction, jumping the railroad, all the buildings except two or three which were burned being on the west side of the track. This of itself was conclusive proof that the wind was not in the proper direction to carry sparks from the railroad to the hotel. The Fire Commissioner of Independence made a careful and exhaustive investigation and reported that the fire caught from a defective flue in the hotel, which flue had been damaged by lightning in the preceding April. The owner was at that time promptly notified to repair the flue, but failed to do so. A large number of residents stated there had been no train through Independence within a time possible to have set out the fire, and that the local freight arrived just as the fire was discovered. In view of all these circumstances, it was thought that this was one fire for which no effort would be made to place responsibility upon the railroad. The error of this conclusion, however, was made plain in March, 1914, when a suit was filed by Mrs. Lillian Klotz in Tangipahoa Parish for \$3,806.15 damages for destruction of the hotel and contents. Frequently such suits are inspired by insurance companies, who have lost heavily, and who are subrogated to the rights of the owners under their policies, but in this instance the insurance companies, after making a thorough investigation, concluded that there was no hope of holding the railway responsible and refused to contribute more than \$25 toward prosecuting a suit. The trial at

Amite City lasted for over six days. The plaintiff introduced forty-two witnesses, the majority of whom had lost property in the fire. Thirty-one witnesses were introduced by the defense. The jury promptly found a verdict for the railroad. Had the plaintiff won the test case, other suits aggregating \$250,000 would have been filed.

Mr. Brandies, of Boston, the great expert on railway economy, should evolve some plan whereby the enormous cost of defending unjust and unnecessary litigation of this character could be avoided, and the money thus wasted, saved to the company. A few economies of this sort would go a long way toward settling the freight rate question.

FRIVOLOUS SUITS.

The recent newspaper publications relative to the methods of a certain class of lawyers in stirring up litigation against corporations are receiving widespread attention. Commenting editorially upon this topic, the Daily Nonpareil of Council Bluffs, Iowa, in a recent issue, says:

As the direct result of the course of a certain class of attorneys, who nominally at least are officers of the courts they pretend to serve, courts in all sections of the country are held up to public ridicule and scorn—not to say contempt. The demand for the recall of judges, the public review of judicial decisions and other "remedies" which might or might not work out well in practice is largely the result of the work of ambulance chasing lawyers.

The real trouble is not far to seek. Courts may not actively encourage the filing of suits upon any and all pretexts, but it certainly must be admitted that they do not frown so very sternly upon the filing of these frivolous suits which take the time of the courts, cost the taxpayers great sums of money for juries and clerks and stenographers and a host of other officials and em-

ployees, and do no one any good, with the single pecuniary exception of the attorney who files the suit.

And the attorneys of this class, generally speaking, do not file this sort of frivolous law suits because of the urgent pleading of the people who are injured, but rather is the pleading the other way. They are, nine times out of ten, taken by attorneys upon a contingent fee—they get 40 or 50 or 60 per cent of all sums that may be collected. The attorney by such an arrangement has everything to gain, and his client, who feels that any old sum would be ample recompense for meager "injuries" he has received, is elated at the prospect of getting, "on paper," damages of \$5,000 or \$10,000 from somebody or somewhere, forgetting that of the few hundred dollars he probably or possibly may receive, the greater portion will be swallowed up in court costs and the attorney's big fee.

Upon one day during the past week there were filed in the district court in Council Bluffs no less than four suits of this character, and seemingly each was based upon a flimsy frivolous plea. The total sum asked in these four suits was \$21,000.

This is not a condemnation of these suits in particular. There may be an exception in some of these. Possibly one out of the number may have a shade of merit. So far as these suits are concerned they are merely incidents in the court history of this county. But they may perhaps be taken as incidents that indicate the trend of modern law suits of a certain character, which are clogging the channels of the courts and costing this county as well as nearly every other in Iowa and in other states, thousands of dollars every year.

It would seem that it is up to the courts to take some action, by amending their rules of practice or in some other manner, that will result in the elimination of the frivolous suits, the unnecessary suits, the speculative suits from the dockets of the courts. No court ought to permit itself to become

a mart where shyster lawyers gather to make merchandise of instruments designed to promote justice. Many suits of this character are blackmail pure and simple.

DAMAGE SUIT MICROBE.

A scientific investigation would probably disclose the existence of a damage suit disease microbe, and that there is an appalling number of people who are susceptible to it. Formerly, it was thought necessary to receive a real injury and for the railway to be guilty of some serious neglect or overt act in order to provide the basis for a damage suit, but latterly the field is only limited by the imagination of the would-be claimants and their attorneys. The following, which are only a few of numerous cases, illustrate this:

A carload of race horses was consigned from Memphis to Paducah, Kentucky. The shipper represented that they were common horses and received the rate applicable to that class. The agent at destination discovered the true character of the shipment and accordingly raised the rate. The consignee declined to pay the increased rate, whereupon the agent took one of the horses and placed it in a local livery stable as security for payment. A citizen entered the stable, was kicked by the horse and sued the railroad.

Suit is now pending against this company by the father of a few months old child on the ground that the child, accompanied by its mother, had to ride in a dark coach because of some trouble with the lights; that the child was afraid in the dark and cried so lustily as to become ill.

Very recently, suit was filed in Warren county, Mississippi, by a gentleman who says that while riding in a day coach about 7 p. m., he fell asleep; that when he awoke, he discovered that someone (he does not say whether a member of the train crew or a fellow passenger) had left the coach door open so that a draft blew in upon him; that he caught cold and was

made ill. He only asks \$10,000 damages. If this suit prevails, it will be well for conductors to provide themselves with blankets to see that slumbering passengers are kept neatly covered up, and that coach doors are kept closed and not used. Of course, there is the risk that if the door is closed some other passenger while asleep may become overheated, and the same predicament precipitated as that which confronted a darkey porter on a train when a lady demanded that he raise the window or she would smother, while the lady who sat in the seat ahead of her commanded the porter to let the window alone, stating that if he opened it she would freeze to death. The porter, wholly at loss as to what to do, turned to a traveling man for advice, and was told to leave the window closed until the one lady smothered and then open it until the other froze to death.

MRS. PECKHAM'S FLIGHT.

Mrs. P. Peckham was one of those motherly old ladies that you occasionally meet. Her heart was in the right place, but it was difficult for her to keep her teeth properly located. The dentist had made them too large, and she could not apply sufficient atmospheric pressure to retain them in their proper receptacle.

Every time the train gave a start, or a stop, out flew the teeth, sometimes in the aisle, occasionally in the seat forward, then into the newsboy's basket; and once she sneezed, whereupon they were thrown with great force and violence into the lap of Mr. Attorney-at-Law. The gentleman of legal eminence made inquiry at once and told Mrs. Peckham that she had a good claim against the company for so "violently, wickedly and vehemently" casting portions of her anatomy about the car. He begged that he might be permitted to present a claim for damages against the company.

Mrs. Peckham was somewhat averse to this, knowing that the real fault lay immediately with a bum dentist, but

she was weak in the wonderful presentation of her case by the noble barrister and the glittering tale of lucre quite overcame her modesty.

The Claim Department received its usual letter concerning the case, and the Honorable Attorney-at-Law made it specific that large and substantial damages should necessarily be forthcoming for this outrage.

The Claim Agent called to see Mrs. Peckham, who stated that she was terribly embarrassed and that the only way that she could retain her teeth in her mouth was by sucking lemons. The suction caused the teeth to remain in the mouth. Mrs. Peckham said she had spent ninety-eight cents for lemons on her way home on this single trip, and that the newsboy stayed with her throughout the entire journey and was the only member of the train crew that rendered her any assistance. She said she had sucked enough lemons on this trip to become jaundiced, and that the newsboy waited on her like a man until almost home when she got hold of a bad lemon and after that she said she would not buy any more of him unless he plugged them. Mrs. Peckham came from the watermelon district and knew what she was talking about. Finally, she insisted upon something definite and desired to know what the Claim Agent was going to do about it. This was a moment not to be considered lightly, and we are advised that he made the nice old lady the following suggestion:

"My dear madam, if you persist in associating yourself with that peculiar set of cuspids and molars that compel you to suck lemons continually throughout your trips on our trains, I shall feel it my duty, both to you and to those who travel, to ask that you confine your journeys to fruit trains exclusively."

AN OUTSIDE VIEWPOINT.

Mr. John C. Rose, Chief Claim Agent of the Pennsylvania Railroad Company, with headquarters at Philadelphia, Pa., and President of the Na-

tional Association of Railway Claim Agents, writes entertainingly, under date of the 24th ult., concerning our contribution to the August number of the Illinois Central Magazine, as follows:

"I have the August number of the Illinois Central Magazine with its interesting section edited by your department.

A casual perusal of the matters touched upon inspires the thought that through such agency there can be brought to the attention of the employee the generosity of the corporation which so long has been viewed as devoid of sentiment.

An Italian, who had sustained a severe injury while at work as a track laborer, a month or so ago came into the office of a Claim Agent and through an interpreter said if the company would give him \$125, which would satisfy some indebtedness and provide for his return home, he would sign a release. The poor fellow was homesick and despondent to the point of desperation. He was told to come back at the end of three days, and when he appeared, there was a voucher of \$1,000 awaiting him. This money was deposited here, and the man furnished with cash for his needs while going home, and a draft for the balance, which could only be negotiated by deposit in Italy. It might be inferred that the case was one in which a lawyer would have recovered a much greater sum, but that thought is far from the truth, although the company felt that the character of the injury fully justified the appropriation made.

Not long ago, three employees were killed in a train wreck, and it was calculated that the damages were quite alike in volume. Authority was given to pay \$6,500 to each widow or rather to an administrator for the benefit of the widow and next of kin. In two of them, adjustment was made within two weeks' time. In the third, the widow, by the advice of relatives and friends, employed an attorney. The lawyer had circulars sent to all recit-

ing his great success and mentioning several verdicts obtained. To him, the company offered \$5,000, and after negotiations lasting three months, settlement was consummated for \$6,000, of which the widow on her agreement with the lawyer, received \$4,000.

There are so many instances of this kind and the railroad companies are voluntarily treating their employees with such liberality that some benefit might be derived from the recital of facts like these. An argument against the advertisement is that there might be cited the instance in which larger amounts have been recovered by suits where but little would voluntarily have been paid. Such cases are, however, growing less day by day, and the more intense humane side of the corporation through the personality of the official of the time is operating to the great benefit of the employee."

MONROE NEWMAN'S SUIT.

A young man named Monroe Newman, occupying a responsible position in a bank at Summit, Mississippi, became involved in a controversy about a trivial matter with Conductor J. M. Ansley of train No. 6, at Summit, on January 20, 1914, and stabbed the conductor with a knife, from the effects of which injury, Mr. Ansley died one week later, leaving a family. Mr. Newman was indicted, charged with murder, and was tried and acquitted. He has now filed suit against the Railroad Company in the Circuit Court of Pike County, Mississippi, demanding \$2,999 (suits for less than \$3,000 cannot be removed to the Federal Court) as balm for the alleged mistreatment which he claims he received at the hands of the unfortunate conductor. The controversy between Newman and the conductor arose when the conductor asked him for his ticket. Newman replied that he was looking for a friend and a dispute ensued. If Newman really had any just cause for grievance against the conductor's action toward him, one would naturally

suppose it had been more than wiped out by taking the conductor's life.

HAGAN'S FAVORITE STORY.

Claim Agent H. W. Hagan of Greenwood, Mississippi, is quite a story teller. We are taking the liberty of quoting below the choicest gem from his repertoire:

"Just after the terrible disaster to the Empress of Ireland happened in the St. Lawrence River, when the news had leaked down to a little Mississippi town, Negro Sam heard of it and was telling his friend Bill about it. They speculated at length as to the size of the vessel, how the accident occurred, and so on; and then Sam asked Bill:

"'Bill, if de good Lord was to call you home to de Promis' Lan', and sez you would hafter be killed on a train or a boat, which one would you take?'

"'Nigger, you know I'd ruther be killed on a train dan on a boat.'

"'Why'd you ruther be mashed up in a train wreck dan to be drowneded off en a ship? I's always heard dat you dunno when you dies when you is drowneded.'

"'Well, Sam, it's dissaway: If I's killed on a train dey'll say: 'Here he is!' But if I's killed on a ship dey'll say: 'Whar he is?''"

LET OTHERS PROFIT BY THE EXPERIENCE OF MR. TRIEB.

Superintendent Battisfore has requested all of the employes of the Illinois Division to write him from time to time of any irregularities which may come under their observation. In compliance with this request, Claim Agent C. D. Cary wrote Mr. Battisfore recently as follows:

"I notice that many of our men still make use of the practice of trying to cool hot boxes while trains are in motion. They hang on the sides of cars and pour water on hot boxes and frequently get down on the sides far enough to pull out waste while train is in motion. This is a most hazardous thing to do. Brakeman William Trieb lost his leg in this manner at

Buckley, Illinois, on July 21, 1912. I do not believe the Company expects or desires that this extreme danger be taken in order that haste may be made."

ONE CLAIM AGENT'S MONOPOLY.

During the last few years, Claim Agent C. D. Cary has been much annoyed by claims propounded on account of injuries sustained by persons while occupying toilet rooms of coaches. Naturally, when an injury takes place in a toilet room of a car, witnesses are mighty scarce, and one has to draw principally from imagination as to the true facts. Women, for some reason, head the list in the frequency of these unpleasantries, and their schemes and designs, which filter out in their claims, would baffle the intelligence of a Sherlock Holmes. It is a little peculiar that the most of these cases have arisen on the territory of one Claim Agent, which, however, has resulted in him becoming an expert on this class of cases. During a recent visit to his office, the writer observed the following inscription, neatly framed and hung upon the wall: "Of all the cases beneath the skies, These toilet room cases I most despise."

A FOOLISH SWINE.

A Franklin County, Mississippi, farmer, whose hog was killed by a Y. & M. V. train, and who is evidently somewhat of a poet, wrote Claim Agent Harry Doyle, of Vicksburg, Mississippi, recently, as follows:

"My razorback strolled your track

A week ago today.

Your twenty-nine came down the line
And snuffed his life away.

You can't blame me—the hog you see,
Slipped through a cattle gate,

So kindly pen a check for ten,
This debt to liquidate."

He was rather surprised a few days later to receive the following from Harry:

"Old twenty-nine came down the line

And killed your hog we know,
 But razorbacks on railroad tracks,
 Quite often meet with woe.
 Therefore, my friend, we cannot send
 The check for which you pine.
 Just plant the dead; place o'er his head
 'Here lies a foolish swine.'"

NOTES OF INTEREST.

A gentleman living in the suburbs had a calf killed by a train on one of the railroads recently, and put in a claim for damages. He was closely interrogated by the claim agent of the road as to the circumstances connected with the killing and many of the interrogations seemed so obviously unnecessary that the claimant became exasperated, and when finally the question was asked: "Was the calf on the track when it was struck by the engine?" he exclaimed: "H—! no, of course not. The calf was fifty yards from the track. The engine left the track and chased the calf for half an hour, finally killing it in a ditch. The engine then returned to the track, hitched itself on to the cars and pulled out without saying a word." His claim was allowed without further questioning.—Exchange.

Some time ago a certain man, whose name we shall not mention, claimed to have been injured in a derailment. He said he was an electrician and that he had lost \$500 worth of tools in the accident, and that Reverend Blank knew him and could vouch for his honesty and integrity. Shortly, the Claim Agent who had charge of the case received a letter from Reverend Blank certifying that he had known the claimant for a number of years and that he was an honest and upright man. It happened that a stray overcoat was found at the scene of the derailment, which proved to be the property of the claimant, and in one of the pockets were parole papers from a prison, paroling the claimant to the reverend gentleman referred to. The claimant had been confined for burglary and the Claim Agent concluded that the alleged property lost was bur-

glary tools, and the claim was declined.

As train No. 501 was backing from the Carbondale yards located a mile north of the station at 10:40 a. m., August 8, 1914, a male passenger jumped off of the train into a pile of rock screenings near the track and rolled back under one of the coaches. Engineer T. E. Harmon and Traveling Engineer H. E. Exby were in charge of the engine and both were keeping a sharp lookout. Just as the man fell Engineer Harmon applied his brakes in emergency and brought the train to a stand before the wheels at the other end of the coach reached him. A moment's failure in keeping a sharp lookout in the direction the train was moving would have undoubtedly resulted in the passenger's death.

Claim Agent Charley Payne of Paducah is quite a connoisseur in regard to edibles, and has the reputation of being an excellent cook, but we cannot vouch for that. However, he has sent in the following recipe: "Pluck, don't pick, ripe squash from the tree; bore a hole in the east side of the squash with an inch meat auger, and then take a cleaver and gently split the opposite side and carefully remove the backbone; after neatly sewing the slit together, stuff with horse chestnuts, mingled with evaporated boot heels. Cook until brown; saw carelessly into squares and serve in an old kimona."

G. L. Darden, Stock Claim Agent, Y. & M. V. Ry. Co., is a man who will deal fairly by all who may have stock claims to be adjusted. All one need do is to not start to robbing and represent matters as they are. Save law suit and get full value too. We have had many claims adjusted satisfactory with no threats of going to law. The best way is, use good common sense and let few know your biz.—*Negro World*, Cary, Miss., Aug. 1, 1914.

Wife (reading)—"Woman recovers her voice through a railroad accident!" Husband—"How much is her husband suing the company for?"

Outing of Railroad Smoke Inspectors Association of Chicago

ON Tuesday, August 18th, the Railroad Smoke Inspectors' Association of Chicago had their annual outing. When the steamer "City of South Haven" left her dock at Clark street she carried twenty-one members of the Association and six hundred guests who had responded to invitations to help make this year's outing "the biggest and best ever."

Our mutual and congenial friend, "Bill" Quirk (who by the way, is chief smoke inspector of the Illinois Central and Michigan Central), jauntily clad in white trousers, blue coat and white yachting cap, met everybody at the foot of the steps leading to the boat and exchanged the tickets for invitations. He greeted everybody with a smile and immediately made them feel "at home." We left the dock at 9:30 and, as it was a very hot day, everybody stayed outside where they could get the full ben-

efit of the more than welcome lake breeze. The Illinois Central band had been engaged for the trip and all the way over to South Haven they "discoursed sweet music."

We arrived at South Haven at 2:15 and then the crowd scattered, some went bathing; some went automobil-ing; some attended the Chautauqua exercises, while still others were satisfied to sit around in the park and do nothing but endeavor to keep cool. We left South Haven at 5 o'clock, landing in Chicago about 10 o'clock. Soon after leaving South Haven the sky suddenly became overcast with dark clouds, a strong wind blew and then came a regular deluge of rain. Everybody made a mad rush for the doors and in the scramble many amusing incidents took place.

There was a meeting held in the dining room of the steamer at 8 p. m.



Railroad Smoke Inspectors of Chicago at South Haven, Michigan, Aug. 18th, 1914.

*Smokeless Plant and
Roundhouse*



Smokeless I. C. Engines.



Mr. R. O. Monett, Chief Smoke Inspector, City of Chicago, spoke at length in regard to the good showing that the railroads had made in the last four years, and complimented the Association very highly for their excellent work and co-operation.

He said, in part, that the railroads had reversed the opinion that used to be held regarding the smoke situation inasmuch as they were now setting the pace for the stationary plants and other "smoking nuisances" of the city. Mr. H. T. Bentley, who is chairman of the sub-committee and in direct command of the Smoke Inspectors' Association, thanked the members for their hearty co-operation and for their efforts which they had put forth in reducing the smoke density down to the point which at one time, it was thought absolutely impossible and assured the city officials that he had every reason to believe that the same efforts would be put forth in the future and a still better showing made.

Mr. E. F. Oyster showed stereopticon views of conditions in Chicago of railroad roundhouses and also locomotives of various railroads. These pictures were explained at length by Smoke Inspector M. E. Harris, City Deputy Inspector, who made the pictures.

Among those present were: Mr. S. H. Viall, Asst. Chief Smoke Inspector, City of Chicago; Chief of Police James Gleason and family; Mr. T. T. Keliher, Chief Special Agent I. C. R. R. Co.; Mr. S. S. Morris, Chairman General Safety Committee, I. C. R. R.; Wm. Stahl, Asst. Chief Special Agent, M. C. R. R.; Mr. R. J. Edgeworth, Chief Special Agent, C. J. R. R.; Mr. C. Scully, Special Agent, M. C. R. R.; Mr. C. I. Price, Supt. of Police, C. M. & St. P. R. R.; Mr. F. A. Hammers, chief clerk to Genl. Foreman M. C. Round Houses, 16th St., Chicago; Mr. J. T. Morrison, Vice-President, Pullman R. R. Co.; Mr. William Harvey, Master Mechanic, Pullman R. R. Co.

COURTEOUS ACTION BY CONDUCTOR DRAPER BRINGS COMPLIMENT.

BIRMINGHAM & NORTHWESTERN RY. CO.

Jackson, Tenn., Aug. 20, 1914.

Mr. W. L. Park,
Vice President, Illinois Central Railroad,
Chicago, Illinois.

My Dear Sir:—

In expressing regret that my sudden illness made it necessary for me to cause the Seminole to be delayed at Effingham a few minutes last night while we were getting a doctor, I wish to take this occasion to acknowledge my very warmest appreciation of the consideration and kindness manifested by Conductor C. H. Draper, who was in charge of the train. Pullman Conductor Waite was also as courteous and considerate as possible.

From my standpoint, such employees are as valuable an asset as any road could have.

Yours very truly,
L. B. Tigrett President.

APPOINTMENTS AND PROMOTIONS,

Effective Aug. 17th, 1914.

MR. WILLIAM O'BRIEN is appointed Master Mechanic of the Springfield Division, with headquarters at Clinton, vice MR. FRED M. BAUMGARDNER, resigned to accept service with the Government.



ACCIDENT ON STEAM RAILWAYS, OCTOBER, NOVEMBER AND DECEMBER, 1913.

THE number of persons killed in train accidents during the months of October, November and December, 1913, as shown in reports made by steam railway companies to the Interstate Commerce Commission under the accident law of May 6, 1910, was 191, and the number of persons injured 3,726.

The total number of casualties of all classes reported amounted to 2,792 for persons killed and 50,776 for persons injured. This statement includes 2,484 persons killed and 18,043 persons injured as the result of accidents sustained by employees while at work, by passengers getting on or off cars, by persons at high-way crossings, by persons doing business at stations, etc., as well as by trespassers and others; and also 117 persons killed and 29,007 persons injured in casualties reported as "industrial accidents." This shows a decrease of 59 killed and 608 injured in train accidents over same quarter 1912.

ILLINOIS CENTRAL RAILROAD COMPANY The Yazoo & Mississippi Valley Railroad Company Office of General Manager

August 1, 1914.

The following accidents have occurred which could and should have been prevented:

Derailement caused by brakeman throwing switch of cross-over between trucks of car, which was being handled rear of caboose, causing serious delay to both passenger and freight traffic.

Derailement caused by brakeman failing to properly secure switch after throwing same, delaying both passenger and freight traffic.

Derailement caused by brakeman throwing switch under car, delaying an important passenger train and other freight trains. Rule 104-c violated in these cases.

Derailement caused by engineer crowding brakeman so close that engine split the switch.

Rear collision of two work trains following too closely, and one stopping without protection or warning to following train, seriously injuring laborer, damaging equipment and delaying traffic.

Collision between two freight trains caused by failure to check register at junction point. Rule 83 violated.

A side-swipe accident occurred in a terminal yard, between switch engines, caused by one crew fouling track other was moving on. One of the engineers was painfully injured.

A switch cut hit a hand car in yard limits, resulting in fatally injuring one of the switchmen, caused by section foreman not properly protecting the movement of his car around curves within yard limits.

Collision in a terminal caused by movement against current of traffic

without protection, resulting in one fatality, two serious injuries and damaging equipment.

Collision by yard engines shoving in on each end of the same track, not knowing each other's movement. When necessary for engines to work on both ends of a track in yard at same time, an agreement as to the distance the track to be used from each end must be made.

One sectional collision caused by engineer taking signal from section man with red lantern that was not intended for him, and really was not a signal of any kind.

Sectional collision in a terminal caused by coaches breaking loose from engine, injuring several employees "doing work about coaches," and damaging equipment; air not coupled between engine and cars.

The following comparison of personal injuries occurring on the system, draws attention to the increase of accidents to trespassers, that a determined effort on the part of all employees should be put forth to reduce this class of accidents, as well as to employees and others:

	Employees		Trespassers		Others	
	K	I	K	I	K	I
Total first 6 months, 1914...	31	135	78	55	6	36
Total first 6 months, 1913...	48	124	69	34	14	31
	D-17	I-11	I-9	I-21	D-8	I-5

NOTE: D—Decrease; I—Increase; K—Killed; I—Serious, non-Fatal Injured.

T. J. FOLEY, General Manager.



A Letter Complimentary to Captain Bent and the Illinois Central R. R.

Stephen Orville Tripp,
Assistant Quartermaster General—Illinois,
Springfield.

August 26, 1914.

Mr. C. H. Markham,
President, Illinois Central R. R.,
Chicago, Ill.

Dear Sir:

At the conclusion of the joint maneuvers at Springfield, Illinois, covering a period of two months, the Illinois Central Railway Company has transported in round number's some 3,500 members of the Illinois National Guard, from various points in Illinois to Springfield and return to their home stations.

The working out of the detail plan of itineraries, and looking after the troops and their comfort enroute, as well as the equipment and schedule of trains, has fallen largely to your Special Agent, Captain C. L. Bent, who was assigned to this work at the beginning of the movement by the General Passenger Agent of your Company. The training Captain Bent has received at West Point and in the U. S. Army, in working out details for the handling of large bodies of troops, has not only proved of great value to your company, but has added materially to the expediting of all matters of transportation in aiding the State officials in handling their organizations in a very advantageous manner, as well as giving the troops the most comfort possible enroute.

In every instance where your Company handled an organization I have received the highest words of praise from the commanding officer as to the service, and I am therefore greatly indebted to Capt. Bent for his efforts in bringing about such excellent service, and through you wish to extend to your Company and Capt. Bent, on behalf of the State, my sincere thanks for the services and courtesies rendered.

Yours very truly,

(Signed) S. O. Tripp,
Col., Ass't. Quartermaster Gen'l.



Atchafalaya River, and bridge over it, recently repainted by Y. & M. V. paint crew.....

Huge Exhibit Palaces are Finished at San Francisco and the Installation of the World's Display Begins

By Hamilton Wright

NINE huge exhibit palaces have been completed at the Panama-Pacific International Exposition at San Francisco. Altogether there will be thirteen main structures on the Exposition grounds, and an Auditorium to seat 12,000 persons, and to cost more than \$1,300,000 is under construction at the civic center of the city.

The result of the work fulfills every expectation of the commission of famous architects to whom was entrusted the Exposition design. To blend into and fit in with the impressive natural surroundings of the site at Harbor View, the great hills that encircle the grounds on the south, east and west, the harbor on the north, with its islands, and beyond, the Golden Gate, it was planned to produce a single superb architectural design and the plan has been carried out.

The Exposition grounds which face the harbor for almost three miles, are occupied by three groups of buildings. In the center are the exhibit palaces; upon the east is the amusement section, and on the west and nearest the Golden Gate, is the section devoted to the pavilions of the thirty-six nations that are to take part and of the states.

From the heights of Belvedere, four miles across San Francisco harbor, the vast copper-green domes of the main palaces rising as high as the average twelve-story city block, are seen to reach more than half way to the first rims of the great encircling hills at Harbor View. Glints of gold and jade and sapphire are splashed over the buildings in brilliant, riotous colors that, in the distance, melt together in a vast mosaic.

In the center group eight of the exhibit palaces are joined in a rectangle. Four of the buildings face upon a 400 feet wide esplanade upon San Francisco

harbor, and four face the South Gardens between the main group of buildings and the exposition boundaries. The four buildings facing the harbor from east to west are the palaces of Mines and Metallurgy, Transportation, Agriculture, and Food Products. To the south completing the group, are the palaces of Varied Industries, Manufactures, Liberal Arts, and Education. The buildings are identical in height. Their architecture as seen from afar is also similar, and it is only when one gets close at hand and within the courts that the divergencies are apparent.

The dimensions and cost of the eight buildings are:

Palace	Size, linear ft.	Area, sq. ft.	Cost
Mines & Metallurgy	451x579	252,000	\$359,445
Transportation	579x614	314,000	481,677
Agriculture	579x639	328,633	425,610
Food Products	424x579	236,690	342,551
Varied Industries	414x541	219,000	312,691
Manufactures	475x552	234,000	341,079
Liberal Arts	475x585	251,500	344,180
Education	394x526	205,100	425,610

Flanking this group of eight structures upon the last is the Palace of Machinery, costing more than \$600,000. This was the first of the exposition palaces to be completed. Its interior arrangement consists of three north and south aisles, each 136 feet in height and 76 feet in width, extending the entire length of the building 968.8 feet. Three transverse aisles, each 126 feet long and 75 feet wide, run east and west through the center intersecting the north and south aisles.

Flanking the group upon the west is the Palace of Fine Arts, which is separated from the groups by a lagoon which it partly envelops and which is bordered by flowers, shrubbery and trees, giving the effect of a forest lake in the tropics, fringed with rich shrubbery and palms. The building describes an arc 950 feet in length, and its area is 205,000 feet or nearly five acres. The Palace of Fine

Arts is of steel and concrete, and is fire and burglar proof.

Opposite the Palace of Education in the South Gardens is the great Palace of Horticulture. This huge structure covers approximately five acres and in architecture is Saracenic. Its most prominent feature is a steel dome 186 feet in height and 162 feet in diameter, covered with wire netting glass. The dome is surmounted by a half-globe, "The flower-basket," 26 feet in height and weighing twenty-eight tons. During the Exposition the half-globe will be planted with flowers of all kinds. At night the dome will become one of the most spectacular features of the Exposition. Kaleidoscopic lights from within will play upon the glass, giving the giant sphere the effect of a huge iridescent soap bubble. South of the Palace of Varied Industries and also in the South Gardens Festival Hall, a rendezvous for conventions in 1915, is also under construction.

The eight exhibit palaces forming the rectangle, are divided by three avenues running north and south and one east and west. At the intersection of the east and west avenues with the north and south avenues lie three great courts of honor, the walls of the four buildings surrounding each court being indented to form the oval of the court. In the center of the group is the great Court of the Universe. On the west, paralleling the Court of the Universe, is the Court of the Four Seasons, and on the east is the Court of Abundance. Vast colonnades encircle the courts, running from their openings on San Francisco harbor, back to the courts themselves. From almost any point of view, the visitor while traversing the courts will gain flashing glimpses of the blue harbor between the lofty colonnades.

The Court of the Universe is 750 feet in width by 900 feet long, and resembles somewhat in shape the great plaza approaching the Church of St. Peter at Rome. The effect of the court is magnificent. Corinthian columns encircle it. The walls of the palaces behind the columns are colored a burnt sienna, while

the vaults of the corridors are ultramarine blue. The columns are the shade of the exhibit palaces, a faint ivory yellow, the color of imitation Travertine stone. The columns of the Court of the Four Seasons are Roman Ionic, modified with a touch of modern detail. This court is 340 feet square and opens to the north on San Francisco harbor by a colonnaded avenue 473 feet long and 173 feet in length. Through a passage in a great niche or half-dome at the south end of the court it opens into the Court of Palms.

The east court, or Court of Abundance, is similar in size and shape to the Court of the Four Seasons. An arcade, dominated by a great Oriental tower 270 feet in height upon the north avenue of the court, encircles the court. Between the courts along the intersecting east and west avenues, are great open patios where the ornamentation of the walls of the palaces is very lavish. The patios are cut off from the courts by huge colonnades, so that each presents a distinctive scheme of color and decoration. The prevailing decoration of these vast open aisles is Pompeian with shades of green and terra cotta, of robin's egg blue and Venetian red blending in marvelous mosaics.

The outside wall of the central group of eight palaces forms an almost continuous facade. Throughout its entire circuit of the group its surface is unbroken save by the huge and highly decorated portals and entrances to the exhibit palaces, by the openings of the courts upon San Francisco harbor and by the two minor courts that open out upon the South Gardens.

Throughout the circuit of the vast encircling facade there is regularity in the architecture. In the walls of the stately palaces are green latticed windows with a wealth of gold and terra cotta showing behind the network of green. The windows recall those of the great monasteries. Indeed, several of these are replicas of portals in famous Spanish monasteries. Repeated groups of statuary, lofty Corinthian and Ionic

columns, stately portals and a profusion of ornamental trees, some of them fifty feet in height, and shrubs contrast with the prevailing ivory tint, the walls lending life and beauty to the ensemble.

And in this great shell, which is to house the exhibits of the world, will the world's progress be worthily exemplified. Italy which has appropriated \$400,000 toward the Exposition, was the last of the foreign nations to dedicate its site. Signor Ernesto Nathan, former mayor of Rome, who visited San Francisco as commissioner from Italy to the Exposition, promised that his country would make the finest display ever presented by Italy at a foreign exposition. "Argentina will make a representation unsurpassed among the nations," said His Excellency Romulo S. Naon, when the Argentine dedicated its site last fall. That Argentina's exhibit will be extensive, may be inferred from the fact that the great South American republic has appropriated \$1,300,000 gold for its participation. The exhibit will include a vast live stock display in the live stock pavilions and illustrative displays of Argentina's schools, churches, theaters, and educational methods. Canada will make a huge exhibit of the agricultural resources of the Dominion. The great Canadian pavilion to cost \$300,000 is structurally completed and the finishing touches will be put on next fall. Canada appropriated \$600,000. France will expend \$500,000. The figures run high. Thomas G. Stallsmith, one of the Exposition commissioners to the Orient, has given out a list of the appropriations of the oriental countries: China, \$1,000,000; Philippine Islands, \$600,000; Japan, \$600,000; Australia, \$400,000; Siam, \$250,000; Dutch East India, \$250,000; New Zealand, \$200,000; Cochin China, \$150,000.

Although Germany will not participate officially, more than fourteen hundred of the leading manufactures of Germany will be represented. \$125,000 is devoted to an exhibit of a single manufacturing industry, that of potash, and the construction of the potash building

has begun. Six hundred of the leading industries of Great Britain will combine in a collective display, despite the final refusal of the government to participate. Here is a list of the participating nations: Argentine Republic, Australia, Austria, Bolivia, Brazil, Canada, China, Costa Rica, Cuba, Denmark, Dominican Republic, Ecuador, France, Guatemala, Haiti, Holland, Chile, Honduras, Italy, Japan, Liberia, Mexico, New Zealand, Nicaragua, Norway, Panama, Persia, Peru, Portugal, Salvador, Spain, Sweden, Turkey, Uruguay, and Venezuela.

More than 230 great international congresses and conventions, at which more than 500,000 accredited delegates will assemble, have voted to meet in San Francisco in 1915. It is expected that fully 500 conventions will have decided to meet in San Francisco by the time the Exposition opens. The delegates to these assemblages will come from every part of the globe, and leaders in art, science, industry, and in the teaching of ethical propaganda, will present in standardized form the results of the world's best effort in recent years. A resume of the conventions that have voted to meet in San Francisco discloses the following activities: Agricultural societies, 25; business, 20; educational, 21; fraternal, 37; genealogical, 7; Greek letter fraternities, 23; governmental and civic, 16; historical and literary, 5; industrial, 15; labor, 9; professional, 15; religious, 9; scientific, 20; social service, 8.

One of the most interesting conventions will be the International Engineering Congress. The Engineers of the Pacific Coast have already raised a large sum to finance the congress and the five great national engineering bodies comprising the congress have also guaranteed to aid in defraying the expenses of the meeting. An exhaustive discussion will be given to the construction of the Panama Canal, among the subjects, and the proceedings of the congress will be published in standardized form. Colonel George W. Goethals has been tendered and has accepted the chairmanship of the congress.

Among other important assemblages there will be an International Council of Nurses, to meet in San Francisco during the latter part of May next year. Five thousand nurses from fifteen nations are expected to participate in this gathering. Delegates from more than twenty-five nations interested in grape culture will attend the International Congress of Viti-culture, to be held in June, 1914. The leading electrical experts of the world will meet in the International Electrical Congress in September, while the World's Petroleum Congress, the first ever held, will meet in the fall of next year; thirty-four American and three European organizations concerned with the marketing; production and distribution of petroleum will take part in this congress. The International Potato Congress to deal with the production, distribution and marketing of the potato, will be one of the most unique conventions, as also will be that of the National Topnotch Farmers' Club, an organization of corn growers, with headquarters in Springfield, Illinois. The club consists of corn grow-

ers who have established a record in producing at least one hundred bushels of corn to the acre. The president of the organization is Mr. W. L. Dunson of Alexander City, Alabama, who earned the presidency by growing 232.7 bushels of corn on an acre of ground. When the record is superseded, the grower raising the most corn on an acre will automatically become president.

Plans are under way to assist the delegates to conventions in gathering information in the specialized lines in which they are most interested. The American Breeders' Association, for example, has been invited to send a committee of its members to San Francisco in advance of the convention to list everything of greatest value at the Exposition dealing with the subject of cattle breeding. Pamphlets telling how and where to find these exhibits will be mailed to the members before they start for San Francisco. Indeed, in all conventions the exhibits will comprise useful auxiliaries to the reports and addresses upon various subjects.



Woman's Building, State Fair Grounds, Springfield, Ill.



Passenger Traffic Department

Little Talks with the Rambler

Little Talks with the Rambler

I FIRST met the Passenger Traffic Department Rambler on train No. 12 en route from Omaha. I call him the Rambler because, while that was neither his title nor his name, it seems to be suggestive of his composite nature and to best account for the varying character of the many interesting talks I have since had with him—talks that were rambling only in the sense that they occurred at varying intervals at different places and under surprisingly different circumstances. They were also on a wide range of topics, although the latter were always either directly on passenger traffic matters or had a bearing on them.

The Rambler himself was a most interesting person to listen to, and also to watch in a friendly way, so unexpectedly were his movements at times and so variable his apparent moods. In fact, after a long series of chance meetings, account of which we finally became not only well acquainted but decidedly friendly, I made up my mind that at least as a passenger traffic man he could rightly be classed as a composite. That is, that he was the embodiment of many different men, each of whom represented a different phase of the passenger service. Certain it is, that if he was not a "composite" his versatile knowledge as it developed to me from time to time was fully equivalent to what ordinarily one would glean on a given subject not from one individual but from many.

I first casually noticed him in the cafe car, where we happened to have

been placed opposite each other for our evening meal. He seemed to be so critically observing of everything about him, from the general appearance of the interior of the car as a whole to a close inspection of the silver, that I mentally placed him either as one having a first experience in a dining car or as being connected with the dining car service. His general appearance and manner of conducting himself made the first thought but momentary, while the last impression was strengthened by his critical inspection of the menu card from beginning to end, and while waiting to be served himself, by the evident interest he took in noticing, in an unobtrusive manner, the orders that were served to others about him. But that he was a "dining car man" received a setback in my mind when I recalled that in ordering he asked if a certain viand was in season, and when later, as the train brakeman passed through, the Rambler nodded to him and remarked in an undertone as he passed, "That piece of track's all right?" "Sure," replied the brakeman in an undertone, "the lady's rheumatic joints won't get a jar." "Everything helps," remarked the Rambler more to himself than to the brakeman as the latter went on.

That was the first time I heard the Rambler make use of the expression "everything helps," which I later learned was a regular slogan with him—a slogan he had used with such infectious heartiness that in good natured raillery it was frequently echoed back at him by those who knew him. His habit of using it seems varied,

sometimes as a spur to himself, sometimes to urge or good naturedly jolly others, and again as a sort of satisfactory expletive when pleased with the way things are going, or for sundry reasons of his own not always clear at the time to his auditors. For instance, he used the phrase again soon after the departure of the brakeman, remarking in an absent-minded sort of way that "everything helps" as the waiter, in serving him, finished with somewhat of a flourish by placing the salt and the pepper shakers near his reach. It appeared to a casual onlooker like myself that he was expressing the thought that the salt and pepper might help in the relish of his meal, but subsequent events developed that he was probably unaware of the action of the waiter.

After the meal the Rambler and myself again found ourselves by accident in each other's company, this time in the smoking compartment, in which were also other travelers. It was there that I thought I had additional evidence to warrant my now mentally placing the Rambler in the operating department, for that he was a railroad man I had felt sure from the first, although without real reason for coming to that conclusion.

I gained my new impression as to his professional status after the usual conversation of a smoking compartment had been started and one of our number wondered if the train would reach Chicago on time in the morning.

"Oh, I guess so," said the Rambler, "it has a good reputation in that line."

"Yes, I know it has," was the reply, "but it will be just my luck to have tomorrow morning be the exception, as I *must* be at a certain office in Chicago at 9 a. m. without fail. It's not the train I'm so much afraid of," he added somewhat whimsically, "it's the jinks of myself that worries me."

"In that case," said the Rambler laughingly, "I think the big engine of this run will take care of that jinks of yours—they are of the Atlantic and the Pacific types. Everything helps, you know."

Just then occurred an incident that set me to thinking again as to whether I had yet placed the Rambler in his proper department. A gentleman whom I had noticed earlier in the evening, evidently one of a party of ladies and gentlemen on a tour, came into the compartment and asked the Rambler as to route and connections. The latter took an Illinois Central folder from his pocket and after consulting it for a few minutes went and obtained the Railway Guide from the rack and was soon absorbed in working out the information desired. While he was doing so, the train conductor appeared in the doorway and said to the Rambler, in a manner that the latter evidently understood: "The old man's going to give you that power." The Rambler simply nodded his understanding and went on with his study of the Guide. Finally he evidently finished his task to the satisfaction of the inquiring gentleman, for that individual left with a pleased "thank you," and, as an evident afterthought, added with a laugh, "Every little helps." "No!" came back the Rambler, "you have that wrong. 'Everything helps,' good night."

He left us soon after, did the Rambler, but from my car window I saw him talking with the telegraph operator in a station where we were making a stop. That he got on the train again was evidenced by the fact that as I was passing from one car to another soon after the train had got under way again, I passed him and the train conductor talking together in the vestibule. I overheard the conductor say, "For the love of Mike, go pacify him."

At the next station stop, which was a considerable one, I went out on the platform for a breath or two of fresh air before retiring and saw the Rambler walking from the coach end of the train toward the station. When about opposite me he met, apparently unexpectedly, a man whom he hailed by name and to whom he then said, "What you doing out here this time of night?"

"Oh," was the reply, "just down here to see off a middle-aged couple of the

town whom I have been trying to persuade for a year, now they are living on Easy street after years of hard work and saving, that they ought to rest up a bit by seeing a little of the world. Have got them started for as far as Chicago, but had some job doing it."

"Good," exclaimed the Rambler, "everything helps. But say," he continued, "you know so-and-so, about nine miles out from here? I wish you'd get busy with him right away. He's going to make a trip to New Orleans with his whole family and you know there's a bunch of them." "Why!" said the man surprised, "I didn't know he had any such thought as that in his head. He was down here only yesterday and I got off three car loads of corn for him. He didn't say anything about it to me."

When the train started I again went back in the smoking compartment, as also did the Rambler, and finding we were the only ones there, I presented my card to him, saying, "Let me introduce myself. You are evidently an Illinois Central man, as also am I, as you see."

His card was quickly forthcoming in return and disclosed what had not occurred to me in my attempted placing of him, although in a flash it came over me that I had been a little dense in the matter. His card showed him to be a passenger traffic man.

"Glad to know you," he genially responded. "We seldom meet one of your department in our travels, and here's to a better acquaintance. You know all of our departments are, or should be, so closely interwoven, and of such mutual dependence one upon the other, that I make it a point to get in touch with as many men of each as come my way. Everything helps, you know."

"That's just it," I replied. "As you intimate, my department is one that while it has much to do with certain affairs of what you might call the physically-active branches of the service, such as the operating, freight and passenger, it is not in touch with their creative activities. My exact knowledge of them is through specific features, which in a way might be

called accessories; and, by the way, they are features which even you probably know but very little about, if anything, even as applied to your own department. Hence, in its broadest and best sense, my acquaintance with the workings of the passenger traffic department is exceedingly general—practically that of a layman. But I have often thought that I would like to have a more intelligent idea of it. Aside from my curiosity, I have no doubt for me to have such would be of mutual benefit to both our departments. Explain it all to me."

The Rambler settled back on the cushions and indulged in a short, good-natured laugh. Then he deliberately lighted a fresh cigar, after which, with a broad grin on his face, remarked: "My dear friend, you've given me a large contract. I'm afraid we'd scarcely more than begin before bed time. It's getting late, you know," looking at his watch, "but I will have time to say this. The passenger traffic department not only represents a source of revenue to the road, as goes without saying, but also represents what might be called a great cushion between the public and all other sources of revenue. For," he continued, "the great majority of those who contribute toll to the railroads, either directly or indirectly otherwise than to buy a passage ticket, are also sooner or later to a greater or less degree passengers on railroad trains. And, if they are dissatisfied with their experience as such, it is bound to affect their patronage in other directions. It's true, of course, that other departments enter into that proposition in a certain way, but that admits of too big a dissipation to enter upon now. Would like to talk with you about it sometimes. Suffice it to say, however, that those departments, while contributing to a large measure of our success or failure, look to us to develop and demonstrate our needs along the lines supplied by them. Hence, in a way, the responsibility goes back to us. Anyway," he continued with a puff at his cigar, only to find that it had gone out, "you know it's us that gener-ally get it from the traveling public

when anything goes wrong on our trains."

Seeing me absent-mindedly consulting my watch, he remarked as he reached for a match, "but we might go on all night in such vein, and even then you might not be getting what you are after. Suppose you ask me questions about which you wish to be enlightened while I light up."

This was just the opening I had been hoping for, as while he had been talking an impression had dawned on me that what I had noticed in him before discovering his identity had a deeper significance than I supposed. So I frankly told him that being at first attracted to him in quite a casual and impersonal way, I had rather unconsciously followed it up by watching him closely; not in a spirit of espionage, but as a matter of wholesome general interest in what was going on about me. Then I enumerated point by point the different items I had observed, and asked if he would mind explaining them as far as they might not be purely personal matters.

He looked at me in astonishment for a minute and then with a peal of laughter broke out with, "Great Scott! but you are a close observer. You remind me of the mysterious somebody who audits my expense account. Well, I admit I may bear watching sometimes, but I don't mind telling you what you ask. In fact, the whole matter is right in line with what we have been talking about. Let's see, what was the first.

"Oh, yes, in the dining car. Well, I simply looked over the menu and the car the same as I do all equipment that I travel in to see if everything was all right. If not, I knew where a little hint or suggestions would make it so; for it's the little things that go a long ways towards keeping the traveling public satisfied with the road, and satisfaction keeps and gets business, you know.

"The allusion to the track and the rheumatism has its humorous phase. There is a lady of considerable wealth in the drawing room who travels a great deal, and whom I have frequently persuaded to use our line. She is very ner-

vous, and some time back she was taken with a severe attack of rheumatism, from which she suffers excruciatingly. She has become much alarmed about herself, and a few days ago arranged to go East to be treated by a specialist. That's where she is going now. It had been practically arranged that she would go over our line when a so-called friendly rival nearly upset the whole business. He told her that our track was rough, and that he was afraid that in her condition she would suffer unnecessary pain by being unduly shaken up.

"The fact was, that about that time an unusual heavy rain did soften us up a bit in the bottom back there. But the track was put in condition again immediately upon the weather permitting, and the lady finally concluded to stay with us. But that little poison of the 'friendly rival' has made the lady rather nervous about the trip, and I was rather relieved when we had smoothly passed out of the bottom.

"That beggar, the 'friendly rival,'" he added half under his breath. "I'll get him yet. His own tracks narrowly escaped a wash-out in that same storm."

"How about the brakeman?" I asked.

"Oh, he knew about it and helped the porter and myself get her on the train."

"The folder and guide episode was nothing," he continued in answer to my inquiry. "That man is going with a party of friends to a little out-of-the-way place in Florida. He knew perfectly well how to get there from Jacksonville, for I had told him and he understood it. But one of the ladies in the party got anxious about the matter and wouldn't take his assurance until he had that talk with me.

"About the 'power' the conductor told me of? That simply meant that in a few days I have a small picnic on down the line. It will be carried on a regular local in extra coaches, and the superintendent thought the regular engine could do the work, but I urged a special and more powerful one, as I have reasons for desiring that the train make its regular time. It seems that

my recommendation is to be acted upon favorably.

"The telegraph window episode was but a trifle. I was simply telling the night operator that there would probably be a man along in a day or so who would want to wire me some information I'd asked him to get pertaining to a little bit of business. I asked the night operator to request the day man to handle the message promptly, as it was important to me.

"But that conductor's request that I try to pacify the man in the coach was different," he laughingly said, as though amused at some recollection. "The facts were that a passenger holding a local ticket from a certain station back to Chicago insisted on stopping off on it at Dubuque. This the conductor very properly told him he could not do. The fellow persisted that the agent of his home station, where he had bought the ticket, had assured him that it *was* good for stop-over. He got up quite a grouch over the matter, but for some reason took it out not on the conductor but on his home agent. It was in vain that the conductor tried to convince him that he must be mistaken, as the agent was experienced and knew well that he had no authority to make such a statement. The grouchy one would not let up. He abused that agent every time he could button-hole the conductor as the latter passed to and fro, in the car.

"Now that conductor, in addition to being a good trainman, is a mighty good passenger man and he hates to have grouches against the road riding on his train. Besides, in this case, he disliked to have the agent regarded in a wrong light, so he appealed to me."

"Did you convince the man of his mistake?" I asked, as the Rambler seemed as if he were through.

"Convince him of his mistake!" he exclaimed. "Do you think I tried to prove to him that he was either a liar or mistaken? Oh, I'm afraid you wouldn't do in our business," said he with a shake of the head.

"That man never dreamed I knew a

thing about the ticket. I got into conversation with him first about ticket agents in general and led up to his agent in particular. I told him of an agent's varied duties in a small town, and showed what he could and did do for it's citizens as a representative of the road. I told what he had to contend with and showed what the citizens could do for him to a mutual benefit."

"Was he mollified by that line of talk?" I asked.

"Well," was the reply, "he was not so utterly depraved at heart, and admitted he had never thought of those things in the light I put them. Yes, I guess he was at least partially mollified, as when I left him he allowed he might possibly bow to that agent the next time he saw him."

"In regard to that man on the platform that you told of possible tickets to New Orleans," I reminded the Rambler. "The conversation was, of course, self-explanatory. But how did you know he was going to make the trip, and with his family, when the man with whom you were talking whoever he was, did not seem to know of it?"

"That was the station agent," was the reply. "I knew about the farmer because he is an enthusiastic member of a national organization whose annual conventions he always attends. This year it meets in New Orleans. He has got to go, although he may not yet know it himself, for he has been made chairman of an important committee. The secretary of the organization, in Chicago, told me of him and about his being obliged to go. That he will take the family along is simply relying on a knowledge of one of his universal habits."

"And now," said the Rambler as he arose preparatory to closing the conversation, "just see how everything helps in the matter of passenger traffic, and in this case, also how everybody helps." Counting off on his fingers as he spoke, he summed it all up as follows:

"Dining car menu in good shape, thanks to the dining car and commissary departments—that's two.

"Track in good condition, and no

rheumatic joints unduly shaken in consequence, thanks to the roadmaster; also thanks to the brakeman for his kindly interest and willing service—that's four.

"For the heavy engine for the picnic train, thank the division superintendent for his cordial co-operation; and for the service that I know the telegraph operator will render, thank him—that's six.

"The conductor who had the interest of peace and harmony so at heart in the case of the grouchy ticket holder, comes in for thanks number seven. The station agent, who is not supposed to be on duty nights, and whose mind is crowded with the freight end of his job anyway, gets thanks number eight for the interest shown in coming down to the station at a late hour to see his passengers off."

"But how about the big engines that quieted the man who wanted to be on time?" I interrupted.

"Well," he said slowly, "that is another angle that opens up vistas of the general management, the mechanical department and others; but I was only enumerating the phases of this evening's personal contact. Good night!" and he was off to his berth.

"Of all those whom he has listed," I thought to myself as I prepared to follow him, "he has modestly forgotten to give thanks to himself among those earnestly working this evening for passenger traffic."

Such was the beginning of my acquaintance and many talks with the Rambler. In future issues of the Illinois Central magazine it is proposed to narrate more of the information that has emanated from him; and as he is now properly introduced, it is hoped that what he tells will be found interesting to the reader.



Yard Master H. A. Clancy (standing) and Assistant Yard Master D. D. Meyers—Yard Organization and New Superheater Switch Engine 259, at Dubuque, Iowa.



ILLINOIS CENTRAL PASSENGER STATION, SPRINGFIELD, ILL.

Just Stick with the Old I. C.

By W. O. McClay

He came with a lantern,
A lad in the night.
He woke up the whole train crew.
It was dark and raining, but we had
to go;

Each man knew just what he must do.
My engineer was jolly as he helped
us along;

He told stories that night, full of glee.
He said we are working on the Illi-
nois Central, boys;
We are working on the old I. C.

The night seemed forever, but we beat
it along,
No one but my engineer and me.

We are working on the Illinois Cen-
tral, boys;
We are working on the old I. C.

The stars in the heavens were hid from
our sight.

But everything went well that drizz-
ly night.
We landed at home, as usual, on time;
Our conductor was as proud as could
be.

That's business on the Illinois Central,
boys;
That's business on the old I. C.

There are lots of good boys on the
railroad now
That belong to the B. of L. F. & E.
They are working for the interest of
the Illinois Central,
Making time for the old I. C.

So don't get discouraged with the job
you have got;
Of course you don't always feel fine;
But move things along for the Illinois
Central;
Just stick with the old I. C.

Meritorious Service

FAVORABLE entry has been made on the records of the following conductors 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, advise 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 J. P. Mallon on train No. 25, July 5th, lifted employe's trip pass account not being countersigned and collected cash fare.

Conductor E. B. Foster on train No. 17, July 11th, declined to accept expired card ticket and collected cash fare. Passenger was referred to the Passenger Department for refund of ticket.

ST. LOUIS DIVISION—Conductor G. Carter on train No. 23, July 1st, lifted identification slip Form 1572 account passenger not being provided with pass. Passenger refused to pay fare and was required to leave the train.

Conductor A. N. George on train No. 2, July 22nd, lifted employe's trip pass account not being countersigned. Passenger left train account having no money to pay fare.

Conductor A. E. Reader declined to honor several expired card tickets during July and collected cash fares. Passengers were referred to the Passenger Department for refund of tickets.

On train No. 22, July 11th, he lifted expired card ticket on which passenger admitted having previously secured transportation, and collected cash fare.

On train No. 10, July 29th, he lifted employe's trip pass account not being countersigned, and as passenger had

no money to pay fare was required to leave the train.

SPRINGFIELD DIVISION—Conductor A. Hitz on train No. 502, July 18th, declined to accept expired card ticket and collected cash fare. Passenger was referred to the Passenger Department for refund of ticket.

WISCONSIN DIVISION—Conductor J. T. Birkmeyer on train No. 13, July 7th, lifted employe's trip pass account being in improper hands and collected cash fare.

Conductor J. E. Harrington on train No. 14, July 27th, lifted employe's trip pass account returning portion being missing. Passenger refused to pay fare and was required to leave the train.

KENTUCKY DIVISION—Conductor J. A. Borden on train No. 122, July 22nd, lifted non-transferable scrip exchange passage ticket account being in improper hands and collected cash fare.

TENNESSEE DIVISION—Conductor Fred S. Ball on train No. 39, July 5th, lifted identification slip Form 1572 account passenger not being provided with pass, and collected cash fare.

Conductor J. W. Robertson on train No. 106, July 5th, lifted employe's annual pass account being in improper hands and collected cash fare.

Conductor J. A. Cunningham on train No. 10, July 20th, lifted trip pass account being in improper hands and collected cash fare.

Conductor S. E. Matthews on train No. 24, July 26th, lifted employe's term pass together with identification slip Form 1572 account being presented for passage between stations outside of territory named on pass.

Conductor C. M. Melton on train No. 1, July 30th, lifted employe's term pass together with identification slip Form 1572 in accordance with bulletin notice

and as passengers refused to pay fare were required to leave the train.

MISSISSIPPI DIVISION — Conductor A. M. King on train No. 2, July 9th, lifted mileage ticket account being in improper hands, passenger presenting another mileage ticket to cover transportation.

Conductor W. D. Howze on train No. 132, July 14th, lifted employe's trip pass account having previously been used for passage. Passenger refused to pay fare and was required to leave the train.

Conductor S. R. Cain on train No. 1, July 15th, lifted mileage ticket account having expired and collected cash fare.

On train No. 1, July 29th, he lifted employe's term pass together with identification slip Form 1572 account having been altered, Passengers refused to pay fare and were required to leave the train.

Conductor C. M. Anderson on train No. 1, July 16th, lifted trip pass account not being countersigned and collected cash fare.

Conductor R. F. Cathey on train No. 6, July 16th, lifted employe's trip pass account starting point having been altered and passenger being unable to satisfactorily explain same. As passenger refused to pay fare, was required to leave the train.

Conductor B. B. Ford on train No. 2, July 30th, lifted employe's trip pass account being in improper hands. Passenger refused to pay fare and was required to leave the train.

LOUISIANA DIVISION—Conductor E. Moales on train No. 3, July 4th, lifted employe's trip pass account returning portion being missing, passenger being unable to advise what disposition was made of same. Passenger refused to pay fare and was required to leave the train.

Conductor W. Moales on train No. 1, July 10th, lifted mileage ticket account having expired and collected cash fare.

Conductor H. T. Erickson on train No. 35, July 21st, lifted 54-ride indi-

vidual ticket account having expired and collected cash fare.

Conductor L. E. Barnes on train No. 6, July 18th, lifted employe's term pass together with identification slip account having expired. Passengers refused to pay fare and were required to leave the train.

Conductor R. E. McInturff on train No. 332, July 18th, lifted identification slip Form 1572 account passenger not being provided with pass and collected cash fare.

MEMPHIS DIVISION—Conductor J. S. Lee on train No. 341, July 23rd, lifted identification slip Form 1572 account passenger not being provided with pass. As passenger declined to pay fare, was required to leave the train.

On train No. 341, July 27th, he lifted employe's term pass account passenger not being provided with proper identification slip Form 1572. Passenger refused to pay fare and was required to leave the train.

NEW ORLEANS DIVISION — Conductor R. E. Cook on train No. 22, July 6th, lifted mileage ticket account being in improper hands and collected cash fare.

On train No. 21, July 12th, he lifted employe's trip pass account having previously been used for passage, and collected cash fare.

Conductor S. K. White on train No. 15, July 11th, lifted 54-ride individual ticket account having expired and collected cash fare.

ILLINOIS DIVISION.

Favorable entry has been placed on the service record of Conductor F. Behen for discovering and reporting while in charge of train No. 32, Aug. 11th, I. C. 86674 improperly stencilled. Arrangements were made to have correction made.

Favorable entry has been made on the service record of Mr. A. K. Karnes, station clerk of Danforth, for discovering and capturing two burglars who broke into the station the night of Aug. 11th.

The men were bound over to the Grand Jury in Iroquois County.

Favorable entry has been placed on the service record of Agent J. J. Gardner, of Flanagan, for discovering and reporting I. C. 21555 improperly stencilled. Arrangements were made to have correction made.

Favorable entry has been made on the service record of Agent G. E. Ricketts, of Monee, for discovering brake beam dragging and signalling the conductor in Extra 1633, south, Aug. 8th, thereby preventing possible accident.

Favorable entry has been made on the service record of Brakeman Howard Stitt, Aug. 1st, for discovering brake beam dragging on Extra 711, north, while passing station at Centralia. Train was stopped and brake beam was removed, thereby preventing possible accident.

Favorable entry has been placed on the service records of Engineman C. W. King, L. A. Golden, Fireman Wm. Deman, Flagman J. P. Mignon, Brakeman and Conductor I. G. Bash for discovering and putting out fire in wheat field adjoining west side of track about one mile south of Arcola.

Favorable entry has been placed on the service record of Brakeman Walden for discovering and reporting about 13 inches of flange broken out of wheel on I. C. 140339 in Extra 977, north, leaving Centralia Aug. 16th, he having taken the proper precaution to prevent accident.

Favorable entry has been placed on the service records of Conductor M. D. Leuck and Brakeman J. Martin while on train No. 52, August 19th, which was a train of empty coal cars, for discovering and reporting a car of wheels in the middle of the train.

Favorable entry has been placed on the service record of Conductor I. G. Bash while on Extra 958, north, Aug. 19th, for discovering and reporting broken flange under I. C. 47311, thereby preventing possible accident.

Favorable entry has been made on the service record of Conductor G. W. Mc-

Neill in charge of Extra 1567, Aug. 27th for discovering and reporting broken ball of wheel under I. C. 26637.

MINNESOTA DIVISION.

Favorable entry has been placed on the service record of Conductor J. B. Lighthart, train Extra 898, east, Aug. 12th, for discovering and reporting brake beam dragging on B. & O. car 145474. Train was stopped and brake beam taken down, thereby preventing possible accident.

MEMPHIS DIVISION.

Favorable entry has been made on the service record of Agent W. B. Coggin, Glendora, Miss., for prompt action in stopping Extra 653, north, on Aug. 27th, after discovering lumber sliding off the car.

MISSISSIPPI DIVISION.

Favorable entry has been placed on the service record of Section Foreman G. A. Braswell for discovering brake beam down in train 86 near Coffeeville, Aug. 6th and signalling train. Brakebeam was removed, thereby removing possible cause of an accident.

INDIANA DIVISION.

Favorable entry has been given Agent E. V. Helms, of Elwren, Ind., account of promptness in flagging train No. 303 night of July 14th, when he heard a freight train coming to his station on short time to get into clear.

Favorable entry has been placed on service record of Brakeman J. H. Lester for discovering brake beam down on I. C. 36972 empty box in Extra 504, south, July 20th.

Favorable entry has been placed on service record of Switchman W. F. Rousey, Evansville, Ind., for the action he took in preventing flour from being stolen from B. & O. car 116136, July 11th.

Favorable entry has been placed on the service records of Conductor A. R. Patterson, Brakeman Horsley and Akers, Engineer Walkup and Fireman Hervey for discovering and putting out fire burning two ties at switch point at Wendell.

Railroaders Play Good Ball

Standing of Teams.

Name—	Won	Lost	Pct.
Road	4	0	1.000
Mechanicals	4	2	.667
Locals	3	2	.600
Stuyvesant Docks ...	3	2	.600
Car Department	3	3	.500
Harahan	2	4	.333
Transportation	2	5	.286
Electricals	1	4	.200

Results Saturday.

Locals	9
Transportation	5
Road Department	10
Transportation	5

Results Sunday.

Mechanicals	12
Electricals	4
Stuyvesant Docks	7
Harahan	1

The seventh series of games in the Illinois Central Baseball League was played Saturday and Sunday at Tulane Stadium. In the first game of the double-header Saturday the Locals defeated the Transportation, 9 to 5. The score at the end of the sixth inning stood 5 to 3 in favor of the Transportations. The Locals came in for their seventh and last, and with two men down succeeded in scoring six runs.

In the second game the Transportations were again defeated by the Road Department team, score 10 to 5. Both Martinez of the Roads and Walbrecht of the Transportations did good work on the mound for their respective teams. The Mechanicals defeated the Electricals by a score of 12 to 4 in the first game Sunday. With the exception of the first two innings the game was a very good one.

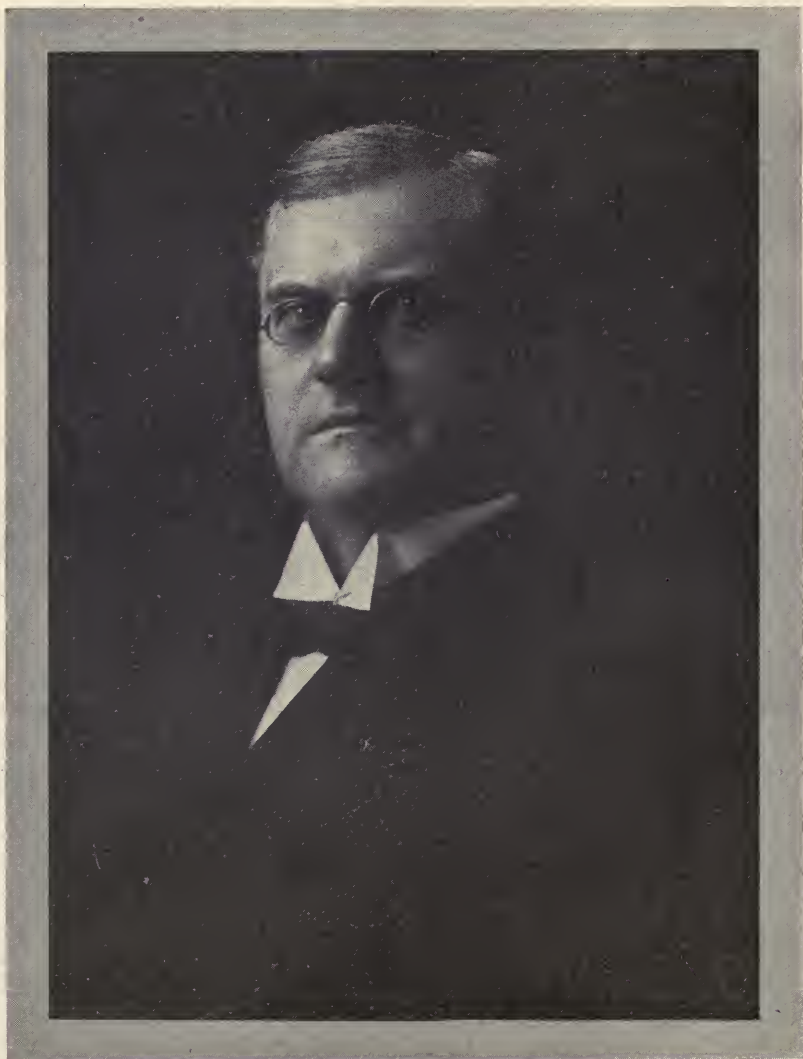


ROAD DEPARTMENT BASEBALL TEAM, NEW ORLEANS, LA.

1, Supervisor of Tracks John E. Rogan, Pres.; 2, Supervisor of Signals H. A. Wilson, Vice-Pres.; 3, John E. Herr, Manager; 4, P. Longufosse, S. S.; 5, A. Willet, L. F.; 6, N. Smith, C.; 7, E. Martinez, P.; 8, B. Speiss, C. F.; 9, Wm. Ranbow, 1st B.; 10, J. E. Ryan, 3rd B.; 11, B. W. Brannan, R. F.; 12, B. Feigel, 2nd B.

From the
Law Department

Biographical Sketch No. 7



CLARENCE L. SIVLEY

MR. CLARENCE L. SIVLEY.

Mr. Clarence L. Sivley has resigned as General Attorney of the Illinois Central Railroad Company and the Yazoo & Mississippi Valley Railroad Company at Chicago, Ill., for the purpose of engaging in the general practice of the law at Memphis, Tenn., with Mr. Thomas A. Evans under the firm name of Sivley & Evans. He will also be the local attorney for these two railroad companies, whom he has served faithfully and well since 1903 in various capacities, from Local Attorney at Oxford, Miss., to General Attorney at Chicago.

Mr. Sivley was born at Raymond, in Hinds County, Miss., on March 14, 1871. In 1887 he entered the literary department of the University of Mississippi and in 1893 graduated from the law department of the same institution.

After that time he was engaged in the general practice of law at Oxford, his first partner being the Hon. A. H. Whitfield, later Chief Justice of the Supreme Court of Mississippi. Upon the appointment of Judge Whitfield to the Supreme Bench in 1894, Mr. Sivley formed a partnership with Hon. James Stone, and in 1903 the firm of Stone & Sivley was appointed Local Attorneys for the Illinois Central Railroad Company. In 1906 Mr. Sivley was elected Professor of Law in the University of Mississippi. He was appointed Assistant General Solicitor of the Yazoo & Mississippi Valley Railroad Company and Assistant District Attorney of the Illinois Central Railroad Company at Memphis on February 5, 1907, and held those positions until April 19, 1910, when he was appointed General Attorney of those companies, with office at Chicago.

Some Recent Commerce Decisions

Bills of Lading on Reconsigned Shipments.—In *Jung vs. L. & N. R. Co.*, 31 ICC Rep., 455, the Commission held on July 1, 1914, that the carriers' practice of refusing to issue new bills of lading, concealing the names of the original shippers, in exchange for old bills of lading, in cases where cars are reconsigned at the termini of their lines, is not unreasonable.

In Re Beer and Other Malt Products, 31 ICC Rep., 544, opinion by Chairman Harlan, an increase of substantially 5 cents per 100 pounds, being up to the regular fifth class rate, was authorized in the rates on beer from St. Paul, Minn., La Crosse, Wis., and other points, to Sioux Falls, S. D., and certain points in Minnesota. The evidence submitted by the carriers, and upon which the Commission's conclusion is based, shows among other things that fifth class is the normal and proper rate on this commodity; that beer is a "luxury and not a necessity"; that the average loading is less than 30,000

pounds; that special equipment is required; that in summer 30,000 pounds of ice is carried and that in winter, straw and other protection is necessary, and for this additional weight no charge is made; that empty beer packages are returned at the low any-quantity rate of one-half of fourth class; that beer is a perishable, is given a more expensive service than is given many other commodities generally rated at fifth class in the Western classification; that the aggregate of claims paid for loss and damage to shipments of beer exceeds the claims on fifth class freight generally, and that mineral water, vinegar and cider take the fifth class rate.

Interstate Passenger Fare Exceeding the Combination of Straight Fares Held Not Unreasonable.—In *Corporation Commission of Oklahoma, et al, vs. A. T. & S. F. Ry. Co., et al*, 31 ICC Rep., 532, the Commission, by opinion delivered July 18, 1914, per Mr. Commissioner Clements, did not find un-

reasonable the interstate passenger fares of 3 cents per mile through the states of Arkansas, Missouri and Oklahoma, and held that the carriers did not voluntarily establish and maintain the intrastate passenger fares of 2 cents in those states, and that the lawfulness of the 2-cent fares were not in issue.

This opinion contains an interesting discussion concerning the frequently arising conflict between state and interstate fares and rates. It reads in part:

"That rates established by state laws or state authorities, prescribing the charge for intrastate transportation of persons and property, are facts that we consider, and that we respect the authority establishing such rates constitute no valid reason relieving us from performing the duties devolving upon this commission under the Constitution and laws of the United States. The Constitution of the United States reserves to Congress the power to regulate interstate commerce, and Congress, under this grant of authority, has imposed upon this Commission certain duties. **If any rate for transportation wholly within a state may be made the measure of the rates when that transportation moves from one state through or into another, the interstate rate so resulting would not be regulation of interstate commerce by the authority prescribed by the Constitution, but by the state.** If the function of this Commission be to compute the sum of intrastate rates and prescribe the result as a measure of the interstate rates, actual and direct regulation of interstate commerce by the states would be the result. That in the regulation of interstate commerce by the general government and of intrastate commerce by the state governments there results inconveniences and anomalies, such as is contended to exist here, might be conceded; but such facts, if they exist, neither deprive us of the power nor relieve us from the duty of performing the obligations imposed upon us by laws of Congress au-

thorized by the Constitution of the United States."

Final Decision in Tap Line Cases Fixing Divisions—In the Commission's original and supplemental reports, 23 ICC Rep., 277, 549, it was held in May and June, 1912, that certain of the 57 tap lines involved were not common carriers with respect to either proprietary or non-proprietary traffic and that any divisions to those certain tap lines out of the rates on lumber were unlawful and unjustly discriminatory; the Commerce Court vacated and set aside that portion of the Commission's order wherein it was held, with respect to the products of the proprietary mills, that the 5 tap lines proceeding in that Court did not perform a service of transportation (209 Fed. Rep. 244, 260); upon appeal from this order to the Supreme Court, it was held (234 U. S. 1) that the Commission had exceeded its authority in condemning the divisions previously allowed out of the through rate as an attempt to evade the law and to secure rebates and preferences; but that if the divisions were such as to amount to rebates or discriminations in favor of the owners of the tap lines because of their disproportionate amount in view of the service rendered, it is within the province of the Commission to reduce the amount so that the tap line will receive just compensation only for what it actually does; and now, in pursuance of the Supreme Court's opinion, the Commission by its second supplemental report of July 29, 1914, 31 ICC Rep., 490, has held as follows in substance:

The Commission's original orders with respect to each of the 57 tap lines in so far as they relate to through routes, joint rates and divisions are vacated and set aside, and the Commission finds that all the through routes and joint rates in effect prior to May 1, 1912, between the trunk lines and tap lines named on the record should be restored and re-established, and that the divisions out of the through rate on interstate shipments of lumber and

forest products from points on such of these tap lines as file tariffs and have otherwise complied with the Commission's accounting rules should not exceed the maximum amounts named in the opinion, which range from \$2.00 per car for a distance of one mile or less to $3\frac{1}{2}$ cents per 100 pounds for distances over 30 miles and not more than 40 miles from the junction, and 4 cents per 100 pounds for distances over 40 miles from the junction.

These divisions are to be applied to all interstate shipments of lumber and forest products that moved from points on the tap lines between May 1, 1912, and the date the through rates and divisions are made effective.

As to issuance of passes by the trunk lines to officers and employees of tap

lines, the Commission reiterates its recent conference rule as follows:

"Upon numerous inquiries as to the right of trunk lines to issue free passes to officials and employees of common-carrier tap lines that file tariffs and make reports as required by the Act to Regulate Commerce, and having in mind the recent decision of the Supreme Court of the United States in *Interstate Commerce Commission vs. L. & P. Ry. Co. et al*, it is the view of the Commission that the law does not prohibit the use of interstate free passes by such officials and employees who devote substantially all their time to the service of the tap lines and where by the use of such free passes no unlawful discriminations are effected."

A Party from Wilson Goes "A-Fishing"

Wilson, La., July 24, 1914.

A PARTY consisting of twenty-five of Wilson's professional and business men and members of the different departments of the railway service including Assistant General Storekeeper W. S. Morehead of Memphis; Roadmaster E. W. Brown, of Vicksburg, Miss.; General Foreman T. S. Brignac, of Baton Rouge, occupying the automobiles of Messrs. Julius Adler, J. C. White, H. M. Till and Drs. Harry Johnson and Bunnell Singletray, left Wilson on Wednesday, July 22, en route to Colyell Bay on a fishing expedition; the first car, occupied by Dr. Johnson and party, left at 1:05 a. m., the second, Mr. Till and party, at 1:06 a. m., the third, Mr. White and party at 1:08 a. m., the fourth, Mr. Adler and party at 1:29 a. m., and the fifth and last, Dr. Singletray and party, at 1:35 a. m., the entire party arriving at Baton Rouge by 4 a. m., took breakfast and made other necessary arrangements, leaving Baton Rouge about 5:30 a. m., arriving at the Bay 7:15 a. m., the only accident on the trip having been the tearing off of dust pan from Mr. Till's car, caused by a deep mud

hole in the road. The roads were in excellent condition going down.

Upon arrival at the bay, a houseboat, motorboat, and several skiffs were engaged and the party went about one mile up the Bay to the fishing grounds, but owing to high water catches were very limited, the party only catching about 50, when at least a thousand had been expected. At about 11:15 a. m. rain began falling and continued throughout the balance of the day and into the night, making the return trip very disagreeable account water, mud and washouts. We left the Bay about noon arriving at Baton Rouge about 5:30 p. m., the cars of Dr. Johnson and Mr. Till, having sustained broken springs, were tied up at Baton Rouge, Mr. Till and party returning to Wilson on No. 12, and that of Dr. Johnson remaining over night, returning on No. 32.

Notwithstanding the many hardships encountered, all members of the party report a good time, only regretting that account high water they were a little short on trout.

Another trip is being planned for the future, when better luck is predicted and hoped for.

Proceedings of Monthly Meeting of the Central Agents' Association

Mt. Olive, August 8, 1914.

THE July meeting of the Central Agents' Association was held in Clinton in the Trainmasters' office, Saturday evening, July 18, at 8 p. m. The following were present: G. E. Patterson, J. A. Meehan, I. N. Brown, G. W. Rollins, J. C. Lloyd, T. R. Cox, W. W. Supinger, W. L. Stone, H. R. Peters.

Although the attendance was small and no regular program had been arranged, all present got a lot of valuable information out of the meeting, which was made up of a series of open discussions in which all present took part and gave their opinions and experiences in the various matters discussed.

About the first matter brought up was the 22½ car reports. Mr. Patterson asked the agents at all stations to personally sign their 22 or 22½ reports each day and glance over them to catch the mistakes which the clerks might make and to get after the cars which are on hand longer than necessary, both loads and empties. Lately, in tracing delayed loads, the superintendent's office has received the excuses from the agents that some clerk was in the habit of making up these car reports and the agent did not know that the car was on hand. The only way to remove this trouble, in Mr. Patterson's opinion, is for all the agents to personally sign their car reports and so know what they have on hand and be able to get some disposition on the worst cases.

Speaking of cars brought up the grain car situation again and some of the agents present inquired about the burlap which had been promised them and we were informed that the company had decided to quit furnishing burlap and intended in the near future to obtain some heavy packing paper for car lining at grain stations, and the agents will probably be notified as soon as this paper is available for use.

The question of keeping seal records at the stations was then brought up and suggestions as to a uniform system of keeping these records were made by those present, but on account of the various commodities handled at the various stations and the amount of loading done, no suggestion was made that seemed practical for all stations although it was agreed by all that a record of some sort of all seals applied should be kept in a permanent record as the Claim Department is constantly writing for seal records on shipments on which claims have been filed and it is very difficult for an agent at a station to give the correct seal record on a shipment handled under a former agent if the seal records have not been kept uniform.

The regular requisitions (made each three months) were then discussed and Mr. Patterson informed the agents that hereafter all requisitions should be sent to his office instead of to the Traveling Agent or Auditor of the division. Most of the agents present complained of the way their requisitions were butchered up and some of the most important items cut out, or cut in half, which, on items such as waybills and envelopes, that agents really needed, made it rather troublesome for the agents to get enough supplies to run them until the next requisition was made up. There is generally an extra supply for emergencies at the office of Traveling Auditor in Decatur and when the requisition has been cut off on items which are

really needed it was suggested that the agents write the Traveling Auditor and tell him just what is short and how much is needed to run until the next requisition and in that way straighten up everything.

One of the agents present next brought up the question of making partitions in stock cars and it was brought out that according to the rules, the shippers must furnish all the material necessary for partitions and they also must not use nails in the car as that would deface the car and injure it for future use. About the best partitions suggested were one which was made of woven fence wire which was stretched across the car and fastened at either side, and also another sort of partition made by short two by four timbers woven (upright) between strands of stout rope stretched across the car. The agents were warned not to allow shippers to use grain doors for any purpose but loading grain and one agent present effectively stopped the using of grain doors by stock loaders by putting the charges for number of grain doors used at fifty cents each in the freight columns and having the destination agent collect it from the consignee. This method saves a lot of arguing and trouble at shipping point, and after one or two doses of this medicine shippers are generally cured of that malady.

While the stock question was before the meeting the 36-hour release question was discussed and it was developed that on intrastate shipments no 36-hour release was necessary, but on interstate business it was necessary if shipper wished shipment to travel 36 hours without rest.

Another matter brought up for discussion was shipments of l. c. l. lots being received and not weighing up to billing weight and weight on shippers invoice to consignee, especially in cases where packages or cases were apparently full when unloaded. Consignees generally request short notation for short weight but the majority of agents present thought the correct way to handle these cases was through issuing Form 184 and correcting weights on waybills.

Another question put before the meeting was that of appointing a committee of agents and officials of this division to frame up about ten questions each month to send to the agents and have them send in their answers, which are to be read at the meetings and corrected and good suggestions acted upon while in the cases of agents who did not give correct answers or could not answer the questions the correct answers to be made known to them for future guidance.

The last thing discussed before the meeting broke up was that of having a joint meeting of this and all connecting divisions in Clinton in September. Mr. Patterson promised to make an effort to run light freight trains to Centralia and E. St. Louis after the meeting and would arrange to have these trains carry all the agents home and stop at their stations to let them off. At our next meeting the details and program will be arranged and it is hoped that every agent who can possibly come will attend and aid in preparing the program or volunteer to speak on some subject, and the agents from the other divisions will be allowed to make suggestions on the subjects as the meeting progresses.

The next meeting will be held in Clinton, Saturday evening, August 15.

Yours respectfully,

H. R. PETERS, Secretary.

Reception and Banquet to Daniel Leo, Retiring Supervisor

DANIEL LEO, supervisor on the Havana District of the Springfield Division, who has been in the service of this company for forty-six years, was retired on pension July 1st, 1914.

"Uncle Dan," as he is familiarly known to all of the employes of this company, was one of the most faithful, efficient and loyal men that it has been this company's good fortune ever to have in its service.

Although he is seventy years old, he is as full of energy as a boy and virtually lived on the tracks. It was a common thing for all who knew him to see him start out of Clinton with his lunch pail so that he might remain on the tracks with his foreman and men the entire day.

His work was above criticism and his honesty was the pride of all who knew him.

On Saturday night, June 27th, the employes of the Springfield Division arranged to run a special train from Havana to Clinton and another from Champaign to Clinton to bring employes to attend a reception and banquet given in his honor at the G. A. R. hall at Clinton. The employes from all departments in the service turned out en masse to pay their respects to the old "Hero of the Track." After an elaborate spread had been partaken of by about three hundred employes and representative citizens of DeWitt County, the time was consumed in short speeches of tribute to the man whom everybody loved, and at about 11:00 p. m., Conductor Clark Watson, with an appropriate speech, presented to "Uncle Dan" a valuable gold watch, chain and charm with the following in-



DANIEL LEO

scription inside the case: "From Illinois Central to Daniel Leo, 1868-1914." "Uncle Dan" tried to reply but his heart was too full.

About fifty telegrams were received from officials and employes of each division north of the river expressing their regrets that they were unable to be present at the reception and banquet given in honor of "Uncle Dan."

A Laugh or Two

Preparations

Governor Tener, of Pennsylvania, the new president of the American League, said at a baseball banquet in New York:

"Success in baseball depends on preparation, on training. They who fail in baseball have either been slack in their preparation, or else they have prepared, like Jethro Higgins, of Conshohocken, in the wrong way.

"The minister, you know, came to Jethro's house one afternoon to a christening party—he was to christen Jethro's little son, Jeth, Jr.

"'Jethro,' said the minister solemnly, taking his host aside before the ceremony, 'Jethro, are you prepared for this solemn event?'

"'Oh, yes, indeed, doctor,' Jethro beamed. 'I've got two hams, three gallons of ice cream, pickles, cake—'

"'No, no, Jethro,' said the minister, with a smile. 'No, no, my friend. I mean spiritually prepared.'

"'Well, I guess yes! Two demijohns of whiskey and three cases of beer!' Jethro cried in triumph."

Had to Wait

A lady in a small Alabama town had occasion to call at the cabin of her washerwoman, Aunt Betsy, says the Houston Post. While waiting for the article she sought to be found she observed a woolly head which appeared from under the edge of the bed, and asked:

"Is that one of your children, Aunt Betsy?"

"'Deed an' 'tis, honey," was the reply.

"What's its name?"

"Dat chile ain't got no name yet, Miss Rosa," Aunt Betsy said.

"Why, it must be 5 or 6 years old. Surely it ought to have a name at that age," the lady said.

Aunt Betsy nodded.

"Dat done worried me a whole lot, honey. Hit sho' has," she said. "But whut Ah gwine to do? My ole man he done used up all de good names on de

dawgs, an' now dat chile des hatter wait twell one ob dem die, so he can git his name."—Exchange.

His Teeth

"Well, did he pay you?" asked the wife of a dentist who had been to collect a bill for a set of false teeth he had made for a man almost a year before.

"Pay me," growled the dentist. "Not only did he refuse to pay me, but he actually had the effrontery to gnash at me—with my teeth."—Exchange.

Father's Reason

Young Harold was late in attendance for Sunday School, and the minister inquired the cause.

"I was going fishing, but father would not let me," he announced.

"That's the right kind of a father to have," replied the preacher.

"Did he explain the reason why he would not let you go?"

"Yes, sir. He said there wasn't bait enough for two."

She.—"I am very tired. I wish I could find a big rock to sit on."

He.—"I wouldn't mind being a little bolder, if I weren't afraid of being sat on."—Columbia Jester.

"What could be more sad than a man without a country?" feelingly asked the high-school literature teacher of her class.

"A country without a man," responded a pretty girl just as feelingly. —Topeka Journal.

Rector (to yokel who is about to get married).—"But, Peter, can you really afford to keep a wife?"

Peter.—"Well, zur, I can almost afford to keep myself, and it's a poor woman that can't help a bit."—London Opinion.

Division News



ILLINOIS DIVISION.

Agent Hersher at Hersher, Ill., on his annual vacation July 23 to August 7, relieved by Extra Agent R. B. Salladay.

Yard Master Damon of Kankakee off for about 10 days during the early part of August, was relieved by Engine Foreman M. Thompson.

F. W. Dugan, Jr., relieved Agent Burkey at Graymont July 21 while the latter was off on his 15 days' annual vacation. On Mr. Burkey's return Mr. Dugan was checked in as agent at Manteno, relieving Agent Madison at that place.

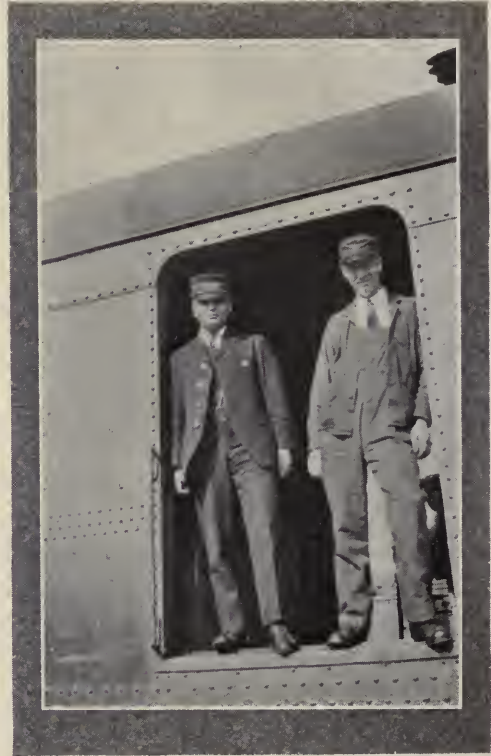
Dispatcher W. H. Davis on first trick main line, at Kankakee, while regular dispatcher "Chap" led the simple life for about 10 days in a camp on the Kankakee river.

Agent E. J. Wolfe has taken a 90 days' leave of absence commencing August 6th. Clifton, his regular station, is now in charge of Operator F. McNabney. Extra Operator Marshall is handling Mr. McNabney's trick at Gilman during the latter's absence.

Mr. G. W. Rutledge, the veteran agent at Chatsworth, on his first vacation in thirty years, was relieved August 8, by Mr. R. B. Salladay.

Gym Brayton, the heavy thinker of Kankakee yards, has just returned from his annual vacation, having occupied his time in some extensive traveling between Kankakee and Champagn. Mr. C. S. Taylor acting night yard master during Mr. Brayton's absence.

Dispatcher T. H. Murphey of Kankakee on his usual vacation, August 14 to 24, relieved by Dispatcher Davis.



Flagman E. E. Miller, Baggage man D. W. Muir, Minnesota Division.

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ILLINOIS CENTRAL MAGAZINE

VOL. 3

No 4

OCTOBER 1914

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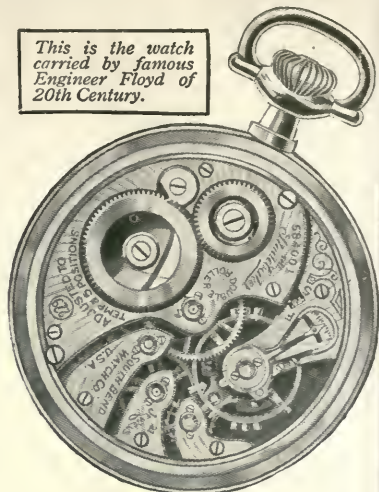
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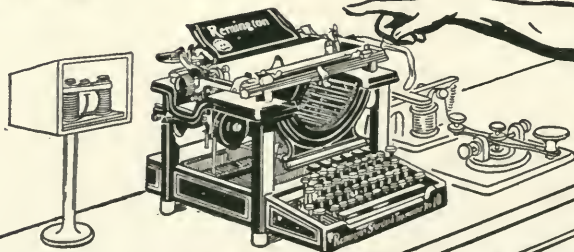
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WEBB C. BALL

Some twenty years ago a Watch Expert was called upon by the officials of a certain Railroad Company for a proposed plan for the inspection of their employees' watches, this being brought about on account of bad accident due primarily to employees having incorrect time. This expert was Mr. Webb C. Ball, today the head of the Time Service on the Illinois Central & Yazoo & Mississippi Valley Railroads.

ILLINOIS CENTRAL Magazine

Vol. 3

OCTOBER, 1914

No. 4

The Story of the Illinois Central Lines during the Civil Conflict 1861-5

General Thomas Edwin Greenfield Ransom

HIS father before him was a soldier, as well as president of the Norwich University in Vermont, a school in which the military art was given great prominence. President Ransom was made Colonel in the 9th U. S. Infantry, and lost his life leading his men at the storming of Chapultepec, in September, 1847. Few soldiers who fell in the Mexican War were more generally and more sincerely mourned than Colonel Trueman B. Ransom.

His illustrious son also was a "Green Mountain Boy," having been born at Norwich, Madison County, Vermont, on Saturday, the 29th of November, 1834. As a boy, he was deeply interested in the military department of his father's school, and he used to accompany him with the cadets on their marches and tours. Thus he very early imbibed the military spirit, and was an enthusiastic young soldier before he was allowed to carry a gun. While his father was in Mexico, Thomas was studying engineering in a practical way, with B. F. Marsh, his cousin, who was an engineer on the Rutland and Burlington Railroad in the

hills of Vermont, a good place to learn the details of many complex problems in railroad construction and operation.

Sometime after his soldierly and scholarly father met his death in Mexico, young Ransom, then about 13 years old, returned to the military school at Norwich, and diligently prosecuted his studies there. He made Civil Engineering his special endeavor, and completed the required course in 1851.

About that time there was great need for practical civil engineers in Illinois, which was just properly awakening to her need of railroads to make her wide, fertile prairies available for the throngs of enterprising pilgrims bent on finding homes in the West. Of what practical use were her vast areas of deep soil, already cleared by nature, and enriched while through countless centuries it had been the alluvial bottom of a great lake of which Lake Michigan was a shrunk part? Of course settlers could take up farms, but how was it possible for those away from the river courses to get their stock and river produce to market without railroads? In 1851 the railroad was

young and crude, but it outclassed any other means of overland transportation, and its possibilities were just being realized. The same call of the middle west, then the "far west" from an eastern point of view, was heeded about the same time by McClellan and many other engineers, including Grenville Mellen Dodge, who located first at Peru, La Salle County, Illinois, the same place in which Thomas Ransom found his first western home. He at once engaged in his professional engineering work, and met with moderate success, not enough however to satisfy his ambition to become a man of affairs. The value of real estate was rapidly increasing with the great influx of immigrants. There is often a close relationship between the business of the surveying engineer and that of the real estate dealer. It proved so in this case, so in the year 1854 he formed a co-partnership with his maternal uncle Gilson, to engage in the real estate business, under the firm name and style of Gilson, Ransom & Co. Their business grew rapidly, but even in those early days all business roads led to Chicago. They transferred their work to that promising little city on Lake Michigan in 1855, merging their own firm name into that of A. J. Galloway & Co. Later he withdrew from them, and entered into a co-partnership under the name of Bell & Ransom, all this by the time he was 21 years old. But the following year, 1856, his uncle Gilson died. Then young Ransom wound up his affairs in Chicago and settled in Fayette County, Illinois, and while still engaged in other business, acted as agent for the lately completed Illinois Central Railroad. There he remained till the war broke out. His heart was fired with enthusiasm even before Lincoln's call for 90-day volunteers. He did not lose a day, but had a company raised, organized and reported at Camp Yates at Springfield by April 24th, 1861, just twelve days after the Confederate guns had opened up on Fort Sumter.

This company was further recruited and organized into the 11th Illinois Regiment, and Ransom was elected Major.



GENERAL RANSOM.

Under his command the regiment was at once ordered to Villa Ridge, a camp on the high ground not far from Cairo, Illinois. As nearly all the men were raw recruits, they remained in that camp of instruction drilled by Major Ransom and others until June, 1861. By that time the regiment had become quite fit, and it was ordered to Bird's Point, Missouri. By the last of July their 90 days enlistment term had expired, and they were mustered out of the three-months service, but forthwith a large majority of the men responded to the President's other call, and were mustered into the three year's service, and Major Ransom became their Lieutenant Colonel, practically acting colonel, for his superior was nearly always in command of a post or a brigade. This service was good for both himself and the well drilled and efficiently disciplined men who were to follow him through almost every kind of privation and danger that made General Sherman sadly exclaim "WAR IS HELL!"

Quite a large force of Confederates had concentrated at Charleston, Missouri, under the command of Major Hunter. The 11th Illinois infantry was

ordered to go after them. Lieutenant Colonel Ransom led it promptly and attacked the enemy on Monday, the 19th day of August, 1861, the first "baptism of fire" for the 11th Illinois Infantry as well as for its gallant commander who narrowly escaped with his life. After killing 40 of the enemy, capturing 15 horses and 17 men, another mounted soldier was called upon to surrender, and he agreed to do so. But evidently changing his mind, he fired point-blank as Ransom approached to receive his arms but the shot struck only the shoulder of the surprised and indignant Ransom who shot and instantly killed his deceitful foe. But the wound was not dangerous. Colonel Ransom in due time recovered and continued his drill and general preparation of his regiment for the serious service that was imminent. General Grant's general order No. 5 issued from headquarters, Cairo District, Feb. 1st, 1862, contained this item in his reorganization of the troops of the Cairo District:

"The Second Brigade will consist of the Eleventh, Twentieth, Forty-Fifth and Forty-Eighth Illinois Infantry, Fourth Illinois Cavalry, Taylor's and McAllister's Artillery (the latter with four siege guns) Colonel W. H. L. Wallace commanding."

"The First and Second Brigades will constitute the First Division of the District of Cairo, and will be commanded by Brigadier General John A. McClernand."

The First Brigade was Colonel Dick Oglesby's, nearly all Illinois troops.

Then came orders to proceed against Fort Donelson; McClernand's Division with other land troops went by transports from Cairo to Paducah, Kentucky, where Commodore Foote's whole fleet sailed up the Tennessee River early in February, 1862, landing the troops about four miles below the first point of attack, and McClernand's Division took position on the road leading from Fort Henry to Fort Donelson and Dover with instructions to prevent either escape or reinforcements of the enemy in the fort, and to "stand by" as one of the sailor-

soldiers put it, to "Charge and take Fort Henry by storm on receipt of orders."

Commodore Foote's fleet moved up first to within a mile of the fort and poured such a stream of shot and shell into Fort Henry that its heavy guns were silenced and the fort surrendered with a part of the garrison, about sixty men, the remainder having escaped, all before the land troops arrived, they having refused to advance before the attack by the fleet. Commodore Foote had replied, "Then I will take the fort before you get there," and he did, "in one hour and twelve minutes by the white flag," as one wit said, before McClernand's Division had passed through the deep mud and the outer defences of felled trees and old logs and stumps, several yards in breadth, and piled up high enough to make serious obstruction. But twelve miles up the river Fort Donelson waited, grim, silent and revengeful. The Sunday before at Cairo many of the troops attended church, but the minister did not appear; Commodore Foote voluntarily took command, as it were, he being the senior officer present. He ascended the pulpit and "preached" from the well known text in John VI, "Let not your hearts be troubled; ye believe in God; believe also in me."

As the well pleased audience was dispersing, it is related that a Union sympathizing refugee from "down in the rebel district," whose early Bible education had been rather neglected said to the uniformed "preacher,"—"Wall, weuns beliefs in youuns all right, an' ef you-all's gun-boats kin shoot ez well ez youuns kin talk, them.....rebs whut druv me frum home hev to do some skeedaddlin' theirself."

But the land troops were destined to have enough hard fighting at Fort Donelson to pay for their easy march into Fort Henry, "The Impregnable" as some of its garrison proudly boasted. A fort looks different when one considers only its own big guns and ramparts and no enemy in sight. Yet Fort Henry was really a toy fort, compared with the real fortress—Donelson—erected in a short bend of the Tennessee River, on

a hundred foot bluff, at whose foot lay in wait the two water-batteries, side by side. In the left the big 10-inch Columbiad dominated the eight 32-pounders. In the right was a great rifled 64-Columbiad on whose lead the 64-pound howitzer on either side seemed to wait. All twelve of those grim sentinels looked straight down the river, almost from the water's edge, looked over formidable breastworks; "the best there is" as one of the Celtic constructors remarked. "But these two batteries won't have no show," he continued regretfully, "for when thim murtherin terrors up on the bluff beyant gits the range on thim Yankee gun-boats there won't be nothin' but lavens for these down below to bark at." But again the unexpected happened by land and by water. Fort Donelson's irregular line of embankments enclosed about one hundred acres fairly bristling with cannon. Around three sides of the fort were continuous rifle trenches, and formidable abattis, and all guarded by 20,000 waiting, eager soldiers, confident that no force the enemy could bring against it would lower the Confederate flag. But the grim, silent man-on-horseback was quietly concentrating his forces, and laying plans that could have but one conclusion unless some unconsidered fate should intervene to save Donelson. But fate had tares to pull up there, and much good wheat was destroyed also.

Colonel Ransom's 11th Regiment was there, with many others from Illinois, including the 31st under Colonel John A. Logan and the 32nd under Colonel Logan (just plain John Logan, but little known to song or story.)

On the outskirts hovered the four cavalry regiments of Noble, Carr, Dickey and Kellogg. Covering all and ranged around the encircling hills were the batteries of Schwartz, Dresser, Taylor, McAllister, Richardson, Willard and Buell, in all 34 guns, not nearly as many as were behind the embankments they were supposed to storm, but then there were the gun-boats on the river so terrifying to raw recruits that those guarding Fort Henry had surrendered before

they were conquered, at least long before Fort Henry would have run up the white flag had Commodore Foote commanded its guns.

The trouble began on Friday, the 14th day of February, 1862, with a strange, gruesome "valentine" for each side, not counting the work of the Carondelet of the day before when she engaged those two waiting water-batteries and received a big shell through a port hole, wounding eight men, which did not prevent her from throwing 100 or more shells into the fated works of the "West-ern Gibraltar."

On that black-Friday Commodore Foote over-confident because of the easy surrender of Fort Henry, moved his whole fleet, 7 gun-boats, 4 iron-clads and the wooden vessels included, closer up to within one hundred and fifty yards of the water-batteries, making his big guns absolutely hail shot and shell against both hill and water batteries. Then, just as he thought they must surrender to his invincible fleet, both the flagship St. Louis and the Louisville were disabled by the enemy's guns and floundered like crippled leviathans in the stream. Sadly but quickly the fleet withdrew, steam aided by the river current, down to a safe distance. Commodore Foote was badly wounded in the foot, and never quite recovered from it. Of course certain guying ballad-makers and punsters among those "unregenerate rebs" had their fun telling how "the fleet-footed Foote carried a lame foot away," and the "water-legged Achilles then got it in the heel," and other nonsensical chatter that over-wrought soldiers delight in.

Yet the jokers were given but little time to joke, though the men manning the forts had partly lost their dread of gun-boats and iron-clads.

Then General Grant's siege really began. His plans were changed, and his men rearranged, the fleet to have time for repairs and further co-operation. But Saturday morning the exultant Confederates broke out in a sudden sortie upon Grant's extreme right, overpower-

ering and scattering whatever was before them, capturing two batteries. Then Union reinforcements, a bloody, stubborn struggle and all the guns but three were retaken. Then Confederate reinforcements pouring out of the fort, the flanked Union troops again giving away. Again Union Reinforcements, but so demoralized they were killing each other in the confusion till they were forced back, farther than it was safe for their pursuers to follow as found to their cost. General C. F. Smith charged without a shot, using only steel, carried the overconfident enemy's left, and planted the stars and stripes within the intrenchments followed by the irresistible column of Wallace, and the sun set with the Union troops in a better position than when it rose.

Perhaps conscience had made cowards of both Floyd and Pillow, the senior generals. That night they turned over their command to Buckner and Johnson and "silently stole away," which Dr. Eddy says was "the most worthless theft Floyd ever committed." But they took a few chosen troops with them in safety on a boat up the river. The reason Floyd gave was not that he was afraid of the victors as soldiers, but as an old barrack ballad put it in a screed entitled

"FLOYD'S RETREAT."

"I do not fear their shot or shell,

But the U. S. Government would give me—Well,

I can't afford to be captured."

Doubtless Pillow had good substantial reasons of his own. Then early that quiet Sunday morning, the fatal 16th, there was just one reason why Grant's legions did not carry Fort Donelson by storm. The reason was small but puissant, a white flag floating from the staff on which the Confederate banner had so proudly waved.

Then came the historic—"NO TERMS OTHER THAN AN UNCONDITIONAL AND IMMEDIATE SURRENDER. I PROPOSE TO MOVE IMMEDIATELY UPON YOUR WORKS."

The 11th was one of the numerous regiments that General McClernand

reported had lost heavily. Colonel Ransom did not leave his men though he was again wounded in the shoulder in that terrible struggle on Saturday, February 15th, 1862. His horse was shot under him and eight bullets pierced his clothes. But again he recovered, and was still with the 11th in McClernand's Brigade of the Second Division under Wallace, a part of General Grant's Army at the battle of Shiloh, fought Sunday, April 6th, 1862, where he was severely wounded in the head and his regiment so cut up that the order was given to fall back. But again he remained with his men till the furious battle was ended. General McClernand grieved over the fact that not even one hundred men were left of the gallant 11th Regiment. Looking at the shattered remnants he said, "Well, boys we must win this day, or all will be lost, will you try it again?"

"We will, General," they said, and they did.

The Union officer who told about it said, "The boys called upon me to lead them. I found the regiment, or company as it was, on the left of the 70th Ohio Regiment and was again ordered to take our positions in front. Ten minutes time and we were again engaged."

Of all the gallant deeds done around Vicksburg from the inception of the siege May 19th to that memorable Saturday, July 4th, 1863, when the Confederate stronghold surrendered, nothing was more brilliant than the "Charge of the light brigade," General Ransom's Brigade, composed of his own 11th Illinois Regiment, all that was left of it, together with the 116th, 95th and 72nd Illinois Regiments.

It was on Wednesday, May 22nd, when his brigade was close formed in line of battle within 60 yards of the enemy's works, but under cover of a ravine, the men started out with a rush and a cheer, but they had hardly appeared before their ranks were stormed with grape and canister, which killed Colonel Nevins of the 11th and downed Colonel Humphries and the Color bearer of the 95th and wounded Lieutenant

Wright of the 72nd. Almost every conspicuous officer was disabled, if not killed. General Ransom's seized the fallen flag of the 95th and rushed onward, shouting, "Forward, men! We must and will go into that fort! Who will follow me!"

All who were able to move followed, and with him fought for a stubborn half hour across the enemy's breastworks. Then General Ransom said "Men of the 2nd Brigade! We cannot maintain this position." Then he ordered them back, one regiment at a time, saying that any man who went beyond that ravine would be shot, adding,

"I will stand here to see how you do it."

"It was all done as if on parade," said an eye witness.

Lieutenant Colonel Wright had his arm shattered while holding up his sword and cheering his men on after that first deadly volleying. It was amputated on the field of battle, which he refused to leave then, but he went to Chicago and died on the 6th of July, two days after the surrender of Vicksburg. He was a graduate of the military school of Captain Partridge in Norwich, Vermont, the same from which General Ransom and General Grenville Mellen Dodge and other efficient commanders were graduated. Judging from results, it was a school of high degree, and both the Union Army and the Confederate Army were greatly indebted to it.

But it was at Pleasant Hill, Louisiana, on Friday, the 8th day of April, 1864, that the Ransom Brigade suffered the loss it most deplored, the loss of its intrepid commander. It was one of the sad results of General Bank's disastrous Red River expedition, which was planned so beautifully and executed so dismally.

As Dr. Eddy graphically worded it:

"Another 'Invincible Armada' was set afloat. Dick Taylor was to be swept from Louisiana, Magruder from Texas, and Price from Arkansas."

It suggested an early war song, when the brave General Lyons started to de-

stroy General Price at Springfield, Missouri, and incidentally wipe out General Raines and General Parsons. The song was a parody on "Dixie," worded so as to make that Southern war tune inspire Union soldiers also. One verse ran:

"Oh, the Raines shall fall,
And the Parsons, too,
The Price we'll pay in sterling due,
Then away, then away,
Then away down South in Dixie."

The song proved to be prophetic in time, but it was somewhat "previous" as to dates set in the days when it was first sung by over-confident improvisers among the 90-day men in blue.

After the fall of Fort Donelson and of Vicksburg, opening up the Tennessee River and the Mississippi River, then the obvious thing to do was to "open up the Red River," at least so thought the powers-that-be at Washington, against General Bank's protest. In due time the armada occupied Alexandria, Louisiana, and was joined there by part of the Army under General A. J. Smith en route for Shreveport, the objective point of the whole expedition. General Banks came on from Natchitoches with Lee's Cavalry constantly using some of their 5,000 sabers in skirmishes all the way to Pleasant Hill, Louisiana, just beyond which they came upon Major General Green with the main body of Confederate Cavalry, which fell back to Bayou du Paul, where the Confederate infantry and artillery were concentrating. Next morning, Friday, April 8th, 1864, as the Union troops advanced the enemy still fell back to their strong position near Sabine Cross Roads, east of Mansfield, Louisiana. General Banks then appeared on the Field with General Ransom who commanded two divisions of the 13th Army Corps, Ransom saw at once that they were being drawn into a trap, and advised waiting till the arrival of General Smith's army, still many miles away. But General Banks said "Advance." Major General Taylor, "Fighting Dick," was in command of the waiting and ready Confederates. They closed in around that part of Banks Army and

the slaughter was terrific. The sequel is too well known.

Three thousand men were killed wounded and missing, Ransom's Brigade had done all that brave men could, but it was useless. General Ransom was badly wounded and was sent to Chicago. This was the fourth time he had been wounded in battle during his continual active service from the opening of the war. Before his wound was healed, he went back to his brigade then at the front in Georgia, and he did his full part in capturing Atlanta. His command was ordered to Rome, Georgia, 26 miles away in October, and he insisted on going with it, though quite ill with dysentery. But that was in a country where all roads did not lead to Rome. Always at the head of his troops, whether horseback or in an ambulance, even taking active command in the saddle when the advance guard encountered the enemy. In spite of warnings from the surgeons, from General Sherman, General Howard and other friends, he insisted, "I will stay with my command until I leave in my coffin." Much of the way he was carried in a litter by his men. He was in high favor with General Sherman who had sent for him to take an important command as soon as he was able to leave Chicago after the Red River disaster.

The way was so rough and stormy that General Ransom, no longer able to ride horseback, had to be carried on a stretcher by some of his faithful comrades. Rome was the nearest railroad point, and it was hoped that the condition of the invalid would improve when he could be placed in a railroad car with whatever crude arrangements for comfort might be available.

General Sherman rode by his litter and talked with him just a few hours before he died. In a short speech telling of it even years afterward, General Sherman supposed by many to be callous-hearted was deeply affected. He evidently loved Ransom as a younger

brother, and he closed that speech saying, "For a time, farewell."

He grew worse and worse, and died when within a few miles of Rome, on Wednesday, the 26th day of October, 1864. With all his suffering he was courteous and attentive to the last, to the many friends who called to see him. He made all needful business arrangements, and sent messages to his mother and other near relatives. He said to Captain Cadle, of his staff, "I am not married nor engaged."

His last guest was General Wm. P. Carlin of the 14th Corps who afterwards said, "He received me with the same dignity and grace as if he were entertaining a distinguished guest in his best estate at his private quarters."

He died almost as soon as General Carlin left him. He repeated grateful messages to his faithful men, then his last words were, "I feel like sleeping." He did sleep, his last sleep.

His body was taken to Chicago, and buried at the beautiful Rose Hill Cemetery in the presence of thousands of people who knew him and loved him. His good friend, Rev. W. H. Ryder, preached an eloquent funeral sermon, saying among other things, "General Ransom was retiring and unostentatious. There was no strut about him. He was simple in his manners. His power was always in reserve for occasions, and the greater the occasion, the deeper the peril, the more capable did he show himself to be."

"His ambition was to honor his country, the service."

He gave his life to his country before he was 30 years old, but few soldiers of any age accomplished as much in the whole war as General Ransom did in the three and a half years he was permitted to serve.

He did his duty like a man, a soldier, an officer, and a gentleman. Whatever glory there be in war is his, remembering that "War is Hell."



Richard Smith Charles, Sr.

RICHARD S. CHARLES, Senior, second son of Richard Charles and Charlotte Mee, was born in Loughboro, Leicestershire, England, November 6th, 1829.

At the early age of six months he was brought to America by his parents, who settled first in Philadelphia, removing a few years later to New Orleans, where his father entered the cotton factorage business.

Educated in private schools in Philadelphia and New Orleans, he later was sent to Manderville, La., where he completed his studies, entering the

service of the New Orleans, Jackson and Great Northern Railroad Company on its organization in the early part of 1853 as Stock Clerk under Mr. John Calhoun, the first Secretary and Treasurer of that line.

In April, 1855, on the election of Mr. Calhoun to the Presidency, Mr. Charles was elected Secretary and Treasurer, in those days the duties not only comprised that of a financial officer, but those which are today handled by the General Auditor, the entire accounting being under his supervision.

On the breaking out of the Civil War

Mr. Charles joined the Jackson Railroad Rifles, but like other officers was prevailed upon to remain in the service, as the Governor of Louisiana stated that the operation of the road was as necessary to the success of the South as was the actual presence of the soldier in the field.

Being both near-sighted and color blind, Mr. Charles, a short time prior to the fall of the city of New Orleans, found it necessary to procure glasses, as he often stated, he could not tell the Blue from the Gray.

He remained in the city until ordered out by the President, Major H. J. Ranney, removing with all his books, cash, securities, etc., to Canton, Miss., where later his wife and son joined him, having been compelled to leave the city in a schooner, sailing from what is now called West End to Pass Manchac, from which point they went by train to Canton, Miss., being accompanied by "Grandpa Charles," who, although an Englishman, sided with the South, and took with him, wrapped around his body, a complete plan of all the fortifications and troops as distributed by the Federals on taking the city of New Orleans.

Mr. Charles and his family remained in Canton, Miss., until the fall of Vicksburg, Miss., when he removed both family, cash, bonds, books, etc., belonging to the company to Macon, Ga., where they remained until the close of the war.

While in Canton, being desirous of seeing something of the bombardment of Vicksburg. Mr. Charles ventured out on the old Vicksburg and Meridian Railroad as far as possible, but, as it was a National Holiday, little was doing. While waiting for the return of his train, he noticed two officers playing chess and sauntered over to look at the game, when one of the officers remarked that he would have to leave as it was time for him to report for duty. The other officer, who was evidently a fine player, looked up and noticing Mr. Charles, asked if he played, and requested him to take the vacant

seat. Mr. Charles frankly stated that he simply knew the moves, but was not a player of the game in any sense, to which the officer replied: "Oh! sit down." After the first move Mr. Charles realized that his opponent was deeply engrossed in the game, therefore he resolved to take a chance and chose the Fool's gambit, resulting in a check mate on third move, when, jumping to his feet, he called "Check-Mate" turned to catch his train, the officer continuing to shout as he left, come back, come back, but "there was nothing doing." He often wondered who that officer was.

Of his stay in Macon, Ga., there is little to tell, outside of the hardships which all southerners went through. Once only was he called to arms, joining the Macon Home Guards, and was rushed to the front on rumors that Sherman was coming, but nothing came of it.

After the surrender, Mr. Charles with his family started for New Orleans, arriving in Mobile, only to find himself penniless, as he had nothing but Confederate money and bonds, neither of which were worth the paper they were printed on. Wandering down to the city wharves he was approached by a fine looking Irishman, who, extending his hand, greeted him in such a manner, showed Mr. Charles he was one of the Company boys, but unfortunately, through his failure to remember faces or names, Mr. Charles never was able to recall his name. Running his hand in his pocket he pulled out a large roll of bills, GREEN-BACKS, and turning to Mr. Charles, said: "Help yourself, I know you need it, and there is plenty where those came from." To this Mr. Charles declined, but frankly stated that it was his desire to secure passage to New Orleans, whereupon his unknown friend turned and said: "Do you see that steamboat? Well, that's one of Uncle Sam's. Just take your wife and boy, books, etc., and walk on board. If anyone says anything to you, pay

no attention, the Yanks will take you home free," which was a fact.

On return to New Orleans Mr. Charles set about straightening up his books, records, etc., balancing his cash, after his long sojourn in the country, and on June 24, 1865, when the United States Government transferred back the railroad to its stockholders, he resumed officially his old duties, in fact, he had never relinquished them for a single day.

In the early 70's Colonel H. S. McComb, having obtained control of both the New Orleans, Jackson & Great Northern and Mississippi Central Railroads, he consolidated them under title of New Orleans, St. Louis & Chicago Railroad Company, Mr. Charles being elected Treasurer of said Company. In 1876 the new company having defaulted in payment of interest on certain bonds, was placed in the hands of Receivers, Mr. J. B. Alexander, for Southern part, and General Rufus P. Neely for Northern part, Mr. Charles being again elected Treasurer of the Southern part. On sale of roads, they were again consolidated under the title of Chicago, St. Louis & New Orleans Railroad Company, and Mr. Charles again became the Treasurer of the consolidated lines. In 1878, during the yellow fever epidemic, Mr. Charles was the only General Officer left on duty in New Orleans, all others save Mr. D. B. Morey, General Freight Agent, having left for other diggings, and as Mr. Morey was down with the fever, the burden fell upon Mr. Charles, who not only had his own duties to perform, but was called upon daily to advise those left in charge of both Passenger and Freight departments, the Auditing Department having been moved in a body, first to Water Valley, Miss., and later to Bolivar, Tenn. In recognition of his services during those trying days the company presented him with a handsome gold watch bearing the following inscription: "Presented by C., St. L. & N. O. R. R. Co. to R. S. Charles in remem-

brance of faithful services during yellow fever scourge of 1878." Three other watches of similar design were presented by the company, one to William W. Finlay, then Assistant General Freight Agent, late President of the Southern Railway, and John Meyers, Traveling Auditor, and Mr. McKay, in charge at East Cairo. In December, 1878, the President, Mr. W. H. Osborn, ordered Mr. Charles to take a vacation and come to New York, where he was handsomely entertained, and on leaving for home, Mr. Osborn, in referring to his work during the trying summer, remarked, "We bought you at Receivers' sale, but were unable to ascertain if you had been contaminated as were other officials of the old company, but your work while alone in New Orleans showed we made no mistake in our trust, as 'If so desired you could have sold the rails themselves, we never would have gone south to stop you.'" 1878 was not only a trying summer, but a heart-breaking one, and many and many a familiar face passed away that year, both in the city and on the line.

On the lease of the Southern Lines to the Illinois Central Railroad, January 1st, 1883, Mr. Charles was elected Local Treasurer, in charge of the Southern Lines, which position he held until the 30th of June, 1901, when he retired on a well-earned pension after 48 years of continuous service.

In the early days of railroading, engraving of signatures on bond was an unknown thing, and in the issuance of the first and second mortgage bonds of the N. O. & G. N. R. R. Co., Mr. Charles, as Secretary and Treasurer, was called upon to sign every bond by hand, and to place his initials on every coupon, 60 to each bond, also each bond and coupon was numbered by hand. In those days this was a big undertaking, and in order to minimize time and labor, Mr. Charles made himself a double pointed pen holder, whereby he signed two coupons at a time. These bonds ran for thirty years, and on expiration of the limit a lady in Europe wrote Mr.

Stuyvesant Fish, President, to know if any officer who originally signed the bonds was still living and with the company, to which Mr. Fish gracefully replied, that "Mr. R. S. Charles, the gentleman who signed the bonds as Treasurer, would take pleasure on the first day of July in handing her a check for One Thousand and Forty Dollars, he holding the same position as when he signed the bonds," in fact, it is said that this was the first instance of that kind in the history of railroads.

By birth Mr. Charles was an Englishman, therefore neither he nor his father or brother took active part in politics, but when the question was forced to the front "Should Americans govern America," all three believing that to be correct, became naturalized TO VOTE AGAINST THEMSELVES, but when religion was forced into the party, they all withdrew and

never afterwards took further interest except to vote, and then only for such officers as they thought would best fill the positions.

In his home Mr. Charles surrounded himself with the best of books, being an inveterate reader. He belonged to no club, but did not object or find fault with others that did. He was well known in all walks of life, and equally liked by the poor as by those better off, never turned away a request for aid, but such as he gave was known only to himself and those directly concerned. He claimed no religion, save that there was good in all, and that some day there would be but one denomination, "Love thy neighbor as thyself."

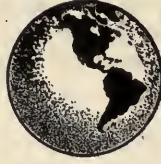
Mr. Charles died on the 13th of March, 1903, being survived by his wife, Mrs. Delphine Toby Charles, and son, R. S. Charles, Jr.



CANTON COMPRESS DURING THE COTTON SEASON, CANTON, MISS.

PUBLIC OPINION

What the



World thinks

RAILROADS FACING CRISIS, SAYS BUSH; HAS FAITH IN WILSON.

**Missouri Pacific Executive Declares
War Will Affect Roads More
than Other Industry.**

NOTHING DONE FOR RELIEF OF MAINSTAY OF ALL TRADE

**Urges Citizens to "Stand Together,"
as President Advises, and Come
to the Rescue.**

IT IS generally considered by the railway managers that the European war will injuriously affect the railroads more than any other industry. President Bush of the Missouri Pacific said yesterday:

"The problems arising from the European war confronting the country as to the difficulties in marketing our many varied productions are momentous. These are receiving deserved consideration by our government and public spirited citizens, and it is hoped that an amelioration of the harsh conditions encountered will be at once forthcoming.

"Serious as these problems are, they are no greater as to their injurious effect on the welfare of the country, in the decline of industry, trade and commerce than those which confront the transportation industry. Though much has been considered and done for the relief of other industries, nothing so far has been suggested to aid the railroad industry, which is all important to every other. For some years back railroads, by reason of diminished net

earnings, have experienced difficulties in borrowing money to make necessary improvements to meet the requirements of the expanding business and the public demand for better service. This war emergency will accentuate this situation and further impair their credit, so that under the present conditions of inadequate revenues all attempts to finance railroad securities will be futile.

Railroads' Gravest Danger.

"This is the gravest danger with which railroads have been menaced in their history. They are thus not only deprived of the means to meet current urgent needs in affording adequate service, but they are confronted with the problem as to how they can take care of outstanding obligations which mature in the near future.

"A careful computation of these obligations shows there are upward of \$578,000,000 in default at the present time, \$34,000,000 which must be met before the end of this year and \$563,000,000 between now and the end of next year. It is needless to say that if these obligations are not met, other industrial interests dependent on the railroads will be injuriously affected as well as the railroads.

"The probabilities are that for a long time to come American securities will not find a market in Europe. All surplus capital of that continent will for some years be required to replace the destruction of property and repair the ravages of war. Nor is this all, for we shall likely have to repurchase a large share of the nearly 5,000,000,000 of American securities which are now

held in Europe. This will throw upon our own people the burden of financing the railroad requirements for an indefinite period, and if the railroads are not to be driven upon the rocks of bankruptcy and deterioration, they must have the kindly co-operation and friendship of the public and our law-making bodies as never before.

Revenues Long Inadequate.

"It is now quite generally known that for a long period back, even with good crops and prosperous times, railroad revenues have not been adequate for railroad requirements; they have not been sufficient to enable them to establish a sound credit with bankers so as to raise money for improvements and extensions to take care properly of the expanding commerce.

"Rate reductions and burdensome regulations prescribed by federal and state authority, together with largely increased taxes and expenses for labor and materials entering into the operation of the roads, have so decreased the net earnings of the carriers as to leave many of them without means to meet their mortgage interest. As a consequence of this their credit has been swept away and they are unable to get new money for necessary improvements and facilities. It is estimated that to provide amply for the constantly increasing business, \$500,000,000 of new money is required yearly. Of course, such a sum could not be provided from earnings, though large sums from earnings when available are now spent for the purposes named.

"As an instance of how the low rates with the increased expenses work, I may cite the results of operation of the railroads of the country for the last fiscal year ended June 30, 1914. The gross earnings for the year were \$44,000,000 less than those of 1913, but the expenses and taxes were \$76,000,000 more, making the net earnings for 1914 \$120,000,000 less than for 1913. This is \$120,000,000 less to meet obligations, which no doubt had been increased dur-

ing the year by the expenditure of new money for needed betterments or extensions.

"How long can the railroad industry of the country continue to give the high standard of service which it now provides and which service is essential to the prosperity of all other industries, trades and callings, with results such as shown for a year's labor? The year cited, with its increased expenses and decreased net, is not an exceptional one. Expenses beyond the power of the management to control have so increased of late years, and enforced rate reductions have so followed one upon the other, that it is only by using every device toward efficient operation that some of our roads are enabled to live.

"We are face to face with the gravest crisis in the history of American railroads—so grave, in fact, that those intrusted with the responsibility of their management are for the moment too dazed to fully comprehend the profound difficulties which now surround them. The only hope for them that I can see is, that there be an immediate advance in their passenger and freight rates. The rates now obtainable are not compensatory for the service rendered. This is particularly true of the passenger rates.

"Such an advance in the rates as would give the railroads the necessary net earnings, whereby they would establish a better credit with investors, would not be burdensome on any industry, and when resolved to the selling price the consumer, it would be inappreciable.

Wilson Realizes Situation.

"I am glad to note that President Wilson realizes the seriousness of the situation, and that he is willing to aid in its solution. In his letter to Mr. Trumbull, chairman of a committee of railroad presidents who called on him, he said, in part:

"'You asked me to call the attention of the country to the imperative need that railway credits be sustained and the railroads helped in every possible

way, whether by private co-operative effort or by the action, wherever feasible, of governmental agencies, and I am glad to do so, because I think the need very real.

"They are indispensable to our whole economic life and railway securities are at the very heart of most investments, large and small, public and private, by individuals and by institutions.

"I am confident there will be earnest and active co-operation in this matter, perhaps the one common interest of our whole industrial life.

"Undoubtedly men both in and out of official position will appreciate what is involved and lend their aid heartily wherever it is possible for them to lend it.

Extraordinary Emergency.

"But the emergency is in fact extraordinary, and where there is manifest common interest we ought all of us to speak out in its behalf, and I am glad to join you in calling attention to it. This is a time for all to stand together in united effort to comprehend every interest and serve and sustain it in every legitimate way.'

"This straightforward statement coming from the nation's chief executive will aid very much in directing the attention of all thinking citizens to the true seriousness of the situation, and it is hoped that the necessary action will be taken by those in authority to give his views the desired effect.

"Mind you, I haven't lost faith in the future. We have the greatest country in the world and the greatest and most resourceful people on the globe, and if we all 'stand as one,' as the President says, we shall weather the storm—but in the meantime all thinking men cannot realize too soon the grave exigencies which confront us.

"Undoubtedly this great European war has opened the doors to many world markets which have heretofore been closed to us, and in order that we may take prompt advantage of these opportunities it is all the more necessary that our industrial machinery be

maintained at the highest possible point of efficiency. A breakdown in our transportation facilities now would be fatal indeed.

"Nor am I in a humor to scold or find fault with the troubles we have in the past. Unquestionably there have been abuses in the railroad world as in all other lines of commercial and industrial activity, but there is little likelihood that there will be much cause for complaint in this respect from this time forward.

"With the power to make rates lodged in the Interstate Commerce Commission and the several states and with a closer surveillance of the issuance of all kinds of securities than ever before, the railroads are today absolutely in the hands of the people, as their will may be expressed through their law-making bodies. If the people are willing that the railroads shall have living rates for the service they render—if they are willing to protect them against assaults and unreasonable demands of one kind and another, we will make American railroad securities so highly respected as an investment that those of our fellow-citizens who have money—who are our only refuge in the present storm—will be glad to put their savings and accumulations into them.

"This is our only hope. When one considers that there are approximately 4,000,000 bona fide holders of American railroad securities at the present time anyone can see how vitally important it is to maintain public confidence in these investments. That the public will not fail us in this crisis—and that, on the other hand, those in charge of the railroads will try harder than ever before to merit the people's confidence and good will, I confidently believe."

—The St. Louis Republic, Sept. 17, 1914.

THE CASE FOR THE RAILROADS

I. Why We Should Listen.

THERE are just three principal reasons why we, as citizens, should pay attention to the case of railroads of the United States, so characteristically presented by President

Bush of the Missouri Pacific, in today's issue of *The Republic*.

The first reason is that we live in a democracy. A democracy is a government by public opinion. When that stops working, democracy stops. The only way public opinion can be kept working is by affording the citizen who believes that his fellows shall stop, and hear, and judge. Our government works normally only so far as we are willing to take the trouble to make up our minds about other people's deserts. When the railroad official asks for our judgment on his case, he is really putting our democracy to the test.

A democracy is founded on the belief that we are all our brothers' keepers and that the man who charges public wrong, public injustice, public indifference or public neglect has a right to demand that his fellows shall stop, and hear, and judge. Our government works normally only so far as we are willing to take the trouble to make up our minds about other people's deserts. When the railroad official asks for our judgment on his case, he is really putting our democracy to the test.

The second reason why we ought to pay attention to the case for the railroads is that we are all directly interested in them. We—the rank and file of the people of the United States.

Here, for example, is a slender little woman with three children; her husband works for \$900 a year. She would not know a share of preferred stock from a refunding bond; the very names of railroad securities would be as unintelligible to her as Siamese. But one thing she never forgets—that her husband carries a \$2,000 life insurance policy, and that the payments that are so hard to make four times a year are worth while, since that \$2,000 would be all she and the babies would have should anything happen to the husband and father. Now that insurance company whose name is on the policy does not keep its money in cash; it keeps it in securities. If the railroad business becomes unprofitable that imperils the value of those millions in railroad bonds in the vaults of the insurance company and threatens its ability to pay the \$2,000.

The little woman when she got home yesterday, found the grocery boy delivering groceries at the kitchen door.

He has an account at the savings bank. The savings bank has a good part of its funds invested in railroad bonds. The people own the railroads.

The third reason why we ought to pay attention to the case of the railroads is that if the railroads, through insufficient revenue, are unable to do their work well the effect will hit every mother's son of us. The masculine reader of this article has on a pair of shoes made in St. Louis from the hide of a calf grown in Wyoming, tanned in Wisconsin with bark that came from Michigan. The machines that made the shoes were brought from Massachusetts; the thread that sewed them was spun in Scotland. The shirt he wears was cut in New York from cloth made in Manchester out of cotton raised in Mississippi and dyed with dyes from Germany. The raw silk for his necktie came from Italy and was woven in France. The wool in his suit came from three countries and two hemispheres. He has just finished breakfast on bananas from Honduras, coffee from Brazil, sweetened with sugar from Cuba, eggs from Kansas and bacon from Iowa, and the bread that made his toast was of wheat grown in the Red River Valley and ground in Minneapolis. There was never a time in the history of the world before when so large a number of human beings lived in such comfort as now and here, in the United States. And underlying it all is transportation. Stop cheap and easy communication between St. Louis and the rest of the world and you give civilization in St. Louis a blow from which it can recover only by bringing transportation once more to the height of efficiency.

II. The Missourian with \$130.

The railway officials tell us that the roads are not in position to handle our traffic. The business of the country is outgrowing them and they cannot get capital to finance them.

What that means is very simple. Three years ago a St. Louis man had \$130 to invest. He put it into two shares of railroad stock at \$65. This

stock was paying 4 per cent. This gave him \$8, which was more than 6 per cent. But a year ago the stock stopped paying any dividends. He has \$130 in bank today. But he will not put it into railroad stock. If the \$8 a year were still coming in regularly he would buy two more shares of that same stock.

Multiply that by millions and you have the whole financial difficulty of the railroads. Why did those dividends stop? Two floods, two drouths, rising prices for railway supplies, new wage agreements and the installation of expensive safety equipment tell the tale. As a matter of fact, rates were not high enough to stand the ordinary risks of the transportation business—storm, drouth and business change.

The problem of railroad finance is just the problem of the man with the \$130.

We Missourians ought to listen to the case for the railroads, whether anybody else does or not. This imperial state needs a vast additional mileage in order to develop its resources. In Missouri there is one mile of railroad to every 15.5 square miles of land. In Kansas there is one mile for every 9 square miles of land. In Iowa there is one mile of railroad to every 5.6 square miles of land. In Illinois there is one mile for every 4.7 square miles of land.

Area for area, Kansas has five miles of railroad to our three, Iowa nearly three to our one and Illinois nearly four to our one. The biggest problem in the development of Missouri is the problem of making it pay the Missouri citizen with \$130 to put it into a Missouri railroad.—The St. Louis Republic, Sept. 17, 1914.

ROADS DENY FREAR CHARGES.

Officials of the Illinois Central and the Chicago, Rock Island & Pacific railroads in Chicago today denied that there had been anything illegal in their connection with the Mississippi Levee association. The statements were made by the officials as the result of a Washington dispatch which stated that Representative Frear of Wisconsin would

introduce a resolution in the House asking the attorney general to investigate alleged lobbying activities of the national rivers and harbors congress and the Mississippi Levee association.

In his resolution, it was said Mr. Frear would prefer charges against the rivers and harbors congress on the grounds that collections for carrying on its propaganda had been levied from several interests, among them the two railroads.

"We have never attempted to conceal the fact that we have contributed to the Mississippi Levee association," said C. M. Kittle, assistant to President Markham of the Illinois Central.

"We hold that the association is entirely justifiable and necessary. It is supported by several interests whose property is affected by the yearly overflow of the Mississippi river."

In the absence of President Mudge of the Rock Island, a statement was issued from the president's office by Edward Fleming, the chief clerk, which was in substance the same as that given out by Mr. Kittle.

"We have contributed once that I am sure of and possibly twice to the association," said Mr. Fleming. "We believe the contribution is entirely justifiable and for the general benefit of the country."—Chicago Journal.

I. C. BRINGS IN 525 DAILY.

MEMBERS of the Retail Merchants' Association will be interested to know that the local officers of the Illinois Central have checked its sixteen passenger trains for a period of seven days, from the conductors' reports, and that the results are gratifying. They show that a total of 3,675 passengers purchased tickets to Waterloo in one week, or an average of 525 a day. This was an average week, when the weather was good and farmers were busy. Nothing special was going on in Waterloo to attract visitors at the time the records were made. No doubt there are weeks when this figure would be increased 100 a day.

The territory from which the Illi-

nois Central draws this business to Waterloo as a shopping center extends from Dyersville on the east to Webster City on the west, and to the Minnesota state line on the north, comprising the best agricultural district in northern Iowa.

The style show and similar events should be provided, in connection with good transportation facilities, to attract the fall shoppers to the best city in Iowa.

Other roads doubtless bring in proportionate numbers of visitors.—Waterloo Evening Courier and Reporter, Sept. 16, 1914.

WILL BEAUTIFY CENTRAL DEPOT.

Company Plans Paving and Park to the East.

Superintendent of Road Promises Completion of Work Before Winter.

The Illinois Central railroad officials have decided that the enormous business which that road receives from Dixon is cause for some attention on their part to the condition of their Dixon depots. Yesterday the superintendent of the lines advised Mayor Brinton that they have engaged a competent landscape artist and authorized their engineering department to perfect extensive plans for making their Dixon depot and grounds both better equipped for the convenience of the public and more beautiful.

The railroad owns about two blocks of property to the east of the depot. The general plan is to make a fill to the east of the building and then pave around it and the roadway leading to it so that conveyances may drive up the east side of the building.

The landscape artist is to plan to change the course of the waterway through the grounds and to park the balance of the property not needed for approaches to the depot. The superintendent assured the mayor that all of this is to be accomplished before snow flies. When completed it is expected that the

grounds will be one of the show places of the city.

Again the citizens must thank Mayor Brinton for making good at a seemingly impossible task. At present the work of improving River street, largely at the expense of the railroad, is in progress; the Chicago and Northwestern is spending a large sum in paving the driveways about its depots, and they have completed a tracking and platform system which has abolished the old plan of unloading passengers from the east on the south side of the train to wait in the cold and rain until the train pulled out.

These are things which have been talked about by citizens of Dixon for years, but it remains that it has been largely through the persistence and energy of Mayor Brinton that they have become accomplished facts. While these may seem of small importance to the man who, single handed, faced the administration of the state of Illinois and came away with the epileptic colony, the biggest plum in years, yet hundreds of citizens will thank him as they enjoy the increased conveniences and comforts of these improvements.—Dixon (Ill.) News.

I. C. NON-UNION TOWN REPORT IS DENIED.

Denials were made Friday by purchasers of the Harahan tract that they intend to make a non-union town of the site of the old experimental farm of Southern university, which was bought by a syndicate composed of officials of the Illinois Central lines Thursday noon. R. McWilliams, operator who made the purchase, said:

"There is absolutely nothing to any such a story. The property was bought because the Illinois Central employees thought a town was necessary closer to Harahan than New Orleans. We will not limit the sale of lots to non-union men, nor will we ask the labor affiliations of any buyer. Members of the syndicate do not care to disclose their identity until they form the company to dispose of the land.

It is reported that the shop foreman

at Harahan is the prime mover in the enterprise, and that many members of the proposed company will be employees of the railroad.

Local real estate men were agreeably surprised at the auction price brought for the experimental farm of Southern university, in Jefferson parish, when the syndicate of Illinois Central officials bought the property for \$20,200. This was about \$10,000 higher than the upset price set by the state legislature in 1912. The tract is of about 100 acres, and the sale, as exclusively announced in *The Item's* late edition Thursday, was the result of competitive bidding between Harry K. Johnson of the O.-K. line, Harry R. Gerson, representing a Jefferson parish syndicate, and R. McWilliams, representing the Illinois Central officials.—New Orleans, La., *Item*.

IF THEY NEED IT, THEY NEED IT NOW.

THE Interstate Commerce Commission has agreed to reopen the case of the request of the railroads for permission to advance freight rates. The hearings should be speedy. No nine months, nor six months, nor even one month, should be consumed in reaching a decision.

Especially there should be no time wasted in reviewing ancient history, nor in considering theories about how railroads might be run, under government ownership, or any other plan different from that under which the railroads have been created.

In the well-known words of a late president of the United States, "a condition, not a theory," confronts the railroads, and with them the whole country. It is a plain business proposition that the country cannot prosper if the railroads are squeezed into bankruptcy.

The railroads say they are being suffocated by iron rings around their throats—by governmental power limiting the price of the only thing they have to sell. They should be able to prove it easily, or it should be easily disproved if they are not telling the

truth. It's all a matter of plain figures, already collected or easily obtained.

If the railroads need a pulmotor, and they are visibly gasping for breath, they need it now, not in nine months, or six months, or even one month hence, but NOW.—Editorial Chicago Herald, Friday, Sept. 25, 1914.

I. C. GETS CONSCIENCE MONEY

Individual Who Picked Up Bolts on Track Makes Restitution.

The Illinois Central road was enriched to the extent of one dollar on Monday morning, when that amount in "conscience money" was returned to the office of the division passenger agent. The conscience-stricken donor of the amount stated that in his reckless days he picked up a number of bolts and nuts which had fallen from the cars along the track, and that as time wore on, the enormity of his sin weighed upon him until he could get no peace of mind until he had made restitution. He therefore placed a dollar value on his wrong-doing and forwarding the amount to the company, hopes to spend the remainder of his days in peace.—Dubuque (Iowa) Journal.

NEW CUT-OFF SOON TO BE COMPLETED.

Before many days all trains will be routed from Carterville into Carbondale by the way of Reeds, on the Illinois Central instead of sending them into Carbondale the old way, straight from Carterville.

A large force of contractors have been working for sometime on this piece of road and it is reported to be near completion. It extends from the flag station of Fredonia, just west of Carterville, to Reeds, the first station west of Cambria. Thus several miles of hard grade is saved by freight trains going into Carbondale.

Another saving feature of this new road is that all trains carrying freight

will now go into the north yards at Carbondale and if they go north they will not have to be taken into the yards at all, thus saving a great deal of time in the handling of fast freight. —Herrin Journal.—Carterville, Ill., Herald.

ASKS MANUFACTURERS TO AID FREIGHT BOOST.

Lumberman Urges United Effort to Get Railroads 5 Per Cent Increase.

Manufacturing organizations of all kinds have been asked to join hands with eastern railroads to obtain a 5 per cent increase in freight rates, a new application for which will be filed with the Interstate Commerce Commission.

The movement was started Monday by P. S. Fletcher, treasurer of the D. S. Pate Lumber Company. In a letter to E. E. Hooper, secretary of the Lumbermen's Association of America, Mr. Fletcher asks that this organization join with others in aiding the railroads to procure the increase.

Causes Car Shortage.

The plea for co-operation is based on figures purporting to show that low freight rates and insufficient railroad incomes are responsible for a shortage in cars, so that grain, lumber and ore cannot be moved promptly.

Extracts from Mr. Fletcher's letter are as follows:

"It is my understanding that it takes about 2,500,000 cars to handle the country's business, and that the life of a car is from seven to ten years. To keep the equipment in order it would be necessary to purchase 250,000 cars annually. During the five years from 1908 to 1912 less than 300,000 cars have been bought, while 1,250,000 should have been purchased.

"If the railroads are the barometer of the country's business, it should be the duty of lumber manufacturers and associated industries to devise a way to

aid the railroads in purchasing sufficient stock.

Urges Aid for Increase.

"Lumber and other interests can afford to stand their proportion of higher rates if these will increase their business. We should avail ourselves of every opportunity to help the railroads to increase their earnings.

"Railroads in general need much new equipment. Many cars in use are in an almost worthless condition; new cars are needed. If all the commercial associations in the country will take hold of this matter it will soon be adjusted."

Daniel Willard, president of the Baltimore & Ohio, in discussing the reopening of the eastern freight rate case, said the freight rate increase was made necessary by conditions which had changed since the commission had last discussed the matter. The European war he cited as one cause of the change.

Members of the Interstate Commerce Commission probably will take up the matter the first Monday in October.

Officials of eastern railroads in Chicago denied the report yesterday that a tentative 5 per cent increase had been granted for an indefinite period at the discretion of the commission.

Deny Lobby Charge.

Officials of all railroads operating along the Mississippi river deny that the Mississippi Levee Association is an "insidious lobby."

Representative in Congress Frear, of Wisconsin, attacked the association and the rivers and harbors congress in a speech against "the pork barrel" in the House of Representatives, asserting that the Southern Railroad, the Frisco system, the Missouri Pacific, the Chicago, Rock Island & Pacific, the St. Louis Southwestern Company and the Illinois Central railroads had contributed to the association to force through "pork barrel" appropriations.

The railroads admitted they had contributed to the funds of the corporation, which was formed to prevent

floods in the Mississippi River valley, but denied that the money was being used for lobbying purposes.

Among Chicago men who are members of the board of directors are James B. Forgan, president of the First Na-

tional Bank; John G. Shedd, of Marshall Field & Co.; C. H. Markham, president of the Illinois Central Railroad; H. U. Mudge, president of the Rock Island, and Harold F. McCormick.—Chicago Herald.

The Railroads' Appeal to the President of the United States

Washington, D. C., September 9, 1914.

A committee of railroad executives today called on the President of the United States at the White House. The committee consisted of Mr. A. J. Earling, President, Chicago, Milwaukee & St. Paul Railway Company; Mr. Fairfax Harrison, President, Southern Railway Company; Mr. Hale Holden, President, Chicago, Burlington & Quincy Railroad Company; Mr. Samuel Rea, President, The Pennsylvania Railroad Company; Mr. E. P. Ripley, President, Atchison, Topeka & Santa Fe Railway; Mr. Frank Trumbull, Chairman, Chesapeake & Ohio Railway and Missouri, Kansas & Texas Railway Companies; Mr. Daniel Willard, President, Baltimore & Ohio Railroad Company.

Mr. Trumbull, on behalf of the committee, presented the following memorandum to the President:

The purpose of this conference is to lay before the President in brief terms the present situation of the railroads of the United States—250,000 miles of great national highways. That the case of the railroads deserves sympathetic treatment arises from the fact that, although privately owned, their property is devoted to public service. The industrial health of the country depends upon an adequate railroad service; such service cannot be rendered, and proper response to public needs cannot be made, unless the financial soundness of the railroads is maintained.

The credit of the railroads, seriously impaired, as we believe, before the war started, is now confronted by an emergency of a magnitude without parallel in history. To understand the full import of the existing crisis, it is necessary to consider briefly the antecedent conditions.

The purpose here is not to complain but to point out the one paramount fact that by reason of legislation and regulation by the Federal Government and the forty-eight States, acting independently of each other, as well as through the action of a strong public opinion, railroad expenses in recent years have vastly increased. No criticism is here made of the general theory of governmental regulation, but, on the other hand, no ingenuity can relieve the carriers of the burden of expense created thereby. However desirable may have been the expenditures which have been forced upon the railroads, no adequate provision has been made to pay the bill.

This great increase in expenses now coincides with seriously depleted revenues, with no corresponding ability of the railroads to reduce their costs in proportion. Governments can proceed with expenditures of all kinds by taxation, but railroads cannot. While the effect of the European war upon railroad earnings may vary in different sections, it is painfully evident that there will be serious decreases in the total because of the unprecedented difficulties in the marketing of cotton, the great decrease in imports, and the general dislocation of trade and industry.

Even prior to the existing emergency and to meet the antecedent situation, railroad expenditures generally had been reduced to absolute necessities.

The difficulty of further contraction is enhanced by existing wage agreements and, in so far as the Western railroads are concerned, by the possibilities involved in the arbitration proceedings to which they have recently agreed.

The net operating income of the railroads of the United States for the year ending June 30, 1914, was \$120,000,000 less than for the previous year, or about 15 per cent. The gross earnings for the year were \$44,000,000 less than for 1913; expenses and taxes were \$76,000,000 more.

The maintenance of the credit of the railroads (and the credit of the railroads establishes the standard for all industrial enterprises) depends upon their ability to increase their net earnings. The railroads may have the most perfectly appointed plants in the world, but if the net earnings are not adequate, new capital cannot be attracted.

In the important Eastern rate case the Interstate Commerce Commission unanimously found that the railroads in the richest section of the country needed more revenue. That finding was based upon the situation prior to the first of July, this year; indeed, upon conditions of a year previous.

No emphasis need at this time be put upon the new railroad capital which has heretofore been acquired to provide for normal development, but this has been from \$400,000,000 to \$500,000,000 per annum, and railroads should not only be able to keep abreast of the times, but should even in this emergency be in a position to anticipate the demands of an expanding commerce.

Simultaneously with the great impairment of earnings, general credit conditions have broken down, and the absolute and immediate necessities of both public and private borrowers of money here and abroad have already increased interest rates to a level unthought of a few months ago—rates much higher than present net earnings return upon the railroad property of the United States.

This emergency was not contemplated when the Interstate Commerce Commission rendered its decision in the Eastern rate case, yet the problems now confronting the railroads greatly transcend in seriousness those which existed then. The menace is now not only to railroad credit but to the transportation service itself, and efficient transportation is inseparably connected with the welfare of our people.

Securities of United States railroads held abroad are computed at from Three to Five Billion Dollars. It is a certainty that bond and note obligations of the railroads maturing before the end of next year aggregate over \$520,000,000. In the highest public interest it is imperative that these obligations shall be met. Yet it is evident that for a long time Europe will not be a lender of money to America. On the contrary, the war will create such enormous debts and involve such a general dislocation of industry and commerce, that Europe must realize largely on its holdings of American securities regardless of the price obtainable.

The New York Stock Exchange has now been closed for a longer period than at any other time in its history. There is no present market for railroad securities, either old or new. The United States is in a condition of financial isolation. If the Stock Exchange were to open (and it must open some time), the pressure of selling would inevitably be greatest against railroad securities. If they go down, industrial issues will fall still more seriously. The public necessity to stem this tide of selling and to reduce to the utmost its destructive effect, calls for the exercise of every resource of statesmanship.

Our respectful requests are:

1. That the President will call the attention of the country to the pressing necessity for the support of railroad credit by the co-operative and

systematic effort of the public and of all governmental authorities, and suggest that the railroads be relieved as far as possible of further immediate burdens involving additional expense; and

2. That the President will urge a practical recognition of the fact that an emergency has arisen which requires, in the public interest, that the railroads have additional revenue, and that the appropriate governmental agencies seek a way by which such additional revenue may be properly and promptly provided.

The Response of the President to the Appeal of the Railroads

THE WHITE HOUSE
WASHINGTON

September 10, 1914.

Dear Mr. Trumbull:

Since you read it to me yesterday, I have read again the statement you made me on behalf of the committee of railroad presidents whom I had the pleasure of meeting and conferring with at my office. It is a lucid statement of plain truth.

You ask me to call the attention of the country to the imperative need that railway credits be sustained and the railroads helped in every possible way, whether by private co-operative effort or by the action, wherever feasible, of Governmental agencies, and I am glad to do so, because I think the need very real.

I cannot say that I entertain any deep anxiety about the matter, except, of course, the general anxiety caused by the unprecedented situation of the money markets of the world; because the interest of the producer, the shipper, the merchant, the investor, the financier and the whole public in the proper maintenance and complete efficiency of the railways is too manifest. They are indispensable to our whole economic life, and railway securities are at the very heart of most investments, large and small, public and private, by individuals and by institutions.

I am confident that there will be active and earnest co-operation in this matter, perhaps the one common interest of our whole industrial life. Undoubtedly men, both in and out of official position, will appreciate what is involved and lend their aid very heartily wherever it is possible for them to lend it.

But the emergency is, in fact, extraordinary, and where there is a manifest common interest we ought all of us to speak out in its behalf, and I am glad to join with you in calling attention to it. This is a time for all to stand together in united effort to comprehend every interest and serve and sustain it in every legitimate way.

The laws must speak plainly and effectively against whatever is wrong or against the public interest, and these laws must be observed; for the rest and within the sphere of legitimate enterprise, we must all stand as one to see justice done and all fair assistance rendered, and rendered ungrudgingly.

Cordially and sincerely yours,

WOODROW WILSON.

Mr. Frank Trumbull,

Chairman of Committee of Railroad Executives, consisting of Mr. Samuel Rea, Mr. Daniel Willard, Mr. Fairfax Harrison, Mr. E. P. Ripley, Mr. Hale Holden, Mr. A. J. Earling.

Installation of Exhibits at San Francisco

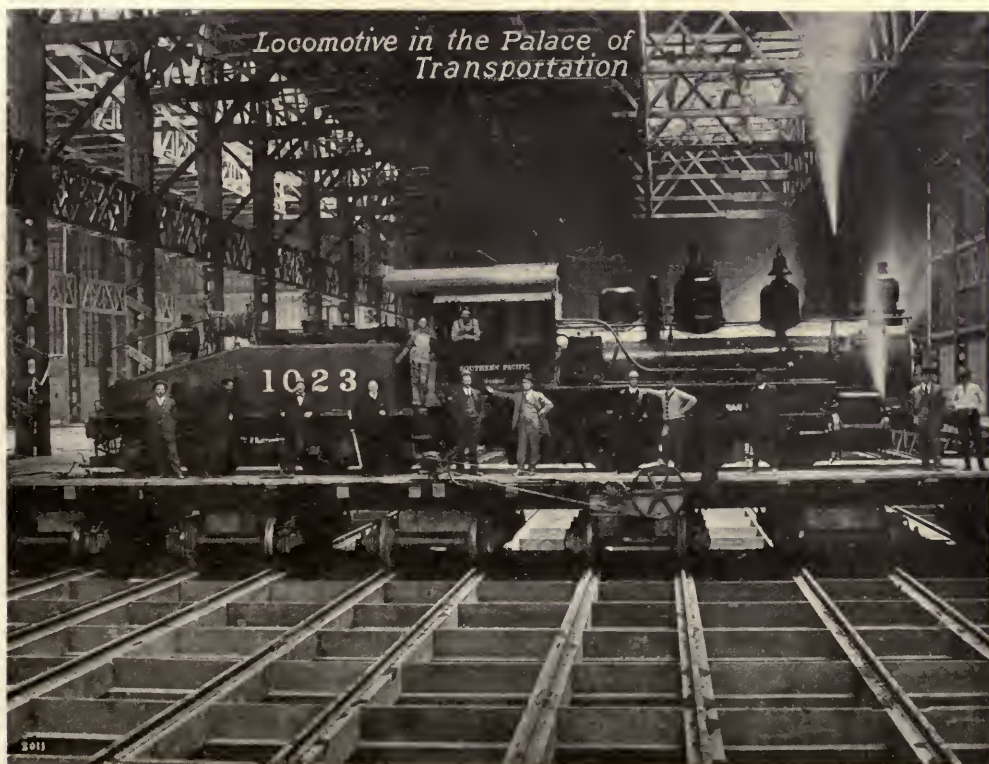
Exposition Railway Line Facilitates Installation

The Panama-Pacific International Exposition is provided with its own railway system, which runs through all the exhibit palaces and throughout the exposition grounds, connecting with the freight ferry slip near the Palace of Machinery. Cars may be switched into the exhibit palaces and exhibits unloaded in the space in the palaces which they are to occupy.

Under the classification of exhibits each group and class of exhibits at San Francisco is assigned a certain area in the exhibit palaces, an arrangement which simplifies to an extraordinary extent the actual placing of exhibits. When an exhibitor makes application for exhibit space his application automatically falls into one of the eleven different exhibit departments and automatically will be placed in one of the eleven exhibit palaces.

Consolidation agencies are established in the east and exhibits routed direct to the exposition grounds. Whenever possible exhibits are made up in car load lots. More than seventy thousand tons of exhibits will be shown at San Francisco, involving a freight charge of more than \$3,000,000. Exhibits brought from different portions of the United States will be returned without charge to the exhibitor, provided, of course, they have not changed ownership. This means that the freight rate is cut in half.

When a car load of freight reaches Oakland it is barged across San Francisco Bay to the exposition freight ferry slip, or if slipped via the San Francisco peninsula it will come by the Belt Line directly into the exposition grounds. The system of handling exhibits has been carefully perfected. When foreign exhibits reach San



Francisco Bay by steamer they are barged to the exposition freight ferry slip.

The installation of exhibits at San Francisco will proceed with the same speed and accuracy which characterized the building of the exhibit palaces.

Since the European war broke out Holland has increased her appropriation from \$100,000 to \$400,000; the Argentine from \$1,-

300,000 to \$1,700,000. France has sent word that there is no change in her plans; France appropriated \$400,000 for her participation; Japan is preparing a comprehensive national representation and has appropriated \$600,000. Thirty-nine foreign nations will participate in the exposition.

The picture accompanying this article shows a locomotive in the Palace of Transportation.

Railway Mail Pay

Washington, Aug. 31.—In a final report submitted today, the Joint Congressional Committee on Railway Mail Pay recommended enactment of a bill which will increase the annual mail compensation of the railroads about \$3,000,000 as compared with the compensation carried in the appropriation bill for the present fiscal year. The report recommends a space basis plan worked out by the Committee.

The Joint Committee expresses the opinion that the railroads should receive for mail transportation a rate that will yield them a car-mile revenue approximately the same as received from passenger transportation, because mail service is coincident with passenger service in speed, regularity, frequency and safety, and, therefore the cost of mail service is approximately the same per car-mile as the cost of passenger service. The rates recommended by the Committee will yield an average of 24.22 cents per 60-foot car mile, while the average return from passenger traffic is slightly over 26 cents per car mile. The proposed rates are as follows:

	Line charge per mile.	Terminal charge per round trip.
60 ft. R. P. O. or storage car	\$0.21	\$8.50
30 ft. apartment car..	.11	5.50
15 ft. apartment car..	.06	4.00
Closed Pouch:		
7 ft. ....	.03	1.00
3 ft. ....	.015	.50

The bill provides that after the new plan has been in force two years, either the Postmaster General or railroads representing not less than 25 per cent of the total mail-carrying mileage, may have the justness and reasonableness of the rates tested in an investigation before the Interstate Commerce Commission.

The report says that express and mail services performed by the railroads are so different in many respects, and reliable data regarding the two services are so incomplete, that no satisfactory comparison can be made. The passenger traffic, rather than express, is made the gauge of mail compensation. It is assumed that passenger rates are not too high, as they have stood the tests of legislatures, railroad commissions and courts.

In a letter submitting the report to the committee, the Chairman, Hon. Jonathan Bourne, Jr., makes caustic comments upon what he denominates the "vacillating attitude" of the Post-Office Department on this subject. He calls attention to the fact that in 1911 Postmaster General Hitchcock submitted a plan for railway mail pay and recommended it as scientific and businesslike and strongly urged its immediate enactment; that this plan was modified in important particulars in January, 1912, that an entirely different plan was submitted and recommended for enactment by Postmaster General Burleson in January, 1914, and that the Department had finally given its approval to a fourth plan which had been submitted to the House.

Mr. Bourne states that delay in completing the work and submitting the report of the Committee has been due in large part to the inadequacy of the departmental data regarding railway mail problems and also to its vacillating policy. He says:

"While I recognized the desirability of an expeditious conclusion to our work, I believed it more important that we should do our work thoroughly than that we should conclude it quickly. I should regret extremely and be deeply humiliated if our investigation had resulted, as did that of the Post Office Department, in our changing our attitude three times and advocating four radically different measures. We should certainly forfeit all claim to the confidence of Congress if we presented such a record of vacillation as did the Department. If, in our anxiety to be expeditious, we had repudiated three plans we had evolved, upon what theory could we expect Congress to believe that we would for any considerable length of time, continue to advocate any new plan we might recommend?"

In the body of the report there are similar criticisms of the Department with citations of inconsistent statistics submitted by the Department, the most important of which is the quotation of estimates of overpay of the railroads varying from \$10,531,792 down to \$221,832. Quotations are made from reports of previous investigations to show that Departmental statistics have been found unreliable in the past.

The bill submitted by the Joint Congressional Committee differs from all the bills recommended by the Department. The report condemns what it calls "greed for power," cites instances

of abuse of such power as in the order of the Department which sent some magazines by freight, while rival magazines were transported by mail, and after quoting from one of the Department's recommended bills which gave the Postmaster General power to fix the mail pay rates on 90 per cent of the weight of mail, says:

"Unless confronted by the record of its recommendations, we would be loath to believe that any administrative Department could presume to ask such a delegation of power from an intelligent, self-respecting, legislative body imbued with a fair appreciation of its own functions.

"In view of the evidence, which is submitted on pages 111-117 of this report, showing the inability of the Department to procure and present reliable statistics regarding its own operations, it is difficult to conceive how the Department could imagine itself competent to make an apportionment of expenses as among passengers, express and mail."

All members of the Committee join in the report so far as it relates to findings of fact and construction of the bill, but Senators Bankhead and Weeks and Congressmen Lloyd and Tuttle dissent from the Chairman's criticisms of the Post Office Department.

The report closes with an itemized account of the expenditures of the Committee showing that out of an appropriation of \$25,000, it expended \$6,560. Two members of the Committee, former Senators Bourne and Richardson, whose terms expired in March, 1913, have served since that time without compensation and paid their own expenses.



Electricity the Heart-Beat of Modern Warfare

How It Gives Life, Directs and Controls Fighting Machinery on Land and Sea to be Shown in Army and Navy Exhibits at New York Exposition

HOW widespread and important is the use of electricity in modern warfare, as it is now being waged in Europe, is not generally understood. From "sparking" the motor of the swift flying armored air ship, or the heavily loaded motor truck of the commissary department, to revolving the turrets and controlling the fire of great battle ships, or setting off the mines which destroy these monsters of the sea, it enters into a wide variety of uses.

For the purpose of showing how important a part electricity plays in modern warfare, the army and navy of the United States, is arranging a series of special exhibits to be included in the Electrical Exposition and Motor Show to be held in New York City, the second week in October. No effort is being spared to make these exhibits as interesting and educational as possible.

One of these exhibits will show the use of electricity in coast defense service. It will embrace the mining of harbors, handling of big guns, signal devices and lines of communication, the use of search lights, etc., in all of which electricity plays a more or less important part. One of the Navy exhibits will be the bridge of a battle ship, complete in every detail, and showing how electricity is used to control the great fighting ships of this nation, and, incidently, how those of other nations now at war are handled when they go into action. How electricity is employed in submarines and the new electric cooking range for warships,

also to be shown in action, are other features of the Navy exhibit.

A small arsenal, fully equipped and engaged in making ammunition, is to be exhibited by the Ordnance Department of the United States Army. The Chief of this department, Brig. Gen. William Crozier, is taking personal charge of the preparation and display of this exhibit. The electrically operated machinery and the officers and men who will use it in making ammunition at the Electrical Exposition and Motor Show, will come from the Frankfort Arsenal at Philadelphia.

However, most of the 150 exhibits already arranged, and which make this forth-coming exposition which is the eighth annual one in New York, the largest of its kind ever held anywhere, are devoted to a more peaceful use of electricity, to its constructive, rather than its destructive employment. The government also participates in this phase of the exposition, for a United States mint, actually in operation making real money, is to be shown under the direction of George Roberts, director of the mint, Washington, D. C. An electrical dairy, where real cows are milked, and butter and cheese made, all through the use of electricity, the electric stimulation of plant and flower growth, and electric automobiles in operation on a ten-lap track, are among the many other interesting features already arranged.



Waterloo, Iowa



by F. Austin

FIFTY years ago the most optimistic could not have pictured the United States of today. In the onward march Iowa has kept in the forefront. As a positive force in the movement of our Hawkeye State, Waterloo stands pre-eminent. It is the principal interior city of the northern half of Iowa, the county seat of Black Hawk County—situated on both banks of the Red Cedar River—a beautiful location for a thriving city. The first settlers called the spot “Prairie Rapids,” the name being a fair expression of the surroundings—the timber opening into the rolling prairie, and the river dashing impetuously over its rocky bottom. The river is about six hundred feet in width, and the volume of water is sufficient to supply an enormous amount of water.

In 1853 Samuel L. May established a ferry across the Cedar at Waterloo. In 1855 a dam was built and a sawmill erected. A flouring mill was built in 1857, and the village soon attracted the notice of the railroads. In the fall of 1860 the Dubuque & Sioux City Railroad Company (now the Illinois Central Railroad Company) built its tracks into Waterloo, the first regular passenger train arriving March 11, 1861.

Waterloo was incorporated as a city of the second class in 1868, and Mr. R. A. Whitaker was first mayor. The growth of Waterloo from the time of its incorporation to about the year 1900 was that of the ordinary county seat. The population was between eight and twelve thousand people. From 1900 to the present time the increase has been made at a very rapid rate, until today the estimated population is better than 33,000.

Waterloo situated as it is in the heart of the finest agricultural and dairy section of Iowa, is the logical location for the manufacture of the machinery and supplies used in these pursuits. Perhaps the greatest incentive for the location of manufacturing establishments is the splendid transportation facilities offered by the three steam railway lines and one interurban, the Waterloo, Cedar Falls & Northern. It is located on the main line of the Illinois Central about midway between Chicago and Omaha, with lines extending to Sioux City, Sioux Falls and St. Paul, on the Chicago, Rock Island & Pacific between Chicago and St. Paul; on the Chicago Great Western between Chicago and Kansas City, and lines extending to St. Paul. It is the center of a network of inter-



SOME OF WATERLOO'S MANY CHURCHES.

urbans extending in three directions; north to Waverly, west to Cedar Falls and south to Cedar Rapids.

The passenger train service makes Waterloo accessible to all the surrounding territory. The freight train service provides excellent transportation for the raw material inbound, and the manufactured articles outbound.

There are one hundred and fifty distinct manufacturing establishments making approximately three thousand articles. These factories employ from three to nine hundred people each, with pay-rolls varying in amount from three hundred to ninety-five thousand dollars a month. A recent report from the State Labor Commissioner credits Waterloo industries outside of the Illinois Central shops with employing 7,262 persons. The Illinois Central train and shop men number in excess of 1,400. Of the 7,262 employees engaged in manufacturing industries, approximately 6,000 of them are metal workers or are engaged in the manufacture of machinery, tools and agricultural implements made largely of steel and iron. These industries have created a demand for high class labor, the manufactured output of which is valued at eighteen million dollars a year.

The general prosperity of any city can be very reliably measured by the number of banks doing business within its bounds. The banking facilities of Waterloo are of the highest order and a credit to the city. The eight banks and three trust companies with combined capital and surplus of \$3,000,000, with combined deposits of over \$9,000,000 and clearings in excess of \$81,000,000 (1913), reveal a healthy financial condition.

The public service comprising ample fire protection, a police department of high order, fifty-five miles of well paved and well lighted streets, and artesian water from four deep wells, the supply of which is practically inexhaustible—all add to the joy of living in the Factory City.

A city's greatest asset is its ability to provide healthful, wholesome recreation,

pleasure, and amusement for its inhabitants. Not for the rich or well-to-do, but for all the people, rich and poor alike—and this desirable condition can only be provided for with public parks. Waterloo's public park system embraces nearly three hundred acres of ground divided into ten reservations of natural beauty. All of these are improved for the comfort and convenience of the peo-



BLACK HAWK BANK BUILDING

ple. The Cedar River flowing through the center of the city and spanned by three magnificent concrete bridges, affords the most scenic and enjoyable environment for park sites. Cedar River Park, consisting of seventy acres of beautiful grass covered land, shaded by hundreds of native trees, stretches for a mile along the east bank of the river within easy walking distance from



FIRST NATIONAL BANK BUILDING

the business section. It is the most popular because of its splendid bathing beach. In the west section of the city Byrnes Park is one of the largest and most beautiful places for public recreation. Its eighty acres are included in the highest altitude of the city and a skillful landscape architect has given it a most artistic setting. Among the smaller parks are La Fayette, Gates, Burns, Cortlandt, Highland, Lincoln and Grant.

The amusement feature is well provided for by a number of theaters, their combined seating capacity exceeding like places of amusement in towns much larger than Waterloo.

The moral tone and educational facilities of a city have much to do with its commercial prosperity and desirability as a home town. In the progress of Waterloo the schools and churches have kept pace with the growth of the city. While skyscrapers and factories were being built, educational and religious matters have never been lost sight of. The result has been that nowhere can be found better accommodations for the people in these most desirable essentials. Waterloo has approximately forty churches embracing practically every denomination. Many of these churches are large and architecturally beautiful. The rapid growth of the city has encouraged

all the leading denominations to replace their old houses of worship with big modern structures within the past few years, so that many of them are new and commodious.

The city's public school system is all that could be desired. It embraces two splendid high schools and many grade schools scattered throughout the city. Like the churches, the school buildings are most modern and spacious, practically all fireproof, being of recent construction.

Auxiliary institutions covering every line of charity and benevolence, are liberally supported. Two fine, well equipped hospitals, the St. Francis and the Presbyterian, give an excellent ministration to those who need medical attention.

The transient in Waterloo will find that his needs have been anticipated, and that he can secure accommodations at numerous hotels with capacities from ten to three hundred rooms, many of which provide excellent cafes and dining rooms.

As a convention city Waterloo offers great attractions—good accommodations, railroad facilities, entertainment and pleasure. Its central location makes it easily available for delegates from remote sections of the state.

Waterloo's retail section is made most beautiful by attractive street lighting and elegantly trimmed show windows. It is the shopping center of northeast Iowa. The retail merchants are ever on the alert to attract customers and have well filled stores of merchandise which are offered at attractive prices. In fact Waterloo compares favorably as a shopping center with other cities of much larger population. Waterloo is also a jobbing center, it being estimated that no less than five hundred traveling men live in or make this city their headquarters, the trade territory covered by the Waterloo jobbers extending for many miles in every direction; the splendid transportation facilities making it possible for them to push their sales practically all over the Northwest. Waterloo has one of the largest mail order houses west of Chicago, selling its products direct



Post Office

Street Scenes
Watertown, Ia.

to the farmers of every state in the Union.

Out beyond the Electric Park one may observe a number of large barns, sheds and exposition buildings where each year the Dairy Cattle Congress holds forth for a week of genuine instruction and observation for all of the pursuits pertaining to the great dairy industry. The Dairy show is of intense interest not only to the people in the Cedar Valley engaged in the dairy business, but to all breeders of dairy cattle throughout the United States and Canada. Here at the Dairy Cattle Congress may be seen each year from seven hundred to a thousand of the best dairy cattle that it is possible to congregate at one time and place. This show commencing a few years ago with a very small exhibit and attendance has grown to be one of the great events in the United States to people engaged in dairying.

Three organizations in Waterloo keep watch over the commercial progress: The Board of Trade and Commercial Club is an organization consisting of about five hundred members, with club rooms on the top floor of the First National Bank Building, East Fourth and Sycamore streets. The president of the club is Mr. B. J. Howery; the secretary, Mr. Charles Van Vleck. This club is very active in the upbuilding of the city.

The Chamber of Commerce and Waterloo Club with elegant club rooms is located at 310 West Fourth St. Its president is Mr. C. L. Kingsley; the

secretary, Mr. A. W. Brown. This organization has been instrumental in a number of improvements in the last few years, and is heavily interested in propositions that tend toward a greater city.

The Town Criers' Club, a member of the Associated Advertising Clubs of the World. The president is Mr. C. R. Hutcheson; secretary, Mr. W. H. Stewart. This is a big organization intent upon placing Waterloo on the commercial map with adequate publicity and stands ready at all times to boost any and all projects of the conservative kind, and tends toward advertising the greatest factory city in the Cedar Valley.

Waterloo has a welcome for all good citizens everywhere to become permanent residents of this city. It is the fastest growing city in the central West, and, for its size, no city in the United States has a cleaner, higher record of achievement. It is a manufacturing city in the heart of the richest farming region in the Mississippi valley. It is a good city to become identified with, either in its business, its industries or as a workman in its hundreds of institutions of labor. It is a city which, viewed from any vantage point, is one that any one, no matter what his station in life, may well be proud to call home.

There is prosperity in Waterloo for the industrious; opportunity for the thrifty; comfort and pleasure for the clean-minded, and happiness for all. The invitation is broad and cordial, to the visitor or the homeseeker.



Davidson's, One of Iowa's Best Known Firms, and One of Waterloo's Newest, Having Acquired the Business of Woods Brothers in This City.



VIEWS ON CEDAR RIVER, WATERLOO, IOWA.



*Waterloo
Homes*



Contributions from Employes

Freight Rates as Viewed by a Bridge Foreman

By M. R. Reed

THERE has been said and written recently a great deal about the raising of freight rates. As I understand it, there has been no raise in rates, numerous statements to the contrary notwithstanding.

It occurs to me that the golden rule—"Do unto others as you would have them do unto you"—has not been considered applicable to the railroads by a large percentage of the American people—in fact, the theory of "live and let live" is a dead one.

This statement is emphasized by the conditions brought about by the European war:—wholesale flour merchants are getting more for their flour than they have for years and yet the railroads are carrying fewer passengers and receiving not one cent more for transporting a seven-dollar barrel of flour than they did for the barrel that cost four dollars. On the other hand, if the crop of wheat should be so large as to reduce the value of a barrel of flour to two and one-half dollars there would be a hue and cry that the amount received would not justify the transportation charge, and an insistent demand would be made for lower freight rates.

Right here in Louisiana corn has already reached the seven dollars per ton mark, rice six dollars per sack, but the railroad company is not going to share in this prosperity.

A great many people seem to think

that a railroad company's revenue is a matter of minor importance; they are disposed to look at the gross income, and not the net.

Some weeks ago I completed a rice platform. The owner and myself figured out what the freight would amount to, and it was a nice little sum. He said he thought he should have a couple of plank that were left over because he, as a producer, was giving the company freight that would bring them so much money. I, of course, knew that under the rules that govern such matters I had no right to give away company property, but that was not the argument I used. I said:—"In the first place, you are getting value received in that instead of placing your rice on the bank of the river without any protection against stormy weather, sitting on the bank until a boat is sighted, maybe ten or twelve hours or even more, and then conveying to them by signal that you have freight for them, you simply unload your rice from your wagon onto a platform and thence into a car that the railroad has provided you, and go about your business.

"In addition to the convenience, you reap quickly the benefit of a rising market for the product of your soil."

I think I convinced him that the transaction was a break even one between himself and the railroad.



Pull Together

By R. F. Repasz

Co-operation is the keynote of Progress, the forerunner of Peace and the absolute guarantee of Success.

We, as children, always were happy and contented when our fathers were doing well, were ill at ease when times were hard and financial matters awry, and our desire was always to get into the game and help out.

If we could view our daily occupations in the same light and, from the president down to the most humble employe in the ranks, appreciate that unity of action, a long, hard, unceasing pull, with no slack traces, is necessary in order that the organization as a whole may be made to measure up to the standard that our employers (the owners) have set up, there would be no possibility of failure.

We live in a land that is blessed beyond description; no autocratic rulers, no slaughter, no slavery, every man a citizen with rights equal to every other man, and we cannot be in *very fact* an American Citizen unless we stand for our rights. On the other hand, we cannot claim to be all that the proud title that we carry implies,

unless we are loyal and energetic and give to our employer the very best in effort and intelligence in the performance of our duties that is in us.

The fact that most of us belong to labor brotherhoods gives us confidence in our dealings with men and corporations, and makes us feel that we are indeed "men among men," but, at the same time, it gives us knowledge to know, and strength to resist the encroachments that all too frequently are made upon our employers by those who are greedy for gain, or crazed by political ambitions.

The burdens that are imposed upon the management of a great railroad company are heavy and hard to carry.

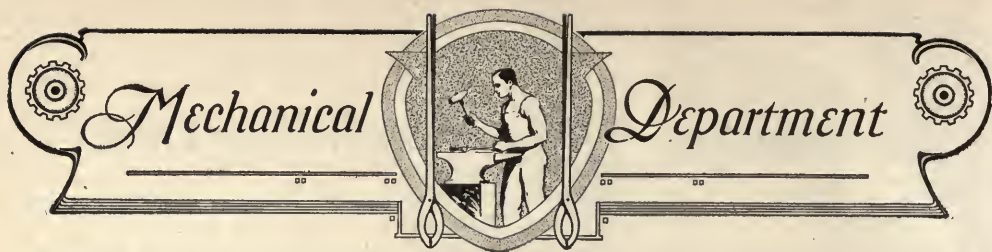
The pinnacle of success is reached by a path that is devious in its windings, precipitous in its ascent and strewn with bunkers, and I have endeavored in the accompanying cartoon to convey, as I view it, the duty of the employe, viz., to realize that our success and that of our employer are closely allied, and that unity of action is necessary to get the load to its destination.

Export Shipment of Flour Through New Orlean

By H. F. Stanley, Sr.

IT may be interesting to the readers of the Illinois Central R. R. Magazine to know, that the I. C. handled the first full Cargo of Flour for Export from N. O. over twenty years ago. The shipment was made from Kansas City, came in over the K. C. F. S. & M., M. & B. to Hollysprings, then I. C. to N. O. It was about 1892 or 93, and consisted of 45,000 sacks for Galway, Ireland. As freight cars in those days were small (20,000, 30,000 and 40,000 the latter being chiefly cars of the Miss & Lui Division, recently acquired by the I. C. were the largest in use). It took sometime to get the shipment complete, cars remained in yards for sometime, finally when the shipment had all arrived, also the S. S. Plessay, (that was chartered to carry it) the task of transferring it to shipboard was begun; cars were switched to Orange St. wharf where only ten cars could be placed at a time. As there were no sheds in those days, flour was unloaded on skids and covered with tarpaulens. The late C. T. Scaife was Local Freight Agent at the time, the late I. T. Preston afterwards General Agent with the Frisco, was in charge of the Freight Houses, Imports and Exports. He sent the writer to handle the shipment. The latter D. B. Morey, with offices in the Cotton Exchange was then General Freight Agent, and he sent W. W. Crane (who at that time was soliciting agent), to help make delivery. The Flour was more or less damaged from being in the cars so long rain beating in through doors and windows, each car had more or less sacks to be put in order before I could make delivery, I had gangs unloading, gangs putting in order besides men keeping shipment covered, and I could not get

receipt, till car was completed. In about a week the shipment was completed, with the exception of about 1,600 sacks that I was compelled to load for the sheds, in order to put in condition this was done by emptying the sacks, then turning inside out, thoroughly scraping the inside of the latter. Flour refilling, sewing up, reloading, again switching back to wharf and unloading. I put the cost of this work at 25c per sack. When Bill went to the official it looked too high, \$400.00, Mr. Scaife asked me to go over it again and try to reduce. I told him to make it 15c this was satisfactory, but I maintain the company was out on the transaction. I got clean tickets for all but one car, this was damaged by coal dust. I took the exceptions sacks, dirty and discolored as I could get no others. Mr. Morey roundly abused me for it and I was near losing my job, as I told him he could do no better, when W. W. Crane pulled me out of the office. Sometime after, Mr. Morey sent for me to bring the S. S. receipts to him. I did so, he looked them over and found that the full shipment was receipted for and went on ship, but a couple of hundred that could not be gotten on. He then told me there was 60 sacks short at destination, and asked me how I could account for it. I said I presumed it was lost in handling as shipment was made in light cotton cloth, liable to tear, that it should have a jute or double sack for export. He then was satisfied and I've never heard of the S. S. Plessay since. But when I see in the press about the other R. R.'s. bringing in large cargoes of flour for export it recalls my experience, I may say alone in handling the first full cargo of flour that ever left this port.



Maintenance and Care of Locomotive Boilers

By J. F. Raps, General Boiler Inspector

AS WE are on the verge of another winter, it might not be amiss at this time to take up the maintenance and care of the locomotive boilers, as during this season of the year the number of engine failures due to no steam and flues leaking is greatly increased, aggravated by three distinct causes, namely: improper work at the roundhouse, improper firing and improper handling of the feed water.

In these days of long hauls, increased tonnage and high speed, the locomotive boiler is a very important item in railroad economy, and there is no part of the locomotive which requires more careful and painstaking care than the boiler, and each one, from the engineer to the cinder-pit man, should contribute his share toward keeping it in a serviceable condition and in the highest state of efficiency which can only be accomplished by the hearty co-operation of all concerned with the handling and operating of the locomotive.

Let us first deal with the shop organization, as a great deal depends upon the proper method of handling the work on running repairs. After the locomotive has been turned out of the shop and before being placed into active service, the roundhouse inspectors should make a thorough inspection of the front end appliances, ash pan and grates, in order to ascertain if they have been properly applied and are in perfect condition. This is very essential in order to avoid engine failures, due to being improperly drafted or having some defect de-

velop in the newly applied front end rigging or grates, but more especially to overcome the setting of fires on bridges or along the right of way. A like inspection should be made after each trip and a report made on regular form showing condition. Any defect reported should be repaired immediately.

The cleaning of flues is a very important factor in locomotive performance, as stopped-up flues will cause a poor steaming engine. Whenever an engineer reports steam pipes leaking, engine not steaming or hot at door, examine the flues first to make sure that they are clean, as invariably the above conditions are due to stopped-up flues. The proper method of cleaning flues is with the auger and compressed air. Flues should be thoroughly blown out with air at the termination of each trip. When flues are stopped up they should be bored with an auger of sufficient length to reach from end to end and then blown out thoroughly with air. Special attention should be given flues in superheated locomotives. In locomotives with brick arches the bottom flues must be maintained in clean condition and no locomotive should be allowed to go into service with any flues stopped up. This work should be done previous to boilermakers entering the fire box in order that they may check the work to see that it has been properly performed.

The brick arch, which has gained such a prominent part in the economical operation of the locomotive, should receive a great deal of care and con-

sideration. By its use the trouble experienced by leaky flues is very materially decreased and their life greatly increased. Care should be taken to see that the arch is properly cleaned off after each trip and is maintained in perfect condition, and engine should not be allowed to go into service with holes in the arch or with part of the arch missing, as trouble is likely to be experienced either with the flues leaking or a poor steaming engine.

The work on flues on running repairs should be performed in the following manner: Flues showing cinder-pit leak, to be caulked by hand with standard beading tool. Flues blowing or leaking enough to allow water to run down sheet, should be expanded with a straight sectional expander; the use of the roller is not permissible. Special attention should be given to flues when the boiler is washed out. All leaks should be stopped with a sectional expander while the boiler is hot and a "V" of flues in lower part of sheet should be beaded with a light air hammer and the standard beading tool, while the boiler is empty. The flues should be inspected after the boiler is re-filled and any leaks tightened up. This is especially important, because the inequalities in temperature occasioned by the cooling and washing, have a tendency to break the joint of the flues in the flue sheet.

Now we are about to take up one of the most important operations performed at the roundhouse: The washing of the boiler. This subject is so extensive and the methods used so conducive of good or bad results, that I will give a few concise rules governing the proper method of preparing and washing the boiler.

1. Locomotive boilers are required to be washed as often as may be necessary to keep them clean and free from scale and sediment.

Cooling Boilers.

2. Boilers should be thoroughly cooled before being washed at all points excepting where improved hot

water washing systems are installed.

Use of Injector Cooling Boilers.

3. When there is sufficient steam pressure to work it, start the injector and fill the boiler with water until the steam pressure will no longer work the injector. Then connect water hose to feed pipe and fill boiler full, allowing the remaining steam pressure to blow through syphon cock or some other outlet at top of the boiler. Open blow-off cock and allow water to escape, but not faster than it is forced in through the check, so as to keep the boiler completely filled until the temperature of the steel in the fire box is reduced to about ninety degrees, then open all blow-off cocks and allow boiler to empty itself as quickly as possible.

4. While the boiler is cooling the boiler washer is to loosen all wash-out plugs. All wash-out plugs and arch tube plugs must be removed at every washing.

5. Removing the plugs or opening the blow-off cocks is forbidden until the water coming from the boiler is cooled to 90 degrees. The object of this method is to cool the boiler equally.

6. The crown sheet shall then be washed, starting on sides and then washing through holes in backhead.

7. The door ring to be washed next.

8. Wash arch tubes next. It is very essential that the pneumatic or other cleaner be used every time boiler is washed and all concerned are instructed to strictly comply with these instructions.

9. Then wash through plug holes in barrel of boiler just ahead of fire-box, using bent nozzle in order to thoroughly wash down flues. Wash flues through plug holes at front of barrel, using bent nozzle.

10. Wash belly of boiler, starting at front end, using bent nozzle, washing scale toward fire-box.

11. Wash legs of boiler through plug holes in side and corner of fire-box, using straight nozzle in corner

holes and bent nozzle through side holes, revolving same to clean the side sheets. Rods to be used to dislodge any accumulation that water pressure will not move.

12. After boiler is washed out it should be thoroughly inspected through all plug holes before plugs are replaced, to see that no accumulation is left. The work of inspecting to be taken care of by foreman boiler maker or inspector.

13. The removal of all plugs is imperative. The plugs should be put back with a coating of graphite and oil made to a paste. This enables the plugs to be removed readily.

14. Boilers should be washed out with a minimum of 100 pounds pressure.

It must be remembered by those in charge that, when orders are issued to boiler washers to slight the washing of any boiler in order to get the locomotive ready for a certain run, they are storing up trouble for the future. Although it might not be in evidence at that time, the day of reckoning is sure to come. Blowing-out can be resorted to in some instances to save washouts, with either incrusting or alkali water, but care must be taken to see that the fire is in proper condition, that is, clean and bright.

The prevention of engine failures due to leaky flues does not rest entirely with the roundhouse boilermakers, regardless of the fact that they are compelled to assume the responsibility in most instances. One may take a locomotive with practically a new set of flues, and by the improper use of the injector, cause most of the flues to leak. This can be demonstrated by getting into the fire-box after the fire has been drawn and the locomotive placed in the roundhouse with a perfectly dry set of flues, then start either the right or left injector and watch the results caused by the change in temperature of the water around the flues. The engineer and fireman should carefully examine the fire box sheets and flues as soon as they take

charge of the locomotive, reporting any leaks or defects to the roundhouse foreman.

If the flues are all open, in good condition, and there is no mud on the flue-sheet, there is absolutely no reason for a failure due to flues leaking, yet there are cases where tonnage is reduced or trains set out, and on making an inspection of the flues, they are found to be in good condition, but loose in the sheet, which is *prima facie* evidence of the improper use of the injector.

After the cause and effect of the inequalities of temperature in the boiler is thoroughly understood by the enginemen and hostlers, it should not be difficult for them to fully appreciate the damage done to the flues and fire box sheets by the injection of water at a temperature of about 200 degrees lower than the water in the boiler. It is a common practice to fill the boiler at terminals while the blower is on and the fire door standing open, in order to eliminate the black smoke. Whenever it becomes necessary to fill the boilers while standing at stations or on sidings, a bright fire should be maintained, using the blower and applying fresh coal if necessary. The fire door should be closed while the injector is working. It is not desirable to put a large amount of water in the boiler at one time, unless it is necessary in order to protect the crown sheet. Enginemen should endeavor to leave their locomotives at the cinder pit with a full boiler of water and a good fire in order that the hostlers will not be required to fill the boiler just previous to blowing off. Care should be exercised by the hostlers in blowing off and in no instance should the boiler be blown off when the fire is dirty, and too much water should not be blown out at one time, in no case should the water be reduced over one gauge. Hostlers should see that there is plenty of water in the boiler to allow for re-firing, before knocking the fire, as it is very poor policy to put

water into the boiler while cleaning or knocking the fire. Care should also be taken to see that the fire is clean and in good condition in locomotives that it is necessary to herd on account of short lay-over or shortage of round-house room.

The successful maintenance of the locomotive boiler in service is summed up in just one word, "Co-operation;" first, by the foreman and mechanics

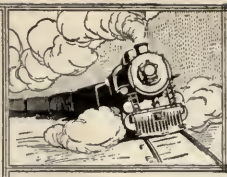
turning out a perfectly tight boiler from the locomotive works or the company shop. Second, the careful inspection and work of the round-house organization in keeping boiler tight and free from mud and scale. Third, in the careful handling by the enginemen. The best care and workmanship will be of no avail, however, if the boiler does not receive intelligent treatment while in service.



*Cedar River at Cedar River Park,
Waterloo, Iowa*



TRANSPORTATION DEPARTMENT



Co-operation

By L. W. Baldwin, Supt., Kentucky Division

CO-OPERATION is necessary; therefore, of vital importance for the successful operation of a railroad; with it success is possible and probable; without it, the most strenuous efforts of but a few are of little avail.

A railroad is a quasi-public utility corporation and the public demand much of it; hence, its obligations are numerous and varied. A railroad must observe the laws of the state, which granted its charter under which it maintains corporate existence, the laws of the federal government in the handling of interstate traffic. Disobedience of these laws cause embarrassment and expense.

It must serve and satisfy the traveling public, the commercial and industrial interests, with whose welfare its own prosperity is linked, the communities to which it brings their sustenance and from which it draws its own.

It must handle passenger and freight traffic for such compensation as is determined by state and federal governments, construct facilities as prescribed by railroad commissions, provide equipment as regulated by the federal government and in many other ways be regulated.

How then can it live, if live it might, and fulfill its obligations excepting through efficient service resulting from co-operation of each and every one of its officers and employees. It is, therefore, of first importance that every railroad man know what is to be accomplished, then how it is to be accomplished, and then the progress and the result.

Some of the important things each know are that he should be loyal, obedient, industrious, courteous, just, and do the work assigned him, but there too many stop. He should also be a "booster" for his company, when in conversation or other social intercourse with his friends and make them likewise the friends of his interest; never be a "knocker" and let some personal difficulty with another officer or employee be known to others and work to the detriment of the company. He should work with his brother railroad man, if he falters, help him, for his sake and for the interests of his company. He should be a man in the community wherever he lives and thereby make friends for himself, and in so doing, friends for the railroad; he should take interest in the city, county, state and national governments, and lend his efforts and influence to the election of men as representatives in such governments who will guard his interests, which should be so identical with that of the railroad that, by so doing, he will likewise guard the interests of the railroad; he should go beyond his stipulated routine duties in every possible way to procure and effectually handle passenger and freight traffic, the one source from which his company maintains its very existence.

In operating a railroad there are many features to be watched and in specializing on some, others are apt to be overlooked or temporarily side-tracked; therefore, it is necessary to have systematic methods of tabulating results, so as to impart to those inter-

ested the fruits of their efforts. Appreciation of service is one prime factor in bringing about co-operation and better means should be devised to show it to the employes. Every reasonable thinking man is interested in a result, and it is most important that he be commended when a good result is obtained through his effort, as it is human to grow weary of "well doing" when unnoticed.

It is now customary on our railroads for each division to have a quarterly staff meeting, at which are present the division officers, a few agents, conductors, engineers and other employes, at which are discussed the most vital subjects connected with operation of the railroad, most particularly the division. The results obtained, if good, we urge even better, if poor, devise means and methods to improve. It is important that all results be in a form to intellectually convey the proper information to those present. Suggestions for improvements of the division and for efficient operation are solicited and given.

These meetings are a systematic form of education for the officers and employes present, and have the tendency to impress upon all the absolute necessity of co-operation, and make all realize more vividly that they are working for the same identical interests, realize where they have failed, where succeeded, and each leaves resolved to be of greater use to his company.

Only a few of the employes have the opportunity to attend the quarterly staff meetings and a few the yearly meetings held by our general officers. It is the duty of those who attend such meetings to impart their knowledge, enthusiasm, etc., to others.

To carry such information to all, it is suggested there be, on all divisions, monthly staff meetings, at the various district headquarters, to which should be invited all officers and all employes in each department, and it is important that all who can possibly do so avail themselves of each opportunity to attend such meetings. At these meetings the same general subjects should be discussed, effort being made to explain

results obtained, good and poor, commenting favorably on the good and devising means to remedy the poor, endeavoring to have all thoroughly understand his part in each. As far as possible all operating results should be presented on a unit basis as it affects the individual (since it is by each one's efforts being individually pictured in its relation to the total that the best results are obtained and are conveyed to the individual). Solicit suggestions for betterment of conditions and service; analyze any peculiar conditions that might have arisen; devise means to avoid accidents and injuries to persons and property, and impress upon all, "Co-operation and Loyalty." It is important that staff meetings of agents at larger stations be held at regular intervals and that supervisors' staff meetings be held at times designated, similar information imparted to the men, and their suggestions and ideas be given consideration and attention.

It is important that each division officer know the individual man, and commend his good deeds and not alone condemn his misdeeds.

All other means available should be used to convey to all men the results obtained in each branch of operation, so that they can know that their efforts are appreciated as much as their failures are criticized.

Efficient operation can alone result from co-operation, working to one end with one direct force, similar to Newton's first law of motion:

"Every body continues in a state of rest or of uniform motion on a straight line, except as it is compelled to change that state by some applied force."

Let's by co-operation keep the body (Efficient Operation) in motion and resolve that there shall be no opposite or resisting force to affect it, if it is in our individual or collective power to prevent it. Yet, if by some chance our good deeds go unnoticed, remember

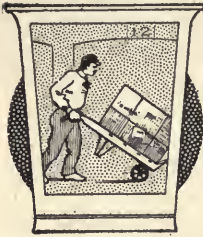
"Honor and shame from no conditions rise;
Act well your part; therein all
Honor lies."

FREIGHT TRAFFIC

DEPARTMENT

Solicitation of Traffic

By C. C. Cameron, Coal Traffic Manager



THE location of a railroad's line, its service and its rates, will attract a certain amount of traffic to it, and the location of the shipper or the consignee, on or adjacent to the carrier's rails also has its effect, but there is always a large volume of business which may move over one road equally as well as over another, whether because of the shipper's indifference regarding the routing, or for some other reason. Thus it may be said that the business controlled by a road's facilities or service requires no other form of solicitation, but no road would be content to handle only that business which cannot get away from it; and if it were thus easily satisfied, it would not prosper, and so the additional or competitive business must be solicited and secured, and in a broad sense it is true that all freight traffic is more or less competitive.

Each department of the railroad has its own function to perform, and upon the traffic department is the duty, among other things, of finding and securing traffic to haul; of bringing in business, ever business, and new business; upon it is the task of trying to satisfy the demand of an organization for tonnage, a demand that in the very nature of things, never should be, or at least never is, satisfied.

In the traffic department there is employed a force of soliciting men, variously known as commercial agents, contracting freight agents, traveling freight agents, etc., who go about to learn of the prospective movements of

traffic, and who control the routing of it, and to solicit the haul for their road. Some of these men are located on and travel along the road by which they are employed, while others are in cities and states far removed; and there is established communication between them, and through them between the buyer and the seller, and they must have extensive acquaintance with shippers and receivers of freight, as well as intimate knowledge of the movement of seasonal and other commodities and of general business conditions.

However, the solicitation of business is not and should not be confined exclusively to the traffic department nor to the soliciting force. It is or should be the effort of all departments, and all employees, and especially of the station forces, to co-operate in securing traffic, as without a sufficient volume of business, the road cannot be properly operated, and the effect on the departments is the same as on the organization as a whole.

At all the common points it is understood and expected that the local agents will solicit traffic to and from their towns and it is to be said to the credit of numbers of them on the Illinois Central and Yazoo & Mississippi Valley roads, that they are both earnest and successful; but there still remains much that can be done along this line, and there are many agents at common points and in competitive territory who have not yet appreciated that by active solicitation for business among the people in their own com-

munities they can add considerably to the earnings of their stations and of the company. Not all the freight traffic is controlled in the large cities nor at distant points, but the routing of a large and regular tonnage is in the hands of the farmer, the stock raiser, and the local merchant.

As a class, the railroad agents are men of more than average ability, and they can and do have a standing second to none in their communities, and, therefore, their efforts in solicitation are bound to bring results.

The local agent through his acquaintance with the people and his understanding of affairs in his town and surrounding country, is in position to have knowledge of new or prospective traffic, and traffic which we are not hauling, which the traveling freight agent might never learn of, except through the local agent, and if the local agent will improve such opportunities, and communicate the information, in addition to his personal solicitation, he will be very helpful indeed.

The prompt ordering, placement and movement of cars, and a careful and polite attention to the shippers' wants and necessities, and to the details of the handling of his business by the railroad, go a long way toward creating a favorable impression with the shipper, and the purpose on his part to continue his patronage. These things are in reality no more than a part of the agent's regular duty, and must and will be given attention, regardless of the amount of work on hand on any particular occasion, and require no more time or labor at one hour than another, but the difference between causing a good impression and a bad one, between making a friend or an enemy, between gaining and losing business, is only in the way the thing is done, is only in the character of the service given.

There are also many incidental ways, without violating rules, in which the agent can make friends for himself and for the road, and which have the direct effect of bringing new business, as well

as holding much that we already have. It costs nothing to be agreeable, and the shipper, being only human, will return to the agent who is pleasant and accommodating and who is courteous over the telephone as well as across the counter.

Though the agent's duties may be exacting, and though he may not always have the opportunity to leave his office during business hours, he generally can find time morning, noon, and evening, on the way between his home and his office, to spend a few minutes with the local shippers, in discussing business, and which will always be appreciated by the shippers and usually result in routing orders. Then there is the telephone, the greatest of all modern conveniences.

Besides the local agents, there are the station forces, be they few in number or many, and back of these are the many thousands of employees in the various departments, and they all have their influence—they all have the potential ability to secure traffic, both by the way in which they perform their various duties and in solicitation. All these employees have a standing in their communities which may well be envied by other workers, and their credit is good. They are regular and desirable customers of the grocer, coal man and numerous other storekeepers and dealers, who must and do receive their goods and supplies largely over some road, and a rightly spoken word to these merchants generally will secure the routing of some future shipments.

Every man and woman employed should be and persumably is concerned and interested in the welfare and prosperity of the company. Their co-operation in securing new business will be welcomed and it will undoubtedly be appreciated by the employees that their efforts in this direction with their merchants and friends will cost them no more than a word and a minute, and the benefit will accrue to themselves along with the company.



The Memphis and State Line Railway

By M. B. Morgan

ABOUT twelve years ago, it became apparent the Illinois Central Railroad tracks along the river front at Memphis were insufficient for the expedient handling of the rapidly increasing business passing through the Memphis Gateway. Additional industrial tracks requiring a great amount of switching service were constantly being constructed adjacent the river front system of tracks. The North and the South yards were entirely too small to meet the requirements for properly and quickly making up of trains. The heavy grade between these two yards made this river front route a very objectionable one for the economical handling of tonnage trains. Through and local business was unnecessarily delayed on account of the congestion arising from the inadequacy of these facilities. On account of the prohibitive cost of enlarging these yards and of securing a low grade line between them, it became necessary to select a site for a new yard which would meet the demands at that time and for years to come, also a low grade line entering the new yard from the north.

A study of the map of the immediate Memphis territory showing the city to be built well out to its limits, lead to the conclusion there was only one remedy, which was a double track belt line entirely outside and east of the city limits, having connections with the Illinois Central Railroad at some point north of Memphis and to a new yard south of Memphis accessible to both the Illinois Central and Yazoo and Mississippi Valley Railroads. On account of the fre-

quent inundation of the Valley Line between Etter and Lake View and in order to secure better movement of trains, it was decided to extend the Belt Line from Nonconnah Yard to Lake View.

This Belt Line was incorporated under the name of the Memphis and State Line Railroad and together with the new yard was constructed in four units, a brief description of which, in the order of their dates of completion, follows:

Nonconnah Yard:

This yard extends from Etter (now West Junction) on the Yazoo and Mississippi Valley Railroad eastwardly to East Junction on the Illinois Central Railroad, and is of the hump type. The principal features in connection with the construction of this yard were, the changing of the channel of Nonconnah Creek, the excavated material of which was used in the construction of the yard and the comprehensive plans for future extensions. The wisdom of selecting the location of this yard can be more readily appreciated when it is known the second extension, since originally constructed, is now being made, so that within a month or two it will have a capacity of about 3,800 cars. The construction of the original yard was begun in 1903 and it was put in operation in January, 1904.

A further examination of the map will show that the Louisville and Nashville Railroad Company, owning about two miles of double track railroad extending in a northerly and southerly direction between Leewood and Aulon, would be in general the direction of the Memphis

and State Line Railroad between these points. Rather than the cost of constructing a line of railroad paralleling the Louisville and Nashville Railroads between these points, an arrangement was made for the use of this piece of railroad as part of the Belt Line scheme. That portion of the Memphis and State Line Railroad extending from Leewood northward to a connection with the Illinois Central was termed the North Diagonal and that portion between Aulon and Nonconnah Yard the South Diagonal of the Memphis and State Line Railroad.

North Diagonal:

After an exhaustive engineering investigation, it was decided the most economical location was on a line leaving Woodstock. The direction and location of the line between Woodstock and Leewood was fixed by the most economical crossings of the Looschatchie and Wolf Rivers and also by the lowest summit in the watershed between these streams. Looschatchie River was crossed

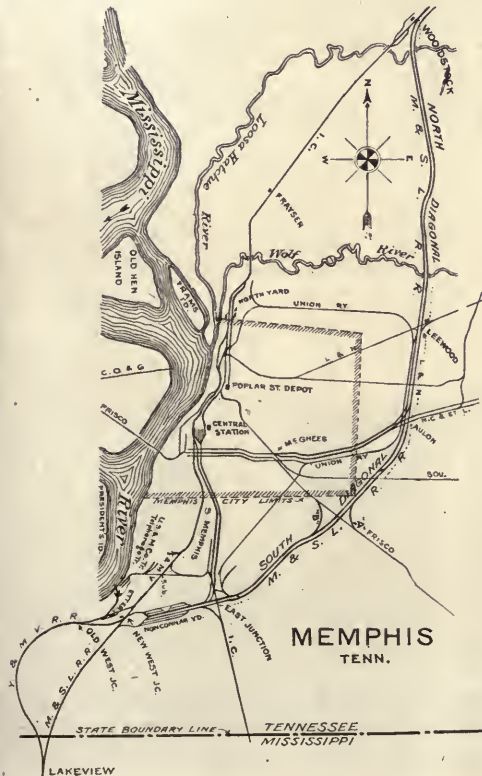
on a 110-foot girder having 860 feet of ballast deck approaches and Wolf River was crossed on an 80-foot girder, having 1,100 feet of ballast deck approaches. The girders rest on concrete piers with pile foundations, all of the most substantial construction. Three of the most important public highways were carried across the tracks by overhead bridges. This line of double track, having a maximum curvature of two degrees and a one-half per cent grade is 7.44 miles long and is laid with 85-lb. rail on washed river gravel ballast. Construction was begun in 1905 and completed in 1907.

Etter-Lake View Cut Off:

That portion of the Etter-Lake View Cut Off in Tennessee was built under the Memphis and State Line Railroad Corporation and that part in Mississippi under the Yazoo and Mississippi Valley Railroad. This line of single track is 6.35 miles long, having a maximum curvature of two degrees and a three tenths grade line. Surveys for this cut off were completed in 1903, but construction was not begun until 1906, and it was put in operation in the fall of 1907. This track has recently been extended to Lake Cormorant so that there is now a double track railroad from Lake Cormorant to Nonconnah Yard.

South Diagonal:

The construction of this leg of the Memphis and State Line Railroad marked the completion of the general scheme for improving the operating conditions at Memphis. It was by far the most complicated piece of work connected with these improvements. It extends from Aulon in a southwesterly direction passing through the southeast corner of the old Montgomery Park, across the Heiskell Place on Pigeon Roost Road (now Lomar Boulevard), through the Bunker Hill Subdivision to a connection with the east end of Nonconnah Yard. This line of double track is 6.81 miles long, with a maximum curvature of two degrees and a one-half per cent grade, and is entirely outside the city limits. The location of this line together with

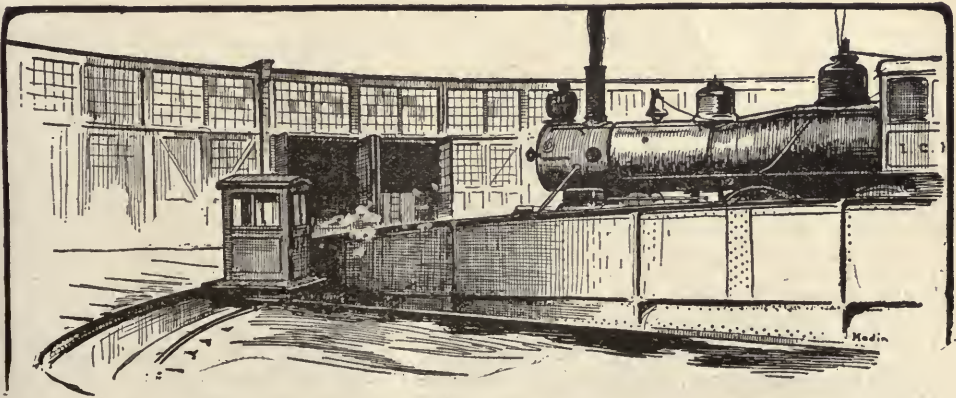




the establishing of the gradient was such as to eliminate as far as practicable all important crossings of streets, highways and railroads at grade. Much of the territory intersected is rapidly developing, industrially and residentially, and it was desired to give the public all reasonable protection by the construction of subways and overhead bridges. Indeed, there was spent on this line about \$160,000 for this purpose. There were twenty-three highways involved in this construction, seventeen of the most important ones being eliminated as grade crossings. In some instances, it became necessary to divert the highways parallel to the right of way to points where the separation of grades was possible. Four crossings with other railroads and a crossing with a street railway were also involved and the grades were separated on two of the railroads and on the street railway. The most important bridge structure on the whole line was a subway supporting the tracks of the Southern Railway, the street railway and Southern Avenue. It is about 143 feet long, 33 feet wide and of standard vertical clearance. In order to get drainage for this subway and the cut in which it is located, it was necessary to raise the tracks and avenue on the subway about three and one-half feet. During con-

struction these were carried on pile trestles. The permanent structure consists of two abutments carrying an I beam floor system supported in the center by a line of steel columns. The I beams were encased in concrete which extended two inches below the I beams so as to protect them against engine gases. The structure as completed will carry four tracks of the Southern Railway, two tracks of the street railway and Southern Avenue. All concrete subways on this line are similar in construction to the Southern Subway consisting of an I beam floor encased in concrete resting on two abutments and supported in the center by a line of steel columns. All overhead bridges were of standard design modified to meet existing conditions. The Shelby County Court rendered able assistance in the elimination of the grade crossings. The tracks of the South Diagonal are carried over the St. Louis and San Francisco Railroad on a 41-foot steel girder resting on concrete abutments. The work of constructing this line was started in March, 1907, and completed on June 1, 1908.

The completion of these units greatly improved the operating conditions at Memphis and facilitated the handling of through and local business.





Annual Report of the Industrial and Immigration Department

By J. C. Clair

New Industries Located on the Illinois Central and Yazoo & Mississippi Valley Railroads During the Year Ended June 30, 1914

	New Industries	Capital Invested	Employees
Illinois Central	90	\$5,047,900.00	3,226
Yazoo & Mississippi Valley	27	1,178,500.00	836
	<u>117</u>	<u>\$6,226,400.00</u>	<u>4,062</u>

ILLINOIS CENTRAL RAILROAD

List of Industries Located, Completed and in Operation

Alabama

Name	Location	Industry	Employees
S. G. Hall & Son Co.....	Atwood.....	Stave Mill.....	40
Red Bay Bottling Works.....	Red Bay.....	Bottling Works.....	10
Wilson Ice Co.....	Red Bay.....	Ice Plant.....	4

Illinois

Germania Refrigerator Co.....	Belleville.....	Refrigerators	50
Rezny Sash & Door Mill.....	Berwyn.....	Sash and Doors.....	10
Howard H. Frank.....	Bloomington.....	Confectionery	6
J. F. Humphreys & Co.....	Bloomington.....	Grocery Specialties.....	25
J. E. Will Co.....	Bloomington.....	Furniture	20
Bradley Pearl Button Co.....	Bradley.....	Button Factory.....	5
Structural Sheet Iron Works.....	Bradley.....	Sheet Metal.....	5
Borden Condensed Milk Co.....	Burlington.....	Milk Depot.....	4
Lenk & Martin.....	Cairo.....	Box Material.....	5
Holland Furnace Co.....	Centralia.....	Furnace Storage.....	2
The Brown Shoe Co.....	Dixon.....	Shoe Factory.....	280
Pyrography Art Co.....	Dixon.....	Burnt Wood Novelties.....	20
The Dongola Box Co.....	Dongola.....	Fruit Packages.....	14
Illinois Oil Co.....	Flanagan.....	Oil Storage.....	3
Perfection Mfg. Co.....	Freeport.....	Ladies' Clothing.....	200
Structural Vapor Light Co.....	Freeport.....	Vapor Lamps.....	20
Illinois-Indiana Oil Co.....	Lincoln.....	Oil Storage.....	5
Bixby Burial Shoe Co.....	Lincoln.....	Burial Shoes.....	10
Gullett & Son.....	Lincoln.....	Nursery	30
Typhoon Signal Co.....	Lincoln.....	Auto Horns.....	25
Marine Elec. Light & Ice Co.....	Marine.....	Electric and Ice Plant.....	3
Decatur Brewing Co.....	Mt. Pulaski.....	Beer Depot.....	3
Holland Furnace Co.....	Murphysboro.....	Furnace Storage.....	2
Twin City Broom Works.....	Normal.....	Brooms	12

Name	Location	Industry	Employees
Council Bluffs Remedy Co.....	Peoria.....	Patent Medicines.....	10
International Lock Co.....	Peoria.....	Safety Locks.....	15
Simplex Weigher Co.....	Peoria.....	Feeders	75
Altorfer Bros.....	Peoria.....	Washing Machines.....	75
Finley Ice Cream Co.....	Sullivan.....	Ice Cream.....	3
McCord & Co.....	West Pullman...	Railroad Journal Boxes.....	200

Indiana

Evansville Brewing Assn.....	Evansville.....	Brewery	250
Merchants Heat & Light Co.....	Indianapolis.....	Light Plant.....	25
Johan Wachtel Rendering Co.....	Indianapolis.....	Rendering Plant.....	35
Merchants Ice & Fuel Co.....	Sullivan.....	Ice Plant.....	10
Andres Stone Co.....	Victor.....	Stone Quarry.....	25

Iowa

S. & S. Mfg. Co.....	Dyersville.....	Iron Posts, etc.....	5
Ft. Dodge Packing Co.....	Ft. Dodge.....	Packing Plant.....	10
Ames Vaccine Co.....	Ft. Dodge.....	Hog Cholera Serum.....	20
Gode Excavation Co.....	Iowa Falls.....	Dredges	10
Iowa Falls Foundry.....	Iowa Falls.....	Castings	3
F. J. Campbell Co.....	Manchester.....	Ice Cream.....	2
Grimes Sand Co.....	Oyens.....	Gravel	6
Sheldon Fixture Co.....	Sheldon.....	Store Fixtures.....	20
Staceyville Rendering Works.....	Staceyville.....	Soap Grease.....	4
Standard Oil Co.....	Williams.....	Oil Storage.....	1

Kentucky

F. W. Kattezoehn Constr. Co.....	Cedar Bluff.....	Crushed Stone.....	50
M. A. Mathews.....	Kuttawa.....	Heading Plant.....	10
E. M. Gray.....	Kuttawa.....	Chair Stock.....	4
Hanna Paint Mfg. Co.....	Louisville.....	Warehouse	5
W. B. Carrier & Son.....	Morganfield.....	Cement Blocks.....	10
Paducah Hosiery Co.....	Paducah.....	Hosiery	50
Chero-Cola Bottling Co.....	Paducah.....	Bottling Works.....	10
Mayfield Woolen Mills.....	Paducah.....	Clothing	10
McKinney Bros. Pickle Co.....	Paducah.....	Pickles	10
Rineyville Roller Mills Co.....	Riney.....	Flour Mill.....	4
A. E. Jennings.....	Rockport.....	Dimension Material.....	6

Louisiana

Amite Lumber Co.....	Amite.....	Saw Mill.....	20
Frerichs Lumber Co.....	New Orleans.....	Vehicle Material.....	15
Jones & Rausch.....	New Orleans.....	Naval Stores.....	2

Mississippi

R. J. Darnell.....	Batesville.....	Hardwood Lumber.....	200
Michigan Handle Co.....	Brookhaven.....	Handles	25
Central Lumber Co.....	Bogue Chitto.....	Saw Mill.....	200
Corinth Planing Mills Co.....	Corinth.....	Lumber	15
H. F. Young Lumber Co.....	Corinth.....	Lumber	15
Gulf Refining Co.....	Corinth.....	Distributing Station.....	4
Hazlehurst Box Factory.....	Hazlehurst.....	Box Material.....	50
R. A. Whitfield.....	Holcut.....	Lumber	10
R. E. Floyd.....	Holcut.....	Lumber	10
Delta Cotton Oil Co.....	Jackson.....	Cottonseed Products.....	50
Mid States Lumber Co.....	Paden.....	Lumber	25

Tennessee

Bolivar Hardwood Lumber Co....	Bolivar.....	Handles, Spokes.....	15
Bradford Milling Co.....	Bradford.....	Flour and Meal.....	5
Cola Cola Bottling Co.....	Covington.....	Bottling Works.....	5
Manufacturers' Agency.....	Memphis.....	Vinegar	10
Rumley Products Co.....	Memphis.....	Farm Machinery Warehouse..	40
Phoenix Cotton Oil Co.....	Tipton.....	Cotton Gin.....	10

UNDER CONSTRUCTION

Illinois

Hoerr-Adams Shoe Co.....	Belleville.....	Shoe Factory.....	100
Illinois Epileptic Hospital.....	Dixon.....	Hospital	300

Indiana

Gonters Packing Co.....	Sullivan.....	Canning Plant.....	30
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Kentucky

Leitchfield Elec. Lt. & Power Co..	Leitchfield.....	Electric Light Plant.....	4
Paducah Spring & Mattress Co....	Paducah.....	Mattresses	15
Lancaster Parquet Flooring Co....	Paducah.....	Parquet Flooring.....	40

Mississippi

Bradley Saw Mill Co.....	Bradley.....	Hickory Lumber.....	10
Elk Lumber Co.....	Canton.....	Saw Mill.....	125

South Dakota

Craig Granite Co.....	E. Sioux Falls...	Crushed Stone.....	20
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Tennessee

Citizens Compress Co.....	Jackson.....		20
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Wisconsin

Valetia Milk Condensed Co.....	Belleville.....	Milk Condensery.....	50
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INDUSTRIES LOCATED ON THE YAZOO & MISSISSIPPI VALLEY RAIL-ROAD DURING THE YEAR ENDED JUNE 30, 1914

New Industries 27	Capital Invested \$1,178,500.00	Employees 836
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LIST OF INDUSTRIES LOCATED, COMPLETED AND IN OPERATION

Louisiana

Name	Location	Industry	Employees
Anchor Saw Mill.....	Kenner.....	Oars, etc.....	200

Mississippi

Alligator Gin Co.....	Greenwood.....	Cotton Gin.....	7
May Bros.....	Harriston.....	Logs	25
Maley Lumber Co.....	Holly Bluff.....	Logs	35
Louisville Cooperage Co.....	Lake Cormorant.	Staves	25
Interstate Cooperage Co.....	Natchez.....	Logs	30
Evansville Gin Co.....	O'Reilly.....	Cotton Gin.....	10
R. W. Owen & Son.....	Red Lick.....	Cotton Gin.....	10
Delta Cement & Tile Co.....	Red Lick.....	Tile	15
S. N. Brown Lumber Co.....	Turnbull.....	Lumber	10
Greenwood Hoop & Lumber Co..	Turnbull.....	Hoops and Lumber.....	10
Craig's Gin.....	Turnbull.....	Cotton Gin.....	10
R. Burleigh & Sons.....	Tutwiler.....	Lumber	10
Gore Lumber Co.....	Vicksburg.....	Lumber	12
W. M. Mink.....	Alligator.....	Staves	35
Mississippi Packing Co.....	Carter.....	Packing Plant.....	50
Weiss & Lecoche Mfg. Co.....	Carter.....	Spokes	40
Red Lick Lumber Co.....	Charleston.....	Lumber	100
Louisiana Lumber Co.....	Darling.....	Logs	50
O. L. Bennett.....	Evansville.....	Lumber	25
H. A. McKreeley.....	Evansville.....	Lumber	25
N. S. Johnson.....	Greenville.....	Lumber	10
Smith Hick Co.....	Greenville.....	Elm Hoops.....	35
Vicksburg Broom Co.....	Greenwood.....	Brooms	20

Tennessee

Goodlander, Robinson Co.....	Memphis.....	Lumber	25
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UNDER CONSTRUCTION

Mississippi

Rosedale Ice Co.....	Rosedale.....	Ice Plant.....	8
Sumner Elec. Light & Power Co..	Sumner.....	Electric Light Plant.....	4

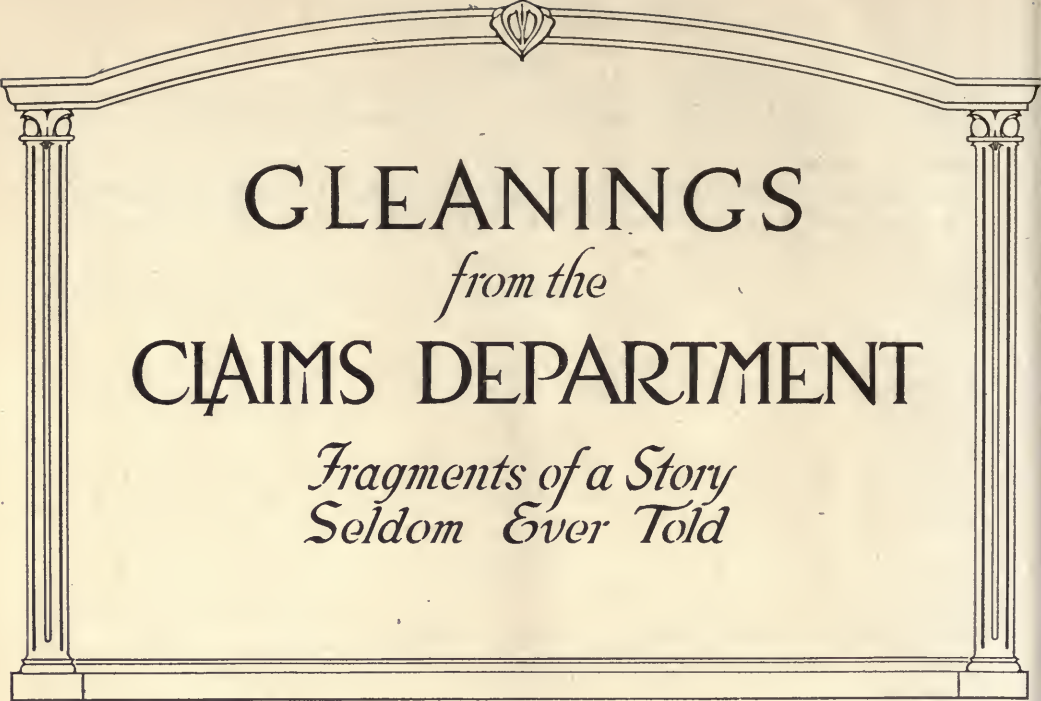
NEW SETTLERS LOCATED IN LOUISIANA AND MISSISSIPPI ALONG THE
LINES OF THE ILLINOIS CENTRAL AND THE YAZOO & MISSISSIPPI
VALLEY RAILROADS DURING THE YEAR ENDED JUNE 30, 1914

Louisiana

Location	Settlers	No. in Family	No. of Acres
Albany	38	160	903
Baton Rouge	18	62	7,185
Catalpa	1	5	4,000
Genesee	75	225	1,650
Hammond	60	241	1,721
Kentwood	113	354	6,974
Norwood	3	7	100
St. Elmo	8	49	180
Wilson	1	4	4,000
Zachary	1	7	2,600

Mississippi

Batesville	1	3	660
Bogue Chitto	1	5	90
Brookhaven	21	111	5,700
Canton	2	8	367
Centerville	12	50	3,412
Clarksdale	1	4	240
Crystal Springs	1	6	348
Dundee	2	7	520
Durant	7	28	5,112
Goodman	1	9	450
Greenwood	9	33	2,576
Grenada	1	3	233
Hampton	1	5	12,571
Hazlehurst	4	23	946
Hermanville	3	12	5,400
Jackson	4	19	2,410
McComb	2	8	85
Madison	2	9	800
Montgomery	1	11	98
Natchez	1	6	1,200
Percy	1	7	1,630
Port Gibson	2	11	1,000
Ridgeland	1	5	1,200
Sallis	19	86	4,359
Shaw	3	13	915
Sledge	1	8	480
Sumner	1	4	1,840
Torrance	4	22	140
West Point	1	2	1,100
Yazoo City	5	22	4,919
	433	1,654	90,114



GLEANINGS

from the

CLAIMS DEPARTMENT

*Fragments of a Story
Seldom Ever Told*

Paul Newman Makes Good

A NOVEL suit against the Y. & M. V. was tried at the September term of the Hinds County Circuit Court. Sam Gentry, colored, and his son Elisha had been convicted of some offense and sent to the county farm, and while engaged in working the roads near Utica, Miss., a bank caved in on Elisha, fracturing one leg in two places, and his collar bone. He was placed in a wagon and sent to the county farm sixteen miles away, accompanied by his father. The trip was made in the rain. After reaching the county farm, it was decided to send Elisha to the charity hospital at Jackson. He was taken to Raymond in the evening and placed on train No. 522, and his father was allowed to accompany him on the trip. He was carried into the baggage car on a cot. There was no fire in the car and the conductor of the train instructed Paul Newman, colored porter, to build a fire and make the baggage car comfortable,

and this was where the lawsuit was hatched. Paul Newman has been in the service of the Y. & M. V. since 1869, and bears a splendid reputation as a faithful employe, but Elisha and his father claimed that Paul was angry about having to make the fire and said some very unkind things to them, among others that he was "sorry it was not Elisha's neck instead of his leg that was broken," so, of course, a suit was filed for heavy damages against the Y. & M. V. The court and its machinery, including twelve jurors, had to sit and listen to this controversy, which narrowed down to a question of veracity between Sam and Elisha Gentry on one side and Paul Newman on the other, and there was a unanimous verdict in favor of Paul.

SUDDEN POPULARITY OF A COLORED WIDOW.

One of the cases that was on the docket of the Circuit Court of Lin-

coln County at its January term was that of Clara Lee, administratrix, vs. I. C. R. R. Co. The suit grew out of the death of Felix Handy, a colored section laborer, on August 23, 1913, caused by a lump of coal falling from the tender of engine 2018 of train No. 24 while passing the section gang. As soon as possible the case was investigated and the claim agent called upon the heirs of deceased at their home four miles west of Wesson, Miss., on the morning of August 25. He found one lawyer sitting on the front gallery talking with the family, and on being advised that the widow of the deceased was at a neighbor's, a short distance further on, started over to see her, and while passing through a scope of timber some two hundred yards from the house, two men were discovered looking out from behind trees. It was later ascertained that these two men were lawyers. The widow, however, could not be found at the neighbor's house and the claim agent called at her home the following day. This time he encountered another lawyer at the widow's home, which had become very popular. However, the claim agent, undismayed, finding it impossible to arrange for a private interview with the widow, requested her to keep the claim out of the hands of attorneys until such time as she had learned that she could not agree with the company upon a fair and equitable compromise, whereupon the lawyer broke into the controversy and agreed to furnish the widow with a check immediately to take care of any of her necessary needs, and later on he would file a suit against the railroad company for heavy damages. No business was done that day and the battle between the formidable array of lawyers and the claim agent was continued for some time thereafter. The claim agent finally made an offer of compromise, which was satisfactory to the widow, but not to the lawyers. During the course of the negotiations, the widow informed the claim agent that one lawyer from Wesson had

called to see her before she knew that her husband was dead. In addition to the lawyers, a great many of the widow's friends entered the battle in behalf of their favorites among the damage suit lawyers. Finally, the widow succumbed and suit was filed for a large amount, and it is a matter of record, and can be proved, that while it cost the company substantially more, the widow got \$150 less, net to herself, than the claim agent was willing to pay her in the outset, and she had to wait months to get it. After the matter had been disposed of, the cabin home of the widow became quiet again. Her popularity disappeared as suddenly as it arose, and she was allowed to pursue the even tenor of her way, which no doubt will continue unless she should be unfortunate enough to lose another member of her family in a railway accident.

THE TURNBOUGH CASE.

The Semi-Weekly Leader, of Brookhaven, Miss., in its issue of the 15th ult., publishes the following relative to the trial of the Turnbough case at the last term of the Lincoln County Circuit Court:

"The trial of the case of Mrs. Zula Turnbough against the Illinois Central Railroad Company was completed Thursday, the jury rendering a verdict for the defendant. This was a suit in which the plaintiff was seeking to recover the sum of \$50,000 for the death of her son, who was killed by an engine of the company some time ago while hunting south of town. The plaintiff was represented by Judge P. Z. Jones and Hon. L. L. Tyler of the local bar, and Judge Albert H. Whitfield of the Jackson bar, while Hon. T. Brady, Jr., and J. W. McNair represented the defendant. Mr. William Turnbough left on yesterday morning for Brown's Wells. His nerves were severely tried during the court sessions, in which he was especially interested; and after he lost his case against the I. C. in a suit for the death of his son, he suffered a complete col-

lapse. His many friends hope he will soon again become master of himself and resume his usual paths among us.

DAMAGE SUIT FRUIT.

The Magnolia (Miss.) News, of the 24th ult., publishes the following:

In its issue of September 12th, 1914, the Vicksburg Herald calls attention editorially to a tragic phase of the evil wrought by excessive verdicts in damage suits.

It seems that last December a little girl, whose name is given, was struck by a locomotive at a town in an adjacent state. The injuries were not considered serious, but the child died very unexpectedly two days afterward. According to the statement of the child's mother several days before the accident she had discovered a bottle of strychnine in a trunk of the step-father of the child. The child, she said, had several convulsions before death and after its death she looked into the trunk for the strychnine and found it gone. She caused the arrest of the stepfather, who was, however, discharged after a preliminary hearing, upon the evidence of a chemist holding that there was no strychnine in the stomach.

The two parents then filed suit against the railroad for \$46,000 damages, alleging that the child's death was due to the railroad accident. The railroad company procured an order for the examination of the child's body and had its vital organs examined by the State Chemist, who reported, as a result of his analysis, that the child died of strychnine poisoning.

The report of the result of the analysis was filed in the court but no steps were taken for an indictment or re-arrest of the step-father. The suit for \$46,000 was brought by the same attorney who successfully defended the step-father upon the preliminary hearing.

As to the matter of guilt or innocence we intimate no opinion but if a suit of this kind is worth \$46,000, what a terrible temptation to the mother not

to deliver the step-father up to justice but to join with him in extorting a great sum of money from the railroad company; what a terrible temptation to the attorney to aid in defeating the ends of justice in order to bring a damage suit afterwards; and what a terrible temptation to a jury to take an immense sum of money from the railroad company's treasury and give it to the parents out of sympathy for the death of a little child.

Some years ago a sensation was created in this state by a series of murders alleged to have been committed for the sake of insurance money. Damage suits now offer a more profitable field for crime. It is pitiful to think, however, that little children may lose their lives in order that a huge sum of money may be gotten in this way.

We did not know that we had a cartoonist in the Claims Department family until the following sketch was evolved by Claim Agent S. M. Copp, of Fort Dodge:

NOTES OF INTEREST.

A good record with one's employer is an asset, the value of which is too frequently underestimated by employes who have been injured and who are willing to plunge headlong into litigation in order to appease and soothe the damage suit lawyer. Did anybody ever hear of an employe getting promoted, or of finding more lucrative employment, with another company, on the strength of having sued a former employer? We think not, but, on the other hand, thousands of employes have advanced to the top round of the ladder of success by reason of clear records of faithful and loyal service.

H. W. Bruner, non-employe, was fatally injured on account of falling on track immediately in front of a freight train at Horse Branch, Ky., on August 17, 1912. Suit was filed against the company in the Circuit Court of Gay-

A.M.



I

G.M.



II

THIS IS THE LIFE

M.



III

S.M. COPP
1914

A.M.



IV

son County, Ky., for \$30,000, on the theory that the engineman failed to sound the proper signals and warn Bruner of the approach of the train. The third trial of the case occurred recently and this time all twelve of the jurors vindicated the engineman by returning a straight verdict in favor of the Railroad Company.

William Ballard, a young negro who had just attained his majority, fell from a lever car while en route to the camp cars to get out of a heavy rain, on the New Orleans Division. He claimed his hand slipped from the pump handle, causing him to fall in front of the car, which passed over him, breaking one leg below the knee. He was taken to the Illinois Central's Hospital at New Orleans, where, under skillful handling by Company Surgeons, he made a quick and complete recovery. He called on the Claim Agent, who was about to grant him a liberal allowance on account of his misfortune, but was intercepted by a letter from a lawyer, advising that he had been employed by the parents of the boy to file a suit. The case was recently tried and the Company won it. While this was taking place, almost exactly the same sort of a drama was occurring on the Kentucky Division, and with the same result. What happened in these cases is a fair illustration of the very thing that occurs in many cases of injury to employees. The itching palm of the damage suit lawyer is responsible in nearly every instance.

Hinds County, Miss., has long been one of the most litigious Counties in the State, but there are signs of a change, due probably to the fact that the damage suit lawyers have not been meeting with much encouragement at the hands of Hinds County juries for several years past. Jackson is one of the cities in the South which has been

developing most rapidly and it composes a large part of Hinds County. The people there who get upon juries evidently realize that it is not right to hamper and harass invested capital by the filing of law suits on every little pretext, and one of the results is that the damage suit lawyers are not filing so many suits. At the February term of the Hinds County Court, there were 117 law suits of all kinds pending against the Illinois Central and the Yazoo & Mississippi Valley. At the September term of Court, there were but 53 cases of all kinds pending against the two companies, a decrease of 55 per cent.

Sam Duke, colored, filed suit in the Circuit Court of Gibson County, Tenn., for \$2,900, alleging that he was hurt while getting off train No. 24 at Milan, Tenn., November 1, 1912. Almost a year passed before Sam let it be known, through the filing of his suit, that he had sustained an injury. He alleged that he had assisted an invalid colored woman in getting on the train, by helping to carry her in a chair, and when he attempted to get off the train with the chair, the train had started and he fell against a truck on the platform, sustaining back injuries. He swore on the witness stand that the conductor had told him to get off while the train was in motion and, therefore, sought to place the responsibility upon the railway. One of the inconsistencies of the case was that Sam never stopped work after the injury and up to the time of trial, and had not had a physician during all of that time. We presume the severe back injury was diagnosed by the attorney for the plaintiff, although we do not know this to be the fact. At any rate, twelve good Tennesseans decided that Sam was not a proper person to entrust with any part of the defendant's \$2,900.

Passenger Traffic Department

Little Talks with the Rambler



The Rambler's Snake Story

“**B**Y THE way,” said the Rambler, “I wonder if on your travels east you have ever visited any of those old cemeteries?”

He made that unexpected inquiry in an off-hand manner without looking up from the table at which he was sitting, and on the white linen cover of which, in a preoccupied manner, he was vigorously marking with a lead pencil what appeared to be unintelligible hieroglyphics. Furthermore, as will be noted, he opened the conversation as though it was a continuation of some chat we had been having, while as a matter of fact it was his opening salutation to my greeting of recognition as I came unexpectedly upon him in the grill room of the club. We were both members of the latter, but our lunch hours and our evening occupations being at variance, we seldom met there. On this occasion, however, I was much later than usual, and the Rambler had evidently finished his repast, judging from the debris that he had pushed aside to make room on the cloth for his tracery with the pencil.

“One of those cemeteries (burying grounds, they used to call them) where one finds the dark slate gravestones,” he continued as I seated myself at his table mute with astonishment at his peculiar manner and speech. “The gravestones so beautifully decorated with urns, weeping willows, cross bones, skulls, bats, conventional angels in the form of cherubs’ winged heads, scythes, hour glasses and other like cheerful suggestions of the mor-

talidity of man; as though in those days, like the present, everything helped.”

“Say, old man!” I at last found breath to exclaim, “what’s the matter with you?” and I looked critically over the tableware not yet removed for a possible glass that might account for his apparent wandering. But I instantly reprovéd myself for my unworthy suspicion, remembering the Rambler to be a strict teetotaler. So I simply put the matter down in mind as one of his eccentric moods out of which would develop something of interest. Hence, without insisting on a reply, I allowed him to continue, which he did without the slightest intimation that he had heard my interruption.

“But I saw a brand new one to me last summer in an old ‘burying ground’ of a New England coast town. Believe me it was some stone. Of slate, and in shape unusually ornate, its top being in a system of curves that reminded one of the head of an old-fashioned bedstead. But on the face of that top was a wonderful tracery in bas-relief. Passing the ornamental scroll borders and such minor matters as winged heads and bats, typifying, I imagine, the upper and lower regions, respectively, the chief motif was set in a circle, and was most remarkable. It was a two-thirds length skeleton with a wreath on its skull, a scythe resting on its shoulder and, with arms extended in each hand an orb, representing, I suppose, the sun and moon.

“But the circle that enclosed all that!” he exclaimed, exhibiting anima-

tion for the first time. "It was a snake. A good fat snake; and moreover, it was swallowing its tail!"

"Great snakes!" I interrupted, my suspicions recurring as to his possible condition. "What's the matter? Are you off the water wagon? You talk as if you were seeing things."

"No, I am still, as I ever intend to be, on the water wagon," was his half dreamy response, "but nevertheless I *am* seeing things. I see in that snake swallowing its tail a certain parallel between it and the Passenger Traffic Department organization."

"Because it's a dead one?" I could not help breaking in. Not that the remark reflected in any way my opinion of the Passenger Traffic Department, but chiefly because I wanted to "start something" with the Rambler, and particularly because our intimacy had become such that we rather enjoyed chafing each other at times.

"Hah, hah, hah!" roared the Rambler, thoroughly aroused from his lethargy. "Now I've got you!" as, throwing his pencil on the table and changing his position to a somewhat aggressive one with elbows on the arms of his chair and hands joined by the finger tips, he continued: "I just thought I'd get something of the kind out of you. I've been leading up to it on purpose just to show how mistaken one can be on a snap judgment. Now listen to me!" and as he picked up his pencil and resumed his industry on the table cloth he delivered himself as follows:

"While there may be dead snakes, you'll admit that as a general proposition the snake is a lively fellow. But in the case in hand he is symbolical. By its swallowing its tail, it was, you see, without end; also it took the form of a circle, and a circle symbolizes eternity. This in contrast to the straight line which stands for monotony, repose and death. Now eternity, in turn, means in the connection I have in mind, 'to prolong or cause to exist indefinitely.'"

"Does that not fit to a nicety the endless character of passenger traffic

work? People always have, and to the end of time will continue to travel; and until air or some other now unknown route consigns railroads to a forgotten past, passenger traffic departments or their equivalent will go on unceasingly."

"Very cleverly turned," I thought to myself, having in mind the Rambler's claim that he had led me into a trap. "But what has that to do with organization?" As if divining my thought, after ceasing his preoccupation of marking up the table cloth long enough to take a swallow of water, he took up his argument in his own unique way by interpolating, "Everything helps. That is to say, this idea of the never ending nature of the Passenger Traffic Department helps to a better understanding of the necessity for and character of its organization."

"To just note the extreme beginning undoubtedly the stockholders and their direct representatives the directors, more often make themselves felt along specific passenger traffic lines than is realized; but they can be passed over in this connection as being those who in a way create the organization rather than being of the executive organization itself."

"This brings us to the chief executive, the president of the road, within whose jurisdiction the Passenger Traffic Department is simply one among all departments. Just how for the former he exercises his executive functions in its regulation or development may also be passed over as a matter which it might be in bad taste to discuss. But it is believed that 'leze majeste' will not be committed if he and his office be (figuratively speaking) likened to a checker board and a game of checkers. A game in which the president, with his checkers representing his different departments and various resources, plays against one who may be called 'Mr. Opportunity' to win a reasonable financial return on the investments of the bond and stockholders. And who can doubt," the Rambler added enthusiastically, "but what he frequently gets

the passenger traffic checker in the king row?"

At that point the markings on the table cloth seemed to engage the narrator, for he gave them close attention for a minute or more before resuming:

"The beginning of a concentration on passenger traffic now appears in the office of the vice-president in charge of traffic; that official waging, perhaps, the fiercest battle of railroading in that through his two principal departments, freight and passenger, the most of the revenue of the road is derived, and that through contact with the public.

"It is from this point that passenger traffic first acquires an existence as a distinct department. Not only so, but the situation may be likened to an army, of whose brigades and regiments the Passenger Traffic Department is one of the regiments, and as such is on special detached service under the command of the Passenger Traffic Manager. And a full regiment it is, numbering 1,200 strong for the Illinois Central and the 'Valley Road' combined. With the commanding officer's headquarters in Chicago, his force, in the prosecution of its assigned duty, is scattered from the Atlantic to the Pacific and from the Great Lakes to the Gulf; some of them being on what might be called garrison duty, some actively engaged in field activities and still others being constantly on the scout. Furthermore, this scattered regiment is placed in numbers from those of a corporal's guard and of outposts to detachments of battalions and companies, according to territory; the larger forces being placed in localities that naturally respond the most to maneuvers for passenger traffic. In other words, to drop the military parallel, the largest forces are scattered contiguously in various localities the most directly tributary to the road.

"The officers in charge of these combined forces, and through whom the varied detail activities of the service are controlled, are the General Passenger Agent of Northern and Western Lines and the General Passenger Agent

of Southern Lines, each aided by an Assistant General Passenger Agent. Then follow the division and other passenger agents operating in assigned territory, to whom report either district, traveling or other passenger agents.

"Of course," added the Rambler, as he took out his knife and began to carefully sharpen his pencil, "there are other ramifications of the organization; other workers in the general plan whose efforts have sometimes even a greater bearing on passenger traffic than those of some mentioned. Neither must the large corps of ticket agents be forgotten when it comes to exhausting the subject. But what I have told you of is broadly the skeleton only on which the department is built."

"Which, by the way," I dryly remarked, "fails thus far in my mind to resemble a snake swallowing its tail; or, if you please, a circle. It seems rather as if you had simply got the snake held out at arms length by the back of its head and hanging straight, with the office boy for the tip of its tail; although it's true I do not remember hearing you mention the office boy. In fact, I think a piece of rope with its strands untwisted and spread out in fan shape would have better illustrated your point."

I was feeling pretty good, having finished my lunch, and while enjoying a cigarette felt inclined to chaff the Rambler, but was quite willing to be chastened by his come-back:

Before replying to my outbreak he gave his sole attention for a minute or more to the table cloth, evidently refining the work before him with his newly sharpened point. Finally the sketch seemed to be finished and to meet with his approval; so slipping the pencil in his pocket he took me up, as I expected, with one of his characteristic outbursts.

"I see! I see! You're like a great many other people in this beautiful world. You are recklessly willing to start something you can't finish. It's no trouble to you to separate the

strands of that rope, but you couldn't twist them back in place.

"Again, you are like a great many other people in that you jump at conclusions without waiting to see or hear the end of a matter. Also your imagination is very sluggish; just as in the case of the snake, you can see nothing beyond its hanging straight and stiff like a bologna sausage in a butcher's shop. Now watch me so electrify that snake that it will circle itself and get its tail in its mouth instantler.

"I have told you the broad plan of passenger traffic department organization, but I have not told you of its activities, and how they are intensified by organization. I have not attempted in this connection to tell either the general or the special work of the men of the various offices so hastily sketched. It would take too long, besides which, that of some of them would take a volume in itself to describe. But when you consider that in the United States over one billion paying people were carried on passenger trains last year, and that our system handled 31,585,804 of them, you see that passenger traffic departments in general and those of the Central and the Valley roads in particular, have something to keep them busy. In fact, so much that like the circle it has no end; it is recurrent and everlasting.

"But that is not all. The creation and development of the passenger traffic department organization carried with it assignments of duties. These involve a constant passing back and forth of instructions, suggestions, reports and requisitions; this, through organization, resulting in the development and consummation of passenger business moving as in a circle. To illustrate: Some society or association is booked for a convention, say at New Orleans. The knowledge of this fact may have been first gained at the general office or on the outside. In either case it soon becomes common to all interested; for suppose it originates with some traveling passenger agent and that the probable attendance at the

convention would be from a large territory in addition to his. The entire matter then begins a revolution that stops, possibly, only with special trains for the movement to New Orleans.

"The traveling passenger agent reports his knowledge to his district or division passenger agent through whom the general office is advised. If it is a new proposition, it then goes out to other division, district and traveling passenger agents interested; they in turn, as the business unfolds, calling back perhaps on the general office in the matter of rates, or for some special advertising matter. Being properly equipped in this last regard, and possibly in other directions, the campaign begins with the force in the field. It happily terminates, perchance, in one or more specials to New Orleans; but in such case not terminating until there has been one more revolution of the circle and it has come around again to the general office for the arrangement for equipment and schedules for the trains.

"In one way and another and to a greater or less degree, the same progress of rotation applies to all the activities of the passenger traffic organization. Even in the case of the small purchase of a local ticket by an unsolicited purchaser, a trace of it is shown in that to supply such an anticipated call the ticket is first sent out from headquarters and in due course returns for audit; at the same time the ticket representing facilities for meeting a passenger's need to travel, which in turn brings the wheel of fortune around to the point where it checks off revenue. See! The snake (everything helps) is not so far off as an illustration as you imagined, is it?" concluded the Rambler.

"No," I said laughingly, "you are very plausible, as I imagined your special work requires. But tell me, of that 31,585,804 (I believe I remember the exact figures) passengers carried on the system last year, how many of them do you imagine were influenced by special effort of your organization in dis-

tion to using our trains of their own volition, through any of the natural causes that prompt or compel public travel?" "Aha!" was the condescending reply, "you are, after all, something of a thinker. Your question is as easy to answer as if you had asked the probable effect on the world at large should it be rainy instead of sunny in a certain restricted locality on a given day a month hence. Still, one could speculate on it," he added reflectively. "At any rate, there's no doubt that with no organization, no organized effort, the passenger traffic revenues would be less. But how much less—well, that's another matter."

As he arose to go, I followed his action, and in doing so I noticed in full the character of his markings on the table cloth. "Say, Rambler!" I exclaimed, "how much of an extra item

for laundering are you prepared to stand for on your monthly club bill?"

He had made a very clever sketch of the gravestone with the snake on it.



Cannot Get Along Without the Illinois Central Magazine Even Though He Has Left the Service of the Company and Located in a Foreign Country

Dear Sir:

Rautenberg, Aug. 21, 1914.

As I left Waterloo, Iowa, and the I. C. shops there on April 20, 1913, for Europe, I never thought of ever wanting to read your monthly journal, as I have been doing all the time, since it was started.

I took a leave of absence of four months to have my left eye treated in Vienna, and after this concluded to stay in Europe altogether. After working 25 years for the "Old Reliable" and reading the journal of the same, I would like to ask you, Mr. Editor, to send me a copy of same paper every month, as it would give me lots of news of my old friends, which are still connected with the I. C. R. R.

I have worked in the oilhouse of the Waterloo shops for 17 years and was known there under the name of "Louie" by everyone.

My oilhouse was the cleanest on the I. C. System, as the highest officials use to call it, and you can imagine that I was mighty proud of it. The last two years I was employed as day watchman in the Waterloo shops.

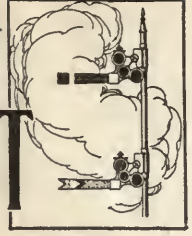
Mr. Taylor was master mechanic there and Mr. R. W. Bell, superintendent in Chicago at the time I left for here.

Thanking you, Mr. Editor, for your kindness you might bestow on me in the future, I bid you good-bye.

LOUIS ALTER,

In Rautenberg Machren, Europe.

N. B. If I do have to pay for the paper, please let me know the price of it.



ALWAYS SAFETY FIRST

Report of Second Annual Meeting of Railroad Watch Inspectors

R EPORT of the second annual Safety First meeting of the Illinois Central and Yazoo & Mississippi Valley railroad watch inspectors was held in the Pine room of the Stratford hotel, Chicago, Ill., Aug. 24, 1914. The meeting was called to order at 10 o'clock a. m. Mr. Webb C. Ball, General Time Inspector, presiding.

Of approximately one hundred watch inspectors engaged in the highly technical work of keeping employes' watches in a dependable condition, there were but few absentees, which is convincing testimony of the deep interest taken in the work.

Mr. Ball in his opening remarks referred to the first annual meeting held Sept. 9, 1913, since which time, he said, increased interest was being manifested by inspectors in maintaining employes' watches in absolutely dependable condition, also to the increasing appreciation of the employes for the benefit derived from the service due to the thoroughness and integrity of the inspectors. Mr. Ball remarked quite extensively on the gratifying results obtained through the co-operation of all concerned. A special invitation had been extended to Mr. S. S. Morris, chairman of the Safety First organization of the Illinois Central, to address the inspectors during the afternoon session on their duties and relations to the company.

Mr. Ball in referring to this part of the program remarked "a gentleman will address you this afternoon who

from his experience and prominence in railroad operation and as an active promoter of our safety first movement is thoroughly capable of handling the subject and I know what the gentleman will say will be instructive and interesting, therefore, I shall ask you to reassemble promptly at 2:30 p. m. and bring with you all your friends for I know they will be repaid. I refer to Mr. S. S. Morris, chairman of the Safety First organization of the Illinois Central."

Mr. Ball, continuing his opening remarks, spoke of the good that comes from free and unrestricted discussion and appealed to all inspectors present to talk unreservedly on any and all features of the Time Service that came up for consideration. This free speech privilege was unsparingly used as each and every subject brought forward received a complete overhauling, without attempting a division of the subjects discussed at the morning and afternoon sessions the following were among those considered.

Loaner Watches.

The period to be allowed employes to obtain certificates.

Orders for inspection of watches should not be issued until immediately before Inspection begins.

Orders for inspection of watches to be issued only by the Superintendent.

Arranging with Superintendents for territory inspection.

The importance of employes obtaining weekly comparisons.

The advantage of incorporating Time Service rules in the Transportation Book of Rules.

The benefits of employes co-operating with inspectors.

Inasmuch as the fundamental part of the Time Service rests with the rule requiring employes to provide themselves with watches of fixed standards of excellence the discussion naturally began at that point and extended to the procurement of weekly comparisons and quarterly inspection certificates, the maintenance of watches in dependable condition and the various other features of the Time Service.

It was shown that should an employe be derelict in any of these requirements he endangers the security of train operation that the service provides when fully complied with.

The question of Standard Loaners was discussed at length and it was found that all Inspectors are carrying a big stock to be prepared to furnish them when necessary. It was also brought out that the loaners in service are the equal of best grades and meet the requirements of the service in every respect. In fact several instances were recited of the reluctance of employes to surrender Loaners because of their excellent time-keeping qualities. Each inspector is equipped with 10 to 50 loaners according to the number of employes served. Employes are given the use of the loaner watches free of charge during the time their own watches are undergoing repairs.

While employes are privileged to have any jeweler they may elect to clean or repair their watches, the rules require that the loaner watch furnished the employe shall be approved by the authorized inspector.

It was the consensus of opinion that if the most important rules of the Time Service were incorporated in the transportation book of rules, a better understanding could be established and stricter adherence to the requirements of the service would be obtained.

It was thought that if the period of inspection was limited to fifteen days

better results would be obtained. Some roads allow only ten days and those that have heretofore allowed thirty days are now limiting the time to fifteen days. When thirty days are allowed, a spirit of indifference pervades the mind and a thought is incubated that promptness is not essential whereas the very opposite should obtain. The shorter the period the sooner the results of the inspection are obtainable.

The question of the issuance of orders for watch inspection was taken up and after being fully discussed it was recommended that all orders be issued by the Superintendent as when this plan is followed the possibility of error in returning the certificate to the proper official is lessened. On big terminals where employes are changing frequently from the authority of one official to another it was found many duplications of orders are issued.

The first feature on the program at the afternoon session was the address of Mr. Morris, which is printed in full below:

Mr. Morris: Ladies and gentlemen, and Mr. Chairman. An invitation to be with you this afternoon to make an address drawn from my experience upon time inspection service was received by me a few days ago, and believing that you might be interested in what I might have to say, the invitation was accepted with pleasure. Perhaps a short retrospect of what has brought our time service up to its present efficiency might not be amiss.

Prior to 1886, railroads were operated on "mean" time, and that means city time of the locality in which the railroad had its headquarters: with those running out of Chicago, Chicago time, out of St. Louis, St. Louis time, etc., and the time was transmitted over the wires once every twenty-four hours: and this same practice is in vogue today, but now we have meridian time. Every meridian has its hour, and at each terminal point we have a dispatcher who enters there his time service hourly, that is, Western

Union Time service every hour. Prior to the year mentioned, no watches in use on railroads were subjected to periodical examinations and ratings under a system of watch inspection and time service as we understand it. Of course the railroad man in those days who was actuated by a desire to be equipped with a time-keeper on which he could safely rely at all times, sought out amongst the various dealers and makers one who could make for him the best selection, and to whom he could return from week to week, perhaps, or at longer intervals, for inspection and advice relating to the watch he carried and depended upon: whereby through the mutual process of evolution, the railroads brought out their time service in order to operate more safely—to, in fact, this safety first idea. And it fell to Mr. Webb C. Ball, to submit plans in conformity with the idea. The system he evolved was adopted, and has been carried to its present state of high efficiency: likewise greatly to the credit of the organization of members in the service.

Safety first, demands correct time and reliable time-pieces. To maintain

this, it is necessary to depend on watch inspectors. Should they fail in their duty, there is no telling what might happen. I may illustrate with a case that came under my observation—an actual fact:

An engineer presented a watch to an inspector. Upon being told that the watch needed cleaning, adjusting and rating, some words ensued with the inspector: and the engineer took his watch and left. A couple of days later he presented the watch to an inspector at the other end of his run, and that inspector passed it. The first inspector failed to make a report of occurrence. Two days later, this engineer came into collision with and wrecked a train. Cause, failure of the engineer's watch which had lost several minutes after leaving the terminal. The investigation completed brought out the above, and two watch inspectors' licenses were revoked and an engineer dismissed.

Gentlemen, such is the importance of the position you occupy, that the lives of the employes and patrons of the railroad depend upon you. You are the responsible parties should accident occur through failure of a time-piece upon which you have passed.



WATERLOO, IOWA

Therefore, you are one of the most important units of safety first. Bear this in mind, dare to do right, follow the rules implicitly, and the rules and officials will protect you. Remember, you are an official watch inspector of your respective division. As an official, it is your duty to report any violation of the rules by employes. You cannot afford to ignore it. You must see to it that the causes of accident resulting in loss—loss of life to the people and loss to the company through personal injuries and loss of property—are made as remote as human agency can make them. Now, as a watch inspector you may err in judgment. "To err is human, to forgive, Divine." But if you do err, let it not be maliciously. Have a clear conscience if you err, and feel free from culpability.

There has been some question brought up in regard to the quarterly examination of watches. This was brought up several years ago on a railroad I was connected with, and the proposition to change from quarterly to semi-annual inspection was promptly turned down. The Inter-state Commerce Commission, the Public Utilities Board, the State Railroad Commissioners—the rules of the railroad companies are filed with them, we have to do it. We have to say what we are doing about the examination of our men on our transportation force, what we do with the men with reference to the examination of watches, what we do in the examination of switches, in the examination of engines—even now they are checking us up because they want an inspector from the Inter-state Commission to inspect every part of a locomotive: while prior to July 1st, only the boiler-pressure, stay-bolts and accessories in the cabs were subject to inspection, now it is general inspection of the locomotive. And the time will come when they will demand inspection of the watches. Single track railroads, double track railroads, triple track railroads, four track railroads and eight track railroads will be sub-

jected to it, just the same as any other. Reports upon these facts, books of rules—everything that is filed with the Inter-State Commerce Commission, railroad commissions and public utility companies, all these things are taken cognizance of and an inspector is sent out. It has not been thirty days since an inspector was in our general office down here checking up the train-order rules. A hurried trip over all the divisions was made to gather in about four or five thousand train orders that this inspector could check up and see whether or not we are complying with the formal orders.

Think of that. Think of what the watch inspector will come up against in the future. There is no greater unit of safety than the watch inspector. If a watch inspector says my watch is all right I walk out and get on a train with all the confidence in the world; and if he says that the watch is liable to vary, I say, "I will leave it with you; better give me a "loaner."

Mr. Morris has showed from his address and the colloquy that followed surprising familiarity with the details of the Time Service. What he said imbued everyone with the necessity of following instructions closely and elaborated upon the great and important part the Time Service holds in the operation of railroads. He paid a tribute to the trustworthiness and fidelity of the inspectors and promised them the co-operation of officials and employes alike.

In some instances where orders for inspection of watches had been issued ten or fifteen days before the date inspections were due it was found to work a hardship on inspectors as they were not prepared for the work, and it disturbed the orderly conduct of the inspection, therefore, it was suggested that orders be withheld until immediately before the beginning of the inspection.

The question of cleaning watches was gone into thoroughly, and a number of instances recited, showing the necessity of having them cleaned.

From the
Law Department

Biographical Sketch No. 8



GEN. MASON BRAYMAN

MR. MASON BRAYMAN, who was the third of Daniel and Anna English Brayman's eight children, was born at Buffalo, N. Y., on May 23, 1813, and was therefore seven months old when Buffalo was burned by the British and Indians. His boyhood was spent at Hamburg, N. Y.; at the age of seventeen years he returned to Buffalo and learned the printer's trade; in a year he was made foreman, and at the age of twenty-two he was editor of "The Bulletin"; but he soon took up the study of law, was admitted to the bar in 1836, and was married in the same year to Miss Mary Williams.

He was City Attorney at Monroe, Mich., in 1839; editor of "The Daily Advertiser" at Worcester, Ohio, in 1840; upon his removal to Springfield, Ill., he formed a law partnership with Hon. Jesse B. Thomas, wrote for the "State Register," and acted as Secretary of State. He revised and codified the laws of Illinois at the request of Governor Ford, who in pleasantry dubbed his work "The Braminical Code." He was employed by the state to settle the difficulties with the Mormons of Nauvoo and secured their peaceful removal to Utah in 1844.

From January 10, 1851, to June 30, 1855, he was solicitor and associate chief counsel of the Illinois Central Railroad Company with headquarters at Springfield, Ill., his associate and partner being Col. W. H. Bissell, of Belleville, Ill. This brought Mr. Brayman in close touch with George B. McClellan, then vice-president and general manager of the Illinois Central, Ambrose E. Burnside, assistant engineer in the construction of the road, and N. P. Banks, who later became its treasurer, three of the leading generals in the then undreamt-of Civil War.

After his regular employment as associate chief counsel ceased he was in 1856 retained specially with Abraham Lincoln by James F. Joy, then chief counsel, to prosecute the case of **Illinois Central Railroad Company vs. McLean County**, reported in 17 Ills. Rep.,

291. This case involved the construction of the Company's Charter, exempting its property from taxation and requiring that it pay to the State of Illinois a certain per cent of its gross earnings in lieu of all taxes. The company was successful in that case, the Supreme Court holding that it is within the constitutional power of the Legislature to exempt property from taxation, or to commute the general rate for a fixed sum, also that this provision of the charter is constitutional.

Mr. Brayman retired from the service of the Illinois Central to supervise the construction of a road projected to run southwest from Cairo, Illinois, and known as the Cairo and Fulton R. R. This enterprise was blocked by the outbreak of the civil war and he entered the Union army serving through the entire war. He was commissioned Major of the 29th Illinois Infantry Regiment in 1861, and passing the ranks of Major, Colonel and Brigadier-General, was brevetted Major-General, March, 1865, and mustered out August 24, 1865. He participated in the battles of Belmont, Mo., November 7, 1861; Fort Henry, February 6; Fort Donelson, February 14-15-16 and Shiloh, April 6-7, 1862. At different times General Brayman was in command at Cairo, Illinois, Bolivar, Tennessee, and Natchez, Mississippi.

After the war he became editor and part owner of "The Whig," at Quincy, Ill.; later editor of "The Ripon (Wis.) Commonwealth"; and from 1876 to 1881 he was territorial Governor of Idaho under appointment from President Grant. During his term of office as Governor he was confronted with three Indian wars—one of them the great Nez-Perces Outbreak under Chief Joseph.

Mr. Brayman also took a leading part in matters pertaining to education, Christianity and Masonry. While in Illinois he was president of the American Baptist Publishing Society and president-general of the General Association of Illinois; trustee and regent of the University of Chicago and

he was a founder and ardent member of the Chicago Historical Society. His religious proclivities were never biased by environment or creed. He was a member of Apollo Commandery of the Knight Templars of Chicago and became a founder of Elwood Commandery of Springfield, Ill., in 1859.

Upon the conclusion of his term of office as Governor, he returned to Ripon, Wis., resuming journalism and the practice of the law. In 1886 he made his home with his daughter, Mrs. Theodore Gowdy, in Kansas City, Mo.

He died there on February 27, 1895, and was buried in Ripon, Wis.

His nephew, George D. Emerson, of Buffalo, N. Y., son of Mr. Brayman's sister, and to whom we are indebted for much of the data from which this is compiled, describes his Uncle as he was in 1889:

"He was tall, straight, slender of build, with a fresh, ruddy complexion and bright gray eyes, quick in action, and every movement betokened the alert, determined, restless spirit within."

Recent Decisions Concerning Passes

1. Passes Are Gratuitous.

IN *Charleston & Western Carolina Ry. Co. vs. Thompson*, 234 U. S., 576 (1913), the Railroad Company had issued a pass to the wife of an employe, she sustained personal injuries inflicted while she was a passenger upon a train carrying her from South Carolina to Georgia; the railroad pleaded that she was traveling on a free pass that exempted the company from liability, the same having been issued to her gratuitously under the Hepburn Act of June 29, 1906, Section 1, as the wife of an employe. The trial court overruled this plea, seemingly on the notion that by the state law the railroad was liable within the conditions of the free pass; the state court of appeals held the stipulation in the pass binding but that the Hepburn Act created an exception, and that a so-called free pass under that act issued to a member of an employe's family really was not a free pass, but was issued upon consideration of the services of the employe; however, the Supreme court of the United States said, opinion by Justice Holmes:

"The main question is whether when the statute permits the issue of a 'free pass' to its employes and their families it means what it says. The railroad was under no obligation to issue the pass. It may be doubted whether it could have entered into one, for then the services would be the consideration for the duty and the pass and by section 6 it was forbidden to charge 'a greater or less or different compensation' for transportation of passengers from that in its published rates. The antithesis in the statute is between the reasonable charges to be shown in its schedules and the free passes which it may issue only to those specified in the act. To most of those enumerated the free pass obviously would be gratuitous in the strictest sense, and when all that may receive them are grouped in a single exception we think it plain that the statute contemplates the pass as gratuitous in the same sense to all. It follows, or rather is saying the same thing in other words, that even on the improbable speculation that the possibility of getting an occasional free pass entered into the motives of the employe in working for the road, the law did not contemplate his work as a conventional inducement for the pass, but on the contrary contemplated the pass as being what it called itself, free.

"As the pass was free under the statute, there is no question of the

validity of its stipulations. This was conceded by the Court of Appeals, as we have stated, and is established by the decisions of this court. **North-ern Pacific Ry. Co. vs. Adams**, 192 U. S. 440. **Boering vs. Chesapeake Beach Ry. Co.**, 193 U. S. 442."

The above decision is not in conflict with the holding by the Supreme Court of Mississippi in **I. C. R. R. Co. vs. Dunnigan**, 50 Southern Rep., 443 (1909), where it was held that permitting a minister of the gospel, or any person, to travel at a lower rate than that given to the general public, by a carrier, is a mere gratuity which the carrier can withhold at its pleasure, and even a custom to allow a lower rate imposes upon it no obligation to give such permission.

2. Father of employe not dependent upon him for support is not a member of the employe's family.

In **Wentz v. C. B. & Q. R. Co.**, 168 S. W. Rep., 1166 (1914) the son, an employe, obtained a pass for his father who was not living with the son and not dependent upon him for support; the father obtained a judgment for \$800.00 and upon appeal to the Supreme court of Missouri, it was held, opinion by Mr. Presiding Justice Woodson, after a full discussion and consideration of what "a family" comprehends, that section 1 of the Act to Regulate Commerce prohibiting the issuance by carriers of a free pass except to its employes and their families, is used in its **restrictive** sense and means a collective body of persons living in one house under one head, and a father of an adult employe, not living with the employe nor dependent upon him, is not a member of the "family" of the employe, and the issuance of a pass for the father is within the prohibition. In reaching this conclusion the court reasons in part as follows (p. 1172):

"The design of congress was to permit a common carrier to carry its employes and their families free, primarily because it is common knowledge that they are, and the very nature of their employment makes them subject to removal or change of residence from place to place, as the necessity of the business may require; and, in order to accomplish that purpose promptly, it is often necessary to not only transport the employe free, but to send his family with him also, otherwise they would not be able to go, or submit to the change, and consequently separate him from his family, which often would prove detrimental to the public service in which the carrier is engaged. To meet this well-known situation, congress authorized the carrier to pass its employes and their families free. The secondary inducement for the passage of the act, I apprehend, was to cement a closer union and better feeling between the carrier and its employes by transporting them and their families free upon the roads and trains which they maintain and operate, thereby giving them that kind of a personal interest in the company that is enjoyed by the employes of almost all other persons and companies that employ labor. For the good of the service they know and feel that they bear a closer relation to their employer and are entitled to greater privileges and more favors than are the mere strangers having no connection with the road. This is not only just and reasonable, but it adds largely, I have no doubt, to the efficiency and safety of the public service. But independent of that, in the absence of any showing to the contrary, neither of this consideration nor the plain words of the act brings the father into the circle of the son's family, within the meaning thereof. In so far as this record discloses, they did not live in the same household; neither was dependent upon the other nor owed each other any duty whatever outside of the ties of consanguinity

—the filial duties of the son to the father and the paternal, affection of the father for the son. But this relationship does not bring the father in this case within the meaning of the act of congress.

In the absence of other considerations, there is no more reason for saying that a father should be considered a member of his son's family than his grandfather or grandson should be, who live with their respective families. Congress did not intend by this act to authorize a common carrier to issue free transportation to its employees, and all of their blood relations in direct or collateral lines, except where they were *bona fide* members of the employe's family. If that was the design of congress, then the act had just as well not have been enacted, for I dare say that if the million or more employes of the common carriers of this country and all their blood relations, are embraced within the provisions of this act of congress, then by far the larger part of the citizens of the United States may, by consent of the carriers, lawfully travel free, thereby creating an evil far greater in extent than the one the act was designed to correct. This, while a conjecture, I suppose no one at all familiar with the situation would deny."



PRESBYTERIAN AND ST. FRANCIS HOSPITALS, WATERLOO, IOWA.

Loss and Damage Bureau

Value of Reports

By J. L. East, Agent

One of the important features in successfully reducing the loss and damage freight account is the prompt issuance and prompt handling of the over, short and bad order reports. These reports are filed in the office of the Loss and Damage Bureau alphabetically as to stations in division order.

When a portion of shipment is short the agent acknowledges liability for payment of claim by placing notation on expense bill. If shortage is afterwards received, short freight accounted for coupon should be immediately forwarded to the Loss and Damage Bureau, where same will be attached to the original short report, thus preventing payment of claim which might afterwards be presented.

All over freight should be promptly handled on the regular combination over astray waybill, copy of which is sent to our office, and after investigation is completed, filed to protect against the payment of a claim.

Each claim received by the freight claim agent for a lost package is given to the Loss and Damage Bureau for the purpose of determining if there has been a short freight accounted for coupon received, or if the shipment is moving to destination on an over astray waybill. Therefore, the importance of prompt issuance of these two reports. All coupons taken from the short reports, and all astray waybills, are filed alphabetically as to commod-

ity, and matched one against the other, and a great many over shipments, not marked, are forwarded to their proper destination. Should an over shipment, not marked, remain at a station not reported, the chances of matching it up with some shortage of course would be lost.

The bad order report is highly valuable, if properly rendered. A great many of these reports are received showing "Estimated value of damage" "Unknown." An agent should, as near as possible, give an estimate of the damage. Also, reports are showing "Has freight been received?" "Yes," when in fact part of the shipment remains undelivered. In such cases reports also should read, "All except —" and state the article which remains on hand. It would seem cases should be rare where an expense bill would be marked "Bad Order" without stating estimate of bad order, and this information shown on the bad order report would prevent claims of excess amount being presented.

In cases where shipments are refused and unclaimed, prompt notice given to shippers in addition to postal notice to consignee, is the key to prompt disposition. The Loss and Damage Bureau should be notified on regular refused and unclaimed report form in thirty days if disposition is not secured. A great many of these reports are received which fail to give shipper's name, address or date they

were notified. In some instances the reports will only show shippers "A M Company," which of course makes it impossible for the Bureau to take up with shippers, not even knowing their name or city in which located.

The over, short and bad order reports are forerunners of freight claims, and the book record, which lists each of these reports, from and to each station, as well as those handled by each

conductor and train, which record is sent to division superintendents at the end of each month, enables them to know from and to which station and train, as well as commodity on which the majority of reports are being rendered, and by correcting conditions which bring about the issuance of these reports will not only reduce the number of reports being made, but also the freight claims received and paid.



HALL-EKFELT COMPANY, WATERLOO, IOWA

The Railroad Men's Improvement Society Season of 1914-1915

AMONG other things, success depends upon one's ability to become a thinker. A thinker observes his surroundings, listens to those expressions of opinion which emanate from reliable sources, classifies this information; draws certain logical conclusions applicable to his line of work, and applies these conclusions judiciously. An increasing value of his employer is the reward of the thinker.

The Railroad Men's Improvement Society, which seeks to develop railroad thinkers, was founded in New York City. It is in no way a labor organization. Its purpose is to lead railroad employes to a thoughtful consideration of railroad problems and railroad meth-

ods. Imbued with the true railroad spirit, these men, it is assured, will become reflectors from whom the bright truth of railroad usefulness will radiate among the often misinformed public. The people of the country will then appreciate the wonderful part played by transportation companies in the development of civilization. Once educated to assume a fair attitude toward railroad companies, the public will be less inclined to sanction detrimental and often foolish legislation, which hinders rather than advances public convenience.

But, how does the Railroad Men's Improvement Society educate its members? Here is the answer.

Meetings of the organization are held

on alternative Thursday evenings at 6:30 p. m. in the Assembly Rooms of the Trunk Line Association, 143 Liberty Street, New York City. At these meetings, men prominent in railroad or general business circles, delivered lectures on appropriate subjects. During the season of 1912-1913 the following subjects were discussed:

"The Business Man of Yesterday and Today;" "The Relation of the Railways to the Post Office Department;" "General Changes in the Laws Affecting Railroads;" "Rail Manufacture and Inspection;" "Railroad Securities;" "The Passenger Department's Position in the Game."

From these and other speeches, the members are able to gather ideas that develop their abilities to deal with intricate railroad problems.

Those who attend the lectures do not merely listen. One may ask the lecturer questions, express his own views, and even voice a friendly difference to the speakers viewpoint. The discussion thus stimulated, is bound to unearth many points of interest.

Cigars and easy chairs always stimulate sociability. At the conclusion of an intelligent talk on interesting subject, what is more natural than a comparison of opinion. Neighbor "A" speaks to Neighbor "B" and perhaps expounds a pet theory that he was too timid to voice in public. The fact remains, that the discussion of vital railroad problems is encouraged among those men most interested.

Many of the lectures involve discussions of laws and commission rulings. A definite idea of pending legislation and its probable good or evil effect on the railroad and ultimately on the employe, is developed. The railroad man is better able to consider the justice or the injustice of the proposed legislation and is better prepared to fight, not only for or against the proposed law, but is inspired to enlist the aid of his acquaintances. Consequently, the public, through the railroad man, becomes acquainted with legislation and its effect.

Unfortunately, the public has been led

by friend-seeking politicians and circulation building publications, to believe the railroad legitimate prey. The public seldom considers the stupendous undertakings which transportation companies have the nerve and the endurance to initiate and complete. Difficult transportation problems are solved. Millions of dollars are spent. The result is greater development of the country. But for the rapid growth of the transportation companies, New York City would still be New Amsterdam and "Sir Knight of the Suitcase" would still visit his trade in a stage coach. The information gained at lectures is excellent material to us in changing public opinion.

Although not fully developed the organization will be national in scope. Eventually societies will be established in all large cities. To encourage nationwide enthusiasm in the association, printed copies of each speech are issued and may be obtained from members. It is the hope that these booklets will inspire railroad men in cities outside of New York to organize similar societies and that these societies will reach proportions which will influence much favorable legislation.

We have attempted to outline, briefly, the work of the Railroad Men's Improvement Society. The 1914-1915 season of the New York City society, will open in October and will continue until May. It will, undoubtedly, be the most prosperous year ever. During this period many prominent men will voice their opinions on railroad and business subjects. Social activities will also play their part. Those who attend the lectures and those who read the lecture booklets, will store up much valuable information, which, mentally classified, will aid them in their daily work.

As an ambitious railroad man, you are anxious to learn more about your business. Why not send in your application to join the Railroad Men's Improvement Society now?

The officers of the New York City organization are:

J. F. O'Keefe, Chairman, 32 Nassau Street; C. L. Chapman, Vice Chairman.

The Locomotive, Then and Now

ONE hundred years ago this year the first locomotive in the world to successfully haul a load of freight upon rails made its maiden trip. Invented by George Stephenson, the "father of locomotives," it made its first run at Killingworth colliery in England. It had so many rods and cranks strapped to its boiler that it had the appearance of a huge grasshopper. It weighed about six tons. A pair of "walking beams," resembling those of a modern side-wheel steamer, turned the four wheels. There being no cab, the engineer had to stand while the engine was in operation. It pulled eight loaded cars, which aggregated a weight of 30 tons, up a track that had a grade of one foot in an eighth of a mile. The test was a "grand" success, the engine running about six miles an hour. The first locomotive to draw a train of cars in the United States made its experimental trip in the Lackawanna coal district 15 years later. The locomotive also was the product of Stephenson. It was called the Stourbridge Lion, after the place of its manufacture in England. Its American engineer, Horatio Allen, ran the engine over a track of hemlock rails for a preliminary test. Then he invited any gentleman in the gathering of spectators to accompany him. His invitation was not only refused, but he was urged to give up his fool-hardy ambition. Laughing at his advisers, he pulled the throttle wide and "dashed" away at 10 miles an hour.

Today over 65,000 locomotives are

in motion over the 250,000 miles of trackage in the United States. They consume about 150,000,000 tons of coal and carry over a billion passengers and 1,800,000,000 tons of freight annually. After adopting the English-born child of civilization, the United States took the lead in its development and application until today it stands as the world's greatest manufacturer of locomotives. Besides making enough to meet the domestic demand, the American manufacturers are shipping locomotives abroad at the rate of a dozen a week. They are thundering through the mountains of South America and over the plains and valleys of Africa; they are disturbing the calm of the Orient, and are dashing from one end of Europe to the other; they have invaded the land of the locomotive's birth, England, and are in use upon its principal railways. Like the steamship, the locomotive is growing larger and more powerful every year. The largest reported to be in use today is a huge compound engine which measures 120 feet over and all and weighs 850,000 pounds. It is an oil-burner and carries 4,000 gallons of oil and 12,000 gallons of water. It cost \$43,380 to build. These giants have reached a point where one locomotive is so long that it is hinged in the middle with a flexible point so that it can turn a curve without upsetting. Thus the locomotive has become the modern "Atlas" that carries the burden of the world's trade and population across the continents.—The Labor World.





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 ▲ ▲ ▲ ▲ ▲

Plague—Its Dangers and Prevention

THE plague is known in some parts of the world as the Black Death. The terrible ravages of this disease in the 14th century are well known. About twenty millions of people are said to have died in Europe in six years and as many in the Orient. Within seventeen years considerably more than eight millions of people have died of plague in India and most of those deaths are in excess of the normal mortality of the country. Since plague emerged from the uplands of a province in the far interior of China, it has spread to almost every country. The revival of the plague within the past ten years has aroused universal interest, for since the outbreak at Hong-kong, the disease has appeared in many parts of the world. The most serious outbreak has been in Bombay, India, where within NINE MONTHS twenty thousand died of the disease. The plague continues to spread. Several cases occurred in Egypt and at different parts of the Mediterranean Sea, and in Great Britain and Glasgow, an epidemic occurred in the fall of 1900.

It will thus be seen that plague is a very fatal disease and it is the duty of all individuals to inform themselves as to the best methods of preventing this dreaded disease. In order to prevent any disease, we must ascertain its cause. When English investigators began the study of plague in real earnest, they said they would have to find the cause before they sought a cure.

No one then knew how plague arose, or how the infection was disseminated. It was noted, however, that in some mysterious fashion it was communicated to man from rats, but as to the intermediary between rat and rat, and between rat and man, it could not be discovered. Patient research extending over 10 years found that the intermediary was the rat flea. The flea sucked the blood of an infected rat, became itself infected and when fed on another rat communicated the infection. Fleas desert a dead rat and when no other rats are near will bite human beings. The rat flea was discovered to be the source of the pandemic of plague which has ravaged India. Link by link the chain of evidence was established but though the proof has long been conclusive enough, there was ONE UNEXPLAINED factor. It was easy to understand how the flea became infected, as they require warm blood for their sustenance. When they suck infected blood into their stomachs, the plague germs multiply within them, but upon dissection the germs were never found save in the stomach and lower bowl. Now when the flea becomes thirsty again and inserts its sucker into rat or man, how did it infect its new host. That was the puzzle and it has baffled scientific workers for a number of years. It was found, however, that when plague germs enter the stomach of a flea they soon form solid, jelly-like masses of

bacterial growth that is known as a culture. Like many other insects the flea has at the opening of its stomach a wonderfully contrived chamber called the "gullet" or proventriculus, a sort of valve, covered with tooth-like cells which closes during the process of digestion. These jelly-like lumps of germs drift forward from the stomach into this chamber and fill it up completely. The valve is choked and no food can pass into the stomach. - The wretched flea gets very thirsty and tries in vain to satisfy its cravings. It sucks and sucks but only succeeds in distending its gullet. The way to the stomach is blocked. The flea is ravenously thirsty and its frantic efforts drive some of the plague germs into the gullet. Then when it relaxes some of the blood it has sucked surges back by recoil as it were from its gullet and gets into the puncture made in the man or rat. But this blood has become infected and on its return carries plague germs with it.

It is true the flea does, after a time, dispose of its lumps of bacterial culture by auto-digestion and the opening to its stomach may become cleared, but the process of obstruction is liable to recur and on the whole the flea once infected has little prospect of future happiness, although in a cool damp atmosphere it may live a long time.

Fleas can go without food for some months, providing they have a suitable temperature and atmosphere, but heat soon kills a starving flea with its gullet plugged up. Deprived of fresh blood, the insect quickly shrivels in a hot, dry climate. Thus it is believed we know at least why in northern and central India plague epidemics abruptly cease when the hot weather begins. The infected and foodless fleas become dessicated and expire and the plague vanishes for another few months. But how does it reappear when cold weather comes? There is much to learn on that point, but it is probable that it lingers during the hot months among rats

and fleas below ground and when favorable conditions recur plague may blaze up again and in due course the thirsty infected fleas bite human beings as the rats die off. An epidemic among rats invariably precedes by a few weeks an epidemic among human beings.

In view of the terrible ravages plague makes on human lives, of the disastrous consequences to all communities, and how it destroys commerce and all business, it is essential to make active and eternal warfare on rats everywhere and at all times. Cats, dogs, traps and poisons should be ever ready and always at work. Board walks should be abandoned. All wooden buildings, old fences, broken down sheds and barns should be torn down regardless of the rent they bring. The rat is best gotten rid of by destroying his hiding places. Build him out of existence. Rat proofing of all structures especially docks and warehouses is very important. Clean up the yards, houses, clothing, person and foods and dispose of the garbage. Rats will always live where there is much garbage, and the intermediary should be destroyed also. If you do not desire to be troubled by fleas do not keep dogs or cats. If you must keep a pet dog or cat, provide a rug for the animal to sleep on, and give this rug frequent shaking and brushing, afterwards sweeping up all and burning. But all the fleas will not be destroyed this way and you should rub pyrethrum powder into the hair of the dog or cat. If well applied, this will stupify all fleas and they can be swept up. It is often necessary to sprinkle all floor coverings with benzine. It is always well to have all floors scrubbed with hot water and soap suds and then apply benzine freely. If flake naphthaline is sprinkled on the floor, FIVE POUNDS to each room and shut up for 24 hours. This will prove an effective remedy and this can then be swept up and used in other rooms.

J. A. FULMER, C. C.
ROSENEATH STREET.
JACKSON, MISS.

W. H. SMITH, S. & T.
439 EARL STREET.
JACKSON, MISS.

Order of Railway Conductors

Tim Jewett Division No. 543

Jackson, Miss., August, 20, 1914

G. G. Dowdall, M. D.,
Chief Surgeon, I. C. R. R.,
Chicago, Ill.

Dear Sir:—

"Out of the fullness of the Heart the Mouth Speaketh." And I would be indeed ungrateful did I not voice my appreciation of the kind treatment I received at the hands of the Hospital Department at Yazoo City, Miss.

On August 10th, 1914, I was so unfortunate as to fall from the top of my train to the bottom of a trestle, a distance of about thirty feet, resulting in a fractured rib and other injuries. I was taken to the District Surgeon, who placed me in the Sanitarium at Yazoo City, where I remained for about eight days. During this time the treatment I received could not have been better and the District Surgeon and those in charge of the Sanitarium were most attentive and kind to me.

If some of the "Bugs" who so severely criticised Hospital Associations at the last session of the Legislature, and who in their ignorance sought to pass laws to drive them from the State, could know what they represent to the employes who come within their protection, they would hang their heads in very shame, in that they had sought to destroy its usefulness, or rob the employe of its protection.

Respectfully,

(Signed) W. H. Smith,
Conductor, Yazoo Dist.,
Jackson, Miss.



LOCAL TALENT and EXCHANGES



ILLINOIS CENTRAL ACROSTIC. LOOK AT YOUR WORK AS A PLEASURE.

By Wm. W. Sadler, Record Clerk,
Harahan, La.

Into your work, dear brother, go
Look at it with a smile;
Life is too short to worry,
It shall prove to you worth while.
Never look on the dark side of things.
Our old world goes around just the
same

If you are worried and troubled,
So let Sunshine be your aim.

Can you get along with your work,
Ever thinking there's too much to do?
No man has ever gained success
That was wishing his work to be
through.

Right now is the time, dear brother,
Arise out of your grouch and smile;
Look at your work as a pleasure, it
shall prove to you worth while.

THE STEAM SHOVEL.

I am master of earth, and my glad
heart sings

As backward and forward my bucket
swings;

I lift up the tons of rock and sand
And pour them into the cars that stand,
Patient and still with their mouths
held wide;

When I fill them they go satisfied
Off to the dam or the levee or road,
Or to build up a swamp for a city's
abode.

I never am weary; my arm of steel
Labors for joy, I am glad to feel

The great earth trying to hold the clay
That my Titan strength keeps tearing
away.

Oh, I am king of the digging crew!
Can a hundred men do the work I do?
Can they work all day, and then all
night,

• Without sleeping a wink or eating a
bite?

Can they work a month on a drink of
oil

In the arctic blast or the tropic broil?
No men can do the things I do,
For I am king of the digging crew!

The railroads follow where I make
way;

I join the river; I curb the bay;
I bring the waters from highlands
down

To the barren valley and thirsting
town;

I level the heights and gorge the fills;
I bring the power to the mighty mills;
When I come to a mountain, I cut it
through,

For I am king of the digging crew!

Down on the Isthmus of Panama

I was the will, I was the law!

I am the monster the mountains dread;
When the sun beat down and the men
dropped dead,

I sunk my teeth in the hard red clay
And sung as I tore the earth away;

And I laughed as I let the oceans
through,

For I am king of the digging crew!

When man conquers the land, he lays
it waste;

When I conquer the land, canals are
traced
Across its deserts that straightway
fling
Over themselves the garments of
spring.

If I boast, it is only of things I do,
Of the peace and plenty I bring to you,
For I am king of the digging crew!
Youth's companion.

—Ralph Bacon.

Illinois—"Thy Wondrous Story"

By John Howard Todd, A. B. (Member Illinois State Historical Society)

The Illinois Central Railroad.

THE building of the Illinois Central Railroad, suggested as early as 1832, was made possible by an act of Congress approved Sept. 20, 1850. By that act 2,595,000 acres of government lands lying on both sides of the proposed line were granted to the state in aid of the enterprise.

The state, under an act signed Feb. 10, 1851, contracted with the Illinois Central Railroad Company to build the road and transferred the donated lands to that company. In consideration thereof the company, composed of New York and Boston capitalists, bound itself to complete a first-class road within a specified time and to pay into the state treasury, semi-annually, at least 7 per cent of its gross earnings.

Since 1857 the state's revenue from this source has reached a total of \$34,000,000. The original road cost \$35,000,000 to \$40,000,000. Up to Jan. 1, 1890, when all but 140,000 acres of the lands had been sold, the company had received from that source \$28,742,000. The market value of the same lands to-day, exclusive of those in Chicago and its suburbs, probably is \$300,000,000. Before the grant was made the government had them on the market for \$1.25 an acre and could not sell them.

At the time the present constitution was drafted in 1869 the railroad company had paid the state over \$4,000,000. Impressed by this exhibit and to insure the continuance of this source of revenue, the convention inserted a provision in the constitution that the road's obligation to the state never should be

altered or remitted by the legislature or other authority, and that all funds thus derived should be used, after the state debt was paid, only for the ordinary expenses of the state government. The last of the state debt was wiped out in 1881.

Alexander M. Jenkins, a representative from Jackson county, is said to have proposed in the legislature in 1832 that a survey for a railroad across the state north and south be made. The question was not seriously agitated, however, until after Sidney Breese called attention to the importance of such a project in a letter he wrote in October, 1835, to John York Sawyer, a well-known lawyer. Judge Breese subsequently made it known that he was indebted to William Smith Waite of Bond county for the suggestion.

When the internal improvement scheme launched by the state in 1837 collapsed and left in its wake a tremendous debt, advocates of the road turned to Congress for aid. From 1844 to 1850 the Illinois senators and representatives fought valiantly for the project. They differed about methods, but they all kept the main goal and object steadily in view. The Senate passed bills repeatedly that were satisfactory to the Illinois delegation, but the House refused to concur.

Anticipating favorable action by Congress in 1849 the state legislature granted a charter to the Cairo City and Canal Company, known as the Holbrook charter. Senator Douglas discovered that a "joker" had been mysteriously inserted into the act. By

threats of hostile congressional action he persuaded the Holbrook Company to surrender its rights to the state on Christmas eve, 1849. Nine months later the land grant became a law.

Credit for excellent work during the long fight in Congress is due specially

to Senator Douglas, Judge Breese, "Long John" Wentworth, Thomas L. Harris, William H. Bissell, John A. McClernand, Edward D. Baker, Orlando B. Ficklin, William A. Richardson and Timothy R. Young.—Chicago Herald, Sept. 20, 1914.

Meritorious Service

FAVORABLE entry has been made on the records of the following conductors 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, advise the other departments concerned, so that proper action may be taken, all pass irregularities being brought to the attention of the vice-president.

ST. LOUIS DIVISION—Conductor W. L. Wilder on train No. 223-323, August 5th, lifted expired card tickets, on which passengers admitted having previously secured transportation, and collected cash fare.

Conductor A. E. Reader lifted several card tickets during August on which passengers admitted having previously secured transportation and collected cash fares.

On train No. 3 August 18th he lifted employe's trip pass, account being presented for passage between points other than specified on pass. Passenger refused to pay fare and was required to leave the train.

Conductor A. N. George on train No. 2, August 26th lifted trip pass, account not being countersigned and collected cash fare.

SPRINGFIELD DIVISION—Conductor C. P. Freeman on train No. 505, August 16th, lifted employe's term pass, account passenger not being provided with identification slip Form 1572 and collected cash fare.

Conductor F. A. Hitz on train No. 126-526, August 17th, declined to honor expired card ticket and collected cash fare. Passenger was referred to the passenger department for refund of ticket.

IOWA DIVISION—Conductor D. B. Johnson on train No. 831, August 27th, lifted return drover's ticket, account having expired and collected cash fare.

MISSISSIPPI DIVISION—Conductor N. S. McLean on train No. 132, August 1st, lifted 54-ride individual ticket, account having expired, and collected cash fare.

On train No. 124, August 30th, he lifted mileage ticket, account having expired, collecting mileage from another ticket to cover trip.

Conductor B. B. Ford on train No. 3, August 10th, lifted mileage ticket, account being in improper hands and, as passenger refused to pay fare, he was required to leave the train.

Illinois Division.

Favorable entry has been placed on the service record of Engineer J. H. Schlacks for discovering broken wrist pin on engine 1642 at Rantoul Aug. 31, and taking necessary action to prevent an accident.

Favorable entry has been placed on the service record of Supervisor T. Carey for discovering broken flange under I. C. Car 47348 while passing Kinmundy in Extra 785 Sept. 8th, and taking necessary action to prevent accident.

Favorable entry has been placed on

the service record of Brakeman J. G. Brown on Extra 1690 north Sept. 1st for discovering a car door laying on South bound main track between Humboldt and Arcola, and taking proper action to prevent accident.

Favorable entry has been placed on the service record of Operator J. Broom of Alma for discovering and reporting brake beam dragging under train 51 Sept. 13th, thereby preventing possible accident.

Favorable entry has been placed on the service record of Conductor R. H. Cassidy train 54 Sept. 15th for discovering I. C. car 92662 improperly stencilled. Action was taken to have correction made.

Favorable entry has been placed on the service record of Flagman H. A. Peterson for discovering brake beam dragging under I. C. 46653 while inspecting train at Hospital Sept. 15th. Necessary action was taken to prevent possible accident.

Favorable entry has been placed on the service record of Conductor Joseph Swanson for discovering in his train I. C. 89548, coal, billed from Oglesby to Pontiac without stencilled light weight on car. Action was taken to have correction made.

Favorable entry has been placed on the service record of Crossing Watchman R. M. Sutton for discovering broken rail on house track just north of Rickory Street at Kankakee, Sept. 10th. He immediately reported same, thereby preventing possible accident.

Favorable entry has been placed on the service record of Night Towerman, Wm. Holtz, at Kankakee River Bridge for discovering a tie on fire when No. 2 passed over the bridge Sept. 3rd, and extinguishing same thereby preventing damage and possible accident.

Favorable entry has been placed on the service record of Ticket Clerk F. B. Hall for discovering brake beam dragging under car in extra 1511 north of Matteson, August 29th, and taking proper action to have brake beam removed, thereby preventing possible accident.

Springfield Division.

Favorable mention has been placed on the service records of Conductor J. Lovell, Brakemen C. C. Niccum and S. C. Gardner, Engineer A. Copeland and Fireman R. E. Francis for interest displayed in stopping train and extinguishing fire that was discovered in an oats field along right-of-way.

Favorable mention has been placed on the service record of Flagman H. Tweedy for his discovery of fire behind pile of cedar fence posts, and promptly extinguishing it. No doubt considerable damage was averted by this discovery and prompt action.

Favorable mention has been placed on the service record of Brakeman F. D. Crum for discovering a broken frog and promptly reporting same to the proper officials so that immediate repairs could be made.

Minnesota Division.

Favorable entry has been made on the service record of Conductor R. C. Walker in charge of local no. 93 Sept. 11th for discovering brake beam down on I. C. 104316 handled in train extra 911 while passing his train at Farley. Train was signalled and brake beam was taken down, thereby removing possible cause of an accident.

Indiana Division.

Favorable entry has been made on efficiency record of conductor Henry C. Huffcut, for discovering barrel of whiskey in car leaking, and adjusting barrel so it stopped leaking.

Favorable entry has been made on efficiency record of conductor Henry C. Huffcut, for discovering two different numbers on car, and taking action to have corrected.

Favorable entry has been made on efficiency record of A. C. Krietmeyer, Sec. Foreman, for discovering brake beam down on car and flagging train.

Favorable entry has been made on the efficiency record of Jas. H. Hardwick, Agent, Willow Hill, Ill., for discovering brake beam down on car in passing train and notifying crew promptly.

Favorable entry has been made on the

efficiency record of Henry Daubenspeck, Agent, Switz City, Ind., for taking quick action to extinguish fire on way lands, thus avoiding considerable damage to adjacent property.

Favorable entry has been made upon the efficiency records of the following: A. R. Patterson, Conductor; E. B. Akers, Brakeman; Thos. Woodfall, Brakeman; Thos. Walkip, Engineer; O. E. Sexson, Fireman, for discovering a bridge on fire, and extinguishing the

fire before any damage occurred, thus preventing considerable loss.

Favorable entry has been placed on the service record of Engine Foreman M. Dornblaser, for discovering broken rail in main track in yard.

Favorable entry has been placed on the service record of Engine Foreman W. L. Haehl, for discovering bridge on fire while riding on a passenger train, and notifying the conductor, who backed up and put out fire.

A Laugh or Two

WORKING ON THE ROAD.

In a case tried in Cleveland not long since a persistent lawyer, who had been trying to establish a witness' suspicious connection with an offending railway was at last elated by the witness' admission that he "had worked on the railway."

"Ah!" said the satisfied lawyer, "you say you have worked on the L. & N.?"

"Yes sir."

"For how long a period?"

"Off and on for seven years, or since I have lived at Belleville, on their lines."

"Ah! You say you were in the employ of the L. & N. for seven years, off an on?"

"No, sir. I did not say that I was employed by the road; I said that I had worked on the road, off and on, for that length of time."

"Do you wish to convey the impression that you have worked for the L. & N. for seven years without reward?"

"Entirely without reward, sir," the witness continued. "For seven years, off and on, I have tried to open the windows in the L. & N. cars and never once have I succeeded."

The Hen's Brother.

A school teacher was reading a story to a class of very small folks and

paused at the words "lay brother" to explain their meaning.

"Does any one know what 'lay brother' means?" she asked.

For a moment a row of perplexed little faces looked up at her. Then one face brightened up suddenly and a small voice piped:

"Yes, ma'am—it's a rooster!"—*Youth's Companion.*

The Veteran's Lament

His shaking hand held out a box of matches that he offered for sale to all and sundry. Through his tattered clothing the four winds played a merry game of hide-and-seek, while the rain beat down on his old hat, and the water in the gutter gurgled pleasantly round his wooden leg. His only foot was planted on the curb—above the tide.

But, in spite of all, he was a merry soul, with a twinkle in his keen eyes and a tan on his cheeks that no home sun could ever have made. Across his left breast a row of medals shone out bravely against a background of ancient waistcoat.

These attracted the attention of Gen. Peppercorn, who happened to be waiting for a taxicab.

"Ah, I see we must have served in at least one campaign together!" he ex-

claimed, pointing to the medal for the Never-never-land campaign.

"Well, solderin' seems to have done more for you than it has for me," replied the ancient match seller.

"We can't all be lucky, you know!" laughed the general, comfortable in the knowledge of a long line of wealthy soap-boiling ancestors. "And it's a fine thing to have added even one more foot to the boundaries of our glorious country!"

"P'r'aps so, but I wish it hadn't been mine!" grunted the old soldier, tapping his timber toe.—*Exchange*.

Nothing Lost

"Mr. Chairman," said the orator, who had already occupied the platform for twenty minutes, amid many interjections from the audience. "Mr. Chairman! May I appeal on a point of order? There is really so much desultory conversation going on in parts of the hall that it is impossible for me to hear a word I am saying."

Voice from the Back of the Hall—Don't be downhearted; you're not missing much!—*New York World*.

Wise Johnny Snaggs

"Now, boys," said the schoolmaster, "I want you to bear in mind that the word 'stan' at the end of a word means the place of. Thus we have Afghanistan—the place of the Afghan; also Hindustan—the place of the Hindus. Can any one get another example?"

Nobody appeared very anxious to do so until little Johnny Snaggs, the joy of his mother and the terror of the cats, said proudly:

"Yes, sir, I can. Umbrellastan—the place for umbrellas."

When Royalty Falls

For three weeks he had borne all the horrors of fall house cleaning without a murmur. Then his patience gave way. "And you," sobbed his wife, "you used to tell me I was your queen." "Yes," he said with a wild glare in his

eyes, "but when a man finds his queen has used his best tobacco jar for pale oak varnish and his meerschaum pipe for a tack hammer, he begins to grasp the advantages of a republic."

He Would Never Love Again

General Gordon, the Confederate commander, used to tell with delight the following story: He was sitting by the roadside one blazing hot day, when a battered soldier, whose clothing hung in rags who had lost one shoe, who wore a bandage round his head and carried his arm in a sling, passed him. The soldier in soliloquizing said:

I love my country. I'd fight for my country. I'd starve and go thirsty for my country. I'd die for my country. But if ever this war is over I'll never love another country!—*Youth's Companion*.

Stoutly Built

She blushed very prettily as she walked into the tobacconist's big shop.

"Yes, madam?" said the assistant, smilingly interrogatively, as they say in all the best novels.

"I—er—oh, I want some cigars, please," she said hurriedly, under her breath, hastening to add: "But—er—not for myself—for my husband."

"Certainly, madam. What kind would you like?"

"Oh, the best—quite the best, please."

"Certainly, madam. Strong or medium?"

"The very strongest you've got, please," she answered, in decided tones. "My husband was complaining only the other day that the last lot he bought all broke in his pocket; so they had better be strong, hadn't they?"

And the young man behind the counter hadn't the heart to contradict her.—*Exchange*.

Old Wine in New Bottles

Remember the old story about the man who raised enormous quantities

of peaches, and when he was asked what he did with them, said: "We eat what we can, and what we can't we can?" Of course, you do. It is one of the oldest of all the stories—it was canned, long ago. But there is another one that reminds us of it.

A traveling man explained his business this way:

"We sell an order when we can sell it, and when we can't sell it, we cancel it."

It amounts to about the same thing.
—*Cleveland Plain Dealer.*

Johnson's Enlistment

They were speaking of army at a social session the other night when Congressman Henry T. Helgensen, of North Dakota, said he was reminded of the enlistment of Jim Johnson.

Johnson enlisted with the usual enthusiasm, but he had not been in the army two days before he made the mistake of twisting his face into the shape of disdain while the hash was being served.

"What's the matter with you there, Johnson?" imperiously demanded an officer who had observed the facial contortion. "Don't you like that soup?"

"No, sir," was the frank rejoinder of Johnson, "it is full of sand and grit, sir."

"It is, is it?" loftily returned the officer. "Well, did you come here to grumble, or to serve your country?"

"I came here to serve my country, sir," politely answered Johnson, "but not to eat it."—*Philadelphia Telegraph.*

Worth the Price

The following story, which an officer who is a member of the G. A. R. tells, appears in a Western paper:

"In a Phoenix hotel one night," he said, "a number of veterans got into a dispute about the battle of Bull Run. The veterans—all men of high rank—argued at length, but a quiet man spoke up and said:

"Gentlemen, I happened to be there,

and I think I can settle the point at issue."

"And settle it he did. He settled it in a masterly manner. The hotel proprietor, much impressed, said to him when he got through:

"My dear sir, what was your rank in the army?"

"I was a private, sir, a full private," was the calm reply.

"A short time afterward the private asked for his bill, since he was about to leave, but the proprietor said to him:

"Not a cent, sir! Not a cent! You owe me nothing."

"Why, how is that?" the other demanded, in bewilderment.

"I couldn't dream of charging you, sir," said the proprietor, warmly. "You are the first private I have ever met."

—*Youth's Companion.*

Of Course

Holding up a globe before a bright little boy in school, the teacher asked what country is opposite us on the globe, says the Chicago Journal.

"I don't know, ma'am," was the reply.

"Well, now," pursued the teacher, "if I were to bore a hole through the earth and you were to go in at this end, where would you come out?"

"Out of the hole," replied the pupil, with an air of triumph.

Lost Too Much Ground

The chief was berating a patrolman.

"Why did you let that crook get away from you?" he demanded. "You saw him enter the house."

"Yes, chief."

"And you saw him come out?"

"Yes, chief."

"Then why didn't you dance right after him?"

"I did dance after him," protested the patrolman, "but you see he was doing the tango and I was using the hesitation."—*Judge.*

Court House



West High School



East High & Manual Training School



An Interesting Twelve Thousand Mile Trip on a Buda Section Motor Car

By K. M. Houghins, Traveling Representative Educational Bureau

ILEFT Chicago on July 1, 1914, on a Buda No. 19 section gasoline motor car for a trip over the Illinois Central and Yazoo & Mississippi Valley Railroads in the interests of The Railway Educational Bureau, which bureau is co-operating under contract or special agreement with the following railroads:

Union Pacific.
Illinois Central.
The Yazoo & Mississippi Valley.
Central of Georgia.
Wadley Southern.
Wrightsville & Tennessee.
Oregon Short Line.
Oregon-Washington Railroad & Navigation.
The St. Joseph & Grand Island.
San Pedro, Los Angeles & Salt Lake.
Atlanta & West Point.
The Western Railway of Alabama.
Atlanta, Birmingham & Atlantic.

Georgia.
Georgia, Florida & Alabama.
Georgia & Florida.
The Ann Arbor.
Manistique & Lake Superior.
Arizona Eastern.
Southern Pacific Lines of Mexico.
Southern Pacific, Sunset-Central Lines.
Morgan's Louisiana & Texas R. R. & S. S. Co.

Louisiana Western.
Sumpter Valley.
Spokane International.
Chicago Great Western.
Chicago, Indianapolis & Louisville.
St. Louis & San Francisco.

the object of such trips being to interest employees in their various lines of work. It is necessary to make these trips on a motor car, as it is impossible to reach all track men, sig-



nal men, bridge men, agents, operators and others by trains. I found this trip a most profitable one, enrolling over 500 students, and there was a large percentage enrolled in the gasoline engine course. Quite a number of the men had motor cars, and having a Buda section motor car I was able to demonstrate to them their practicability and labor saving qualities.

The men seemed to realize that the increased use of motor cars on railroads necessitates their becoming more familiar with the operation and maintenance of gasoline engines, and this educational course appealed to them strongly.

At no time have I experienced any engine or other trouble with the Buda No. 19, nor was I required to lay up for any repairs or breakage of parts.

On leaving Chicago I was given authority and proper credentials to make my trip over the Illinois Central by Mr. A. E. Clift, general superintendent, covering that portion of the road under his jurisdiction, and received like credentials from the general superintendents at Memphis and New Orleans. I quote below the letter of authority given me by Mr. Clift, and which letter was addressed to the superintendents at Chicago and Carbondale, Ill.:

"Mr. Buell's representative, Mr. K. M. Houchins, will make a trip on motor car, leaving Harvey next week, south to Cairo in the interests of the Educational Bureau. He is particularly anxious to see track men, shop men, signal men, etc., and I wish you would have the supervisors go with him over their districts and arrange for him to have access to the shops and the assistance of master mechanics. Mr. Houchins has his own motor car that will be used in making this trip."

I left the Buda Motor Car Works at Harvey, Ill., on July 1, starting on my trip over the Illinois Central and the Yazoo & Mississippi Valley Railroad Companies.

The first day I went through the Chicago terminals and made Freeport in time for supper. There was no special happening on this day, the car while new and right from the factory, went this 134 miles, stopping at all section, signal and bridge gangs, also visited the employes at the depot and towers. Was accompanied on this day by John Pierce, supervisor of track. The next day we left Freeport early and went to Madison, Wis., and returned; Supervisor Sullivan and Lineman John Stallion were with me on this trip.

The following day made the round trip to Dodgeville and return. This was a very bad rainy day and was a hard trip on account of the mud on road crossings.

The next day went from Freeport to La Salle, Ill., a distance of 79 miles, did a good day's work; Supervisor Connelly handled car on this trip and was very much pleased with the way it performed.

The next trip was from La Salle, Ill., to Kankakee and return to Cabery, Lineman Roberts and Supervisor Kearney, stopping at all stations and sections. On this trip lineman repaired the telegraph line, rendered necessary by severe storm. The following day was from Cabery to Clinton, via Bloomington, Ill.

Saturday, July 11, I left Clinton early and went to Centralia, Ill., and returned to Clinton Sunday. The return from Centralia was an exceptionally good run, leaving Centralia at 7:30 a. m., and arriving at Clinton at 12 noon.

Monday, July 13, accompanied by Supervisor Daniel Leo, I left Clinton and worked all section gangs and stations to Havana; found fire in wheat field on the right-of-way and ran car over to section gang and brought the entire gang back to the fire, which they were able to extinguish with a loss of two shocks of wheat. Returned to Clinton the same day, making a straight run and fine time.

On the 14th Supervisor Leo accompanied me. We left Clinton 7:30 a. m. for Champaign, Ill., and returned to Clinton. This was the last official trip of Supervisor Uncle Leo, prior to his retirement on pension after forty-six years of service. Dan Leo was enabled to say good-bye to all his old employes. On our return to Clinton he was relieved from active service and placed on pension. He was so much pleased with his little trip with me that he expressed a desire to accompany me on the motor car on my trip to the Pacific Coast, which I will make in the near future, but as that trip will be a very hard one, and as he is getting along in the seventies, we convinced him that it would not be advisable for him to go, although it would be a great pleasure to have him accompany me, as he is a fine old gentleman and good company.

Mr. Houchins will continue the story of his trip through twelve issues of the magazine, and as he is a practical railroad man, we are sure his experiences will be worth reading.—Editor.

Illinois Central Baseball League, New Orleans, La.

Standing of teams Sept. 1, 1914:

Name	Played	Won	Lost	Pct.
Road	7	6	1	.857
Stuy Docks.....	7	5	2	.714
Mechanicals	8	5	3	.625
Locals	6	3	3	.500
Car Dept.....	8	4	4	.500
Harahan	9	4	5	.444
Transportation ..	8	2	6	.250
Electricals	7	1	6	.143

Owing to the lateness of the season, and the fact that the schedule of games would carry the league over into October, it was decided to abandon the Illinois Central Baseball League for the season of 1914, after September 1.

The organization of a baseball league, among the different departments of the Illinois Central Railroad, in New Orleans, was a new idea and the first time attempted, and the success attained is creditable. A great amount of the success is due to the untiring efforts and unceasing work of the officers and board of directors of the League.

The Road Department team, which was without doubt the best all-around team in the league, was declared the champion. This club lost only one game out of seven and that one by a close score. It is a safe thing to say that the Road Department baseball team ranks with any of the first-class amateur teams in New Orleans. The success of this team is due to the able management of Mr. John Herr.

The Stuy Docks, Mechanicals and Locals were the three next best teams in the league, and had the full schedule been played, would have been in the running for the championship.

It is hoped that the ushering in of the baseball season of 1915 will find the Illinois Central Baseball League again organized, with prospects of another successful season before it.

With the close of the baseball season, a great deal of activity has been manifested about the local freight office, New Orleans, in the organization of a basket ball team. A team was organized last year and passed a very successful season under the able management of Mr. J. Milton May, who also has the team in charge this year. With more time to train in, better facilities for practice, and a larger field to pick from, the Illinois Central basket ball team, for the season of 1914-1915, should be a corker.

With the same spirit of harmony, and in conjunction with the "Buy a Bale" movement that is so prevalent in the United States at present, and especially in the South, the employees of the local freight office at New Orleans purchased by subscription a bale of cotton to help the good cause along.

DIVISION NEWS.

Illinois Division.

Announcement is made that Mr. Edward E. Duffy, better known as "Duff," who for the past 15 years has been newsboy around General Office, Chicago, and of late having in addition thereto merged into the Auto Service, has now signed a LIFE CONTRACT with Miss Hilda Brettschnider, of 4360 Wentworth Avenue. The wedding took place at the home of the bride's parents, Saturday, Aug. 29, 1914. After a few short auto trips, Mr. and Mrs. Duffy took up their residence in Kenwood. We all extend our best wishes to them and trust that their wedded life will be a happy one.

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*Court House,
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November 1914

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Assistant General Passenger Agent, New Orleans

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Vol. 3

NOVEMBER, 1914

No. 5

The Story of the Illinois Central Lines during the Civil Conflict 1861-5

Civil War Reminiscences

By Captain James Dinkins

New Orleans, La., February, 1914.
Editor,

Illinois Central Magazine.

I have been asked by Mr. R. S. Charles, Jr., assistant local treasurer, to write for your journal my recollections and experiences in the Confederate Army and with the Illinois Central Railroad.

The idea appeals to me, and yet I hesitate to do so, because it is difficult to cover the ground without seeming very personal.

There are very few men living now who were prominent with the Illinois Central when I first remember the company, but I shall enjoy the privilege of recounting the scenes and incidents which some of them participated in. I shall do so in plain and simple language without any attempt at elaboration.

The story begins with my matriculation at the North Carolina Military Institute in April, 1860, before my fifteenth birthday. My father was a planter living in Madison county, Mississippi.

I left home a slender and apparently a delicate youth, and spent more than a week in the journey, sometimes by stage, sometimes by rail and part of the way by boat. There were no sleeping cars in those days, and by the time I had reached Charlotte I had a fair idea of how even a boy felt without having undressed for a week. It was the first time in my life I had been more than a day's journey by horseback from my mother, and by the time I was entered as a cadet was suffering the pangs of homesickness, which only those who have had similar experiences can appreciate, but which cannot be described.

The new arrivals at the institute were called "Newys" and each and every "Newy" had to be initiated.

The first time I was ordered out the surroundings seemed so grave and serious I thought I had landed near the inquisition, and I have often wondered how I passed through the furnace into which the rascals put me as well as I did.

After a few months, I was, I suppose,

as bad as the others. When it was announced that Mr. Lincoln would be the next president the whole south was in a state of anxiety and uncertainty, and when war was declared Major D. H. Hill, the president of the college, organized a regiment, which enlisted for six months. There were some 200 cadets, nearly all of whom volunteered in Colonel Hill's First North Carolina Regiment. Colonel Hill had stated that no one under 18 years of age would be permitted to volunteer except with the consent of his parents. I knew that my father would not give his consent for me to go, so I enlisted the aid of a friend who framed a telegram from my father, giving his permission. The line was called the Atlantic Telegraph Company. After spending two months in camp at Raleigh the regiment was sent to Yorktown, Virginia, and soon afterwards was fought the battle of Bethel. This was the first battle of the war, and I therefore enjoy the distinction of having participated in it. It was there the first "Rebel Yell" was given. The cadets, about 190 strong, were held in reserve under Lieutenant Colonel Charles C. Lee, who subsequently became General Lee, and was killed at Gaines Mill, June 27th, 1862. He was a South Carolinian, and not related to General R. E. Lee. When Colonel Hill advanced with his splendid regiment the enemy under General B. F. Butler emerged from a woods and opened fire. The shock so confused the North Carolinians they fell back. Colonel Lee called the cadets to attention and formed them into skirmish line, covering a greater space than the front of the regiment. I can hear his clear, shrill, far reaching voice to this day. He gave the order: "Attention, cadets! Forward, double quick! Guide center! Deploy as skirmishers! Commence firing!" It was then the boys began to yell, and that was the first rebel yell ever given, and I helped to give it.

The enemy supposing the cadets in skirmish line were to be followed by



**The little Confederate
1861**

other troops gave way and retreated to their gun boats. After the battle the boys spent much time writing to their families and friends of the fight, but I knew if I did so it would reveal my presence there and my father would send me back to school. I had enlisted without the consent of my father and without the blessing of my mother. Almost every night I cried for my mother, not that I was afraid, because we knew little or nothing of the horrors of war at that time, but I wanted to put my arms about her neck, and hear her sweet voice, and ask her consent to remain in the army. I was ashamed to let any one see me crying, for fear they would misunderstand the cause, and I suffered agonies.

Finally the regiment had served out the enlistment, and the cadets joined other commands. Afraid to go home, I enlisted again in a company called "The Confederates" from my county, which was Company C of the Eighteenth Mississippi Regiment, commanded by Colonel Burt. Soon afterwards the battle of Ball's Bluff, near Leesburg, Va., was fought, in which Colonel Burt was killed and also Colonel Baker, who commanded a Federal regiment. Colonel Baker was a member of the United States Senate, and was a gallant soldier. By this time I felt my importance, and mustered up courage sufficient to write a letter to my father. In it I enclosed a lock of hair from the mane of Colonel Baker's horse, which had been killed also in the battle. When my father learned where I was he started forthwith to see me, taking along a good stock of clothing, and a bag of beaten biscuits, a boiler horn and other things, as well as his faithful old body servant, "Uncle Freeman." He reached camp late one evening with letters and messages for all the members of the company. Not a word was said about running away from school, and no regrets expressed for the last enlistment. After several days of happiness spent together father returned home to Mississippi, and my dear mother, who waited to hear from her boy. "Uncle Freeman" was left to take care of "Bud" (the negroes all called me so), and he proved himself as faithful to me as he had been to "Master." After my father returned I cried for a week because he did not scold me for running away. After the Battle of Ball's Bluff the brigade was reorganized, and was composed of the Thirteenth Mississippi, Colonel William Barksdale; Seventeenth Mississippi, Colonel Featherston; the Eighteenth Mississippi, Colonel Griffin, and the Twenty-First Mississippi, Colonel Humphreys. We spent a delightful winter at Leesburg, where we cut saplings and built comfortable cabins to live in. The following spring, 1862, we were hurried away, and arriving at Rapidan Station

some fifteen men were obliged to sleep in each tent. The experience was novel, we had to edge in, and no one could turn over during the night until all were ready to turn. The following day we were hurried to Richmond by rail in stock cars, and then to the peninsular, between the York and James rivers. We spent several weeks building breast works of sand along the Warwick river, a tide river. General Joseph E. Johnston commanded the Confederate forces, while General George B. McClellan commanded the Federal army. There were several pine cabin some distance from the line where some of the men would go to sleep on pine straw which other troops had gathered the winter before. One day a man in our company was seen to pick something from his shirt and drop it in the fire. Colonel Dinkins, a cousin of mine, asked him what it was, and he answered by catching another and showing it. Colonel Dinkins was furious and told the fellow to leave the mess, whereupon the man said: "Why, Colonel, they are on everybody." But Colonel Dinkins denied that they would live on anything but a hog. That night Jim Burns, who slept with Colonel Dinkins and myself, suggested we go down to the river the next day and examine our clothes, and much to our disgust we were alive with them, and sure enough everybody had them. Every day the enemy would charge some part of the line, but never succeeded in crossing the river. On the night of May 9th, 1862, the army abandoned the position and took up the march to Richmond. The Eighteenth Mississippi Regiment was the rear guard. It had been raining for several days, and the road to Williamsburg had been cut up by the passage of wagons and the artillery so badly the mud and loblolly was knee deep. The darkness was intense, and not once during the night could we see the man in front of us. We reached Williamsburg about sunrise and passed through the town. The enemy followed closely, and

pressed us so vigorously that General Johnston found it necessary to give battle. Soon the battle opened with a fury we had never before witnessed. Battery after battery came flying through the streets, the men holding on to the limber and caisson chests with all their strength. The breakdown men and horses of an hour ago were pushing on with renewed strength, and before half the line had been formed the wounded were being carried back. The battery horses, their nostrils distended, every sinew in their bodies at full tension, went flying by. The scene was grand—not an eye was turned to the right or to the left. The battle opened while the church bells were ringing, and the preachers and congregations instead of praying for the success of the cause found it necessary to seek places of safety. The battle of Williamsburg was a desperate encounter, so much so the enemy made no further attack on our army during the march to Richmond. Our brigade, which was commanded by General Richard Griffith, was not engaged in the battle; we were held in reserve. The following night it rained in torrents, and the roads were in slush knee deep. We were about as muddy and miserable looking a lot as was ever seen. Frequently the heavy guns would sink into the holes, and we were constantly called on to put our shoulders to the wheels and help them out. Before leaving the Warwick river three days rations were issued to the men, and before we had left Williamsburg I had eaten every crumb in my haversack, and by the time we reached New Kent Court House we were almost starving. A wagon load of corn was sent to our regiment, and one ear handed to a man. Some of the boys parched it in the hot ashes, while others tried to boil it, but little if any was ever cooked. We tasted it away before it was ready. We waited in vain for rations, and the orders prohibited any soldier from molesting anything. Colonel Griffin of our regiment issued the order, but said in conclusion

if a cow or a hog tries to bite my men kill it. But the cow never came, and we trudged through the mud and rain another day and night without a thing to eat. A few days more found the Army of Northern Virginia camped along the Chickahominy river, where in a few weeks were fought a series of battles, the fiercest in modern times.

The Army of Northern Virginia was now on the south side of the Chickahominy, busily engaged throwing up breast works. In a short time General McClellan crossed a large body of men and began to fortify his position.

General Johnston thought he had no business there and began preparations to make him "shinny on his own side."

The Battle of "Seven Pines."

General Johnston planned to attack the Federal forces on the south side of the Chickahominy early on the morning of May 30th, 1862, but on account of a very heavy rain the battle did not open until the following afternoon. In the meantime the Federals became aware of the activity of the Confederates and made preparations to meet them. It seems that General Johnston did not give sufficiently plain orders for the disposition of his forces, which he had elected should make the fight, and for that reason there was little or no concert of action with his division commanders. It was, however, a desperate engagement, several thousand men being killed and wounded on both sides without the slightest advantage to the Confederates. During the battle General Johnston was wounded by a fragment of a shell, and General Smith assumed command. The battle of Williamsburg and the battle of Seven Pines were the only battles which General Johnston was ever the aggressor in, and in both battles he lost many valuable men without any apparent advantage to his army.

I do not believe that General Johnston should at any time have been entrusted with the command of an army. He was master in retreat, but absolutely wanting in aggressiveness.

On June 1st General Robert E. Lee

was assigned to command the Army of Northern Virginia, and almost in a day the morale of the army began to improve. Griffith's brigade of Mississippians reached the battlefield of Seven Pines about 11 o'clock, June 1, having been hurried from what was known as Mrs. Price's farm to reinforce the troops engaged. We moved up cautiously to a very short distance from the enemy, and we were cautioned to keep perfectly quiet, but the enemy opened fire on us. In our regiment was a company from Yazoo county, Mississippi, commanded by Captain Bostick, who was a large fleshy man. Captain Bostick had little patience with anybody or any order which interfered with his comfort. Early the following morning Captain Bostick called out in subdued tones for his servant, Tom. Well, now, imagine Tom at such a place to begin with. Anyway Captain Bostick continued to call Tom, speaking louder each time. All at once the thunder began, and lasted until nearly every pine bush had been cut down in our front. Fortunately we had orders to keep quiet, and therefore protect ourselves by hugging the ground. Afterwards we returned to the ravine at Mrs. Price's farm, where the Federal artillery and the Richmond howitzers engaged in a duel across the river. In the meantime Uncle Freeman had disappeared, and some of my friends sought to tease me by saying that Uncle Freeman had gone to the "Yankees." I knew, however, that he had not and would not. A few days later Uncle Freeman was seen approaching our position carrying a jug and a sack over his shoulder. He had been working at odd jobs in Richmond to get money to buy us some grub. Uncle Freeman was evidently feeling proud of his success, and as he passed the wagon he inquired for the location of the regiment. The men cautioned him about going to the crest of the hill, stating that the Yankees had some heavy batteries on the opposite ridge, and would open on any one who exposed himself.

Uncle Freeman had curiosity to see for himself, so swinging the jug in one hand and holding the sack in the other he marched to the top of the hill. He had scarcely done so when four or five shells exploded about him. He turned to run, and as he did so a shell struck the ground near him, throwing up a heap of dirt and leaving a hole in the ground large enough to bury a covered wagon. Uncle Freeman's momentum carried him into the hole, and he was soon almost buried with the falling dirt. He scrambled out, however, and did not stop running until he reached Richmond, eight miles distant. Moral: We never saw hair nor hide of the good things he had for us, but I learned afterwards that the boys of the Richmond howitzers had bologna sausage and baker's bread for supper, and molasses for breakfast. It was interesting to hear Uncle Freeman tell about it, and the circumstances made him very cautious the balance of the war. While we were camped in this ravine a company of artillery known as Ward's battery, from Canton, Miss., reached Richmond. Several of the members were relatives of mine, one a cousin, Claude Dinkins, coming to see us, bringing letters for all of us. Colonel Dinkins, who I mentioned at Dam No. 2, was a brother of Claude. Cel had participated in three battles and entertained a proper respect for bomb shells and mines. As usual the artillery duel opened, and Claude expressed the intention of going up on the hill to witness the fun. We all cautioned and urged him not to do so, without success. Claude had reached the viewpoint but a moment when a six inch shell struck the ground fifty feet in his front, ricocheted and passed just over his head. Several wicked sounding shells followed him, but not for long. Claude came tumbling headlong for cover, and I often heard him say after the war that he never was so badly demoralized afterwards, although he served until the end most gallantly.

General Lee rearranged his divisions

and perfected an organization which later won the admiration of the world for matchless deeds of daring, endurance and devotion. Our brigade was assigned to Magrue's division. General Magrue was known in the old army as "Prince John." He was quite handsome, as well as gallant. On June 25th General Lee crossed the Chickahominy river with Longstreet and the two Hills, finding the enemy at Mechanicsville, where a desperate encounter began, which ended six days later at Malvern Hill. It is a great temptation to enter into the scenes of the battle at Ellerson's Mill and Gaines Hill, which we witnessed from our position on the south bank of the river, but if I am not careful the story will be too long for any ordinary man's patience anyway. On Saturday night, June 29th, 1862, Colonel Griffin of the Eighteenth Mississippi Regiment received orders to send a scout to approach the enemy's line as closely as possible and report any evident purpose of the enemy to retreat. Two men from our company, Bateman Brown and William Howd, were selected for the hazardous undertaking. About 1 o'clock they returned and reported that the enemy was retreating. The brigade was ordered under arms, expecting to move every minute. We afterwards learned that General Lee gave orders to General Magrue to attack the moment the retreat began, and hold the enemy until Stonewall Jackson could reach Savage Station on the York River Railroad, which would enable him to attack in the rear and cut off the Federals from leaving the line in our front. But we did not move until after sunrise on the morning of Sunday, June 30th, 1862. We plunged into the Chickahominy swamp, which was knee deep in mud, and also crossed the river and reached the York River Railroad at what was known to us as Wild Cat battery. There we found every evidence of a hasty retreat. It was very warm and dry, and the enemy had cast medicines and other things in the wells to prevent us having drink-

ing water. As we stood in line around the section house the enemy opened fire from their batteries, filling the air with harsh and wicked sounds. General Griffin sat on his horse not far to our rear. We noticed a shell explode in the section house and the fragments flying through the roof. We could see the pieces, one of which descending struck General Griffith on the thigh. His staff officer assisted him to dismount, and he was hurriedly sent to Richmond in an ambulance, but he died soon after reaching there. General Griffith was the adjutant of Mr. Davis' regiment in the Mexican war, and gave great promise had he lived. Colonel William Barksdale of the Thirteenth regiment assumed command, and we soon pushed on through the woods in pursuit of the enemy, whom we overhauled at Savage Station, and fought that bloody battle, which extended into the night. We lost seventeen men from our company, which doubtless was the case with all the troops engaged. During the night it rained in torrents, and when daylight came we found General Jackson asleep under a bridge across the railroad. The enemy had retired before he could reach their rear.

In crossing the Chickahominy I had lost my shoes in the mud. Fort Sanders, Willis Haddox and Tim Beaty of our company set out to explore the battlefield and I went along with them. Tim Beaty after the war took up railroading, and was a passenger conductor on the Illinois Central for twenty years before his death. I stated that I would like to find a good pair of shoes, whereupon Fort Sanders said we will get you a pair. Entering the woods where the enemy were posted we found hundreds of dead and wounded; thousands of guns were bent and left on the field. Fort Sanders said here is a fine pair of boots which will fit you, and we attempted to pull one of them off the poor fellow who had been killed. I stood behind Fort Sanders while he tugged at the boot, and Willis Haddox held the man by the

arms. All at once the man's leg came off, and swinging around struck me full in the breast. His leg had been almost shot off by a cannon ball. I had no heart for any further hunt for shoes and started back for the line. Uncle Freeman had cautioned me to look out for a nice haversack for him and I passed a beautiful oil cloth one which I attempted to pull from the shoulders of a dead man. I worked very easily, because I still was nervous from the man's leg hitting me. Suddenly I heard a groan and the man said: "Water! Water!" I answered I had no cup. "Get the spoon from my haversack." And I gave him three or four spoonfuls from a puddle near him and he gasped and died. I took the spoon with me, and Uncle Freeman used it as long as we were with the Army of Northern Virginia. After the war I advertised it in the letter box of the Detroit Free Press for several months, but never elicited an inquiry. I also had published in the Norfolk papers the story, but no one ever claimed it, and we have it now on the sideboard to become the relic of my grandson, James Dinkins Robinson. The spoon is a heavy pattern table-spoon and engraved "H. E. C." It was manufactured by Butler & McCarty.

We moved from Savage Station about noon on Monday, July 1, and reached the battlefield of Frayser's Farm about 10 o'clock at night, where we stood guard while the troops who had fought the battle were sleeping. It was an awful experience. We stumbled over the dead and wounded in the darkness, and heard the cries for water and help all night long. We were worn out with the rapid march, and it was a test of endurance well calculated to try the sturdiest. Let me add a letter which appeared in the New Orleans Picayune a few years ago from the Rev. J. A. Hackett, which tells of the trials of that night. Dr. Hackett is now living at Meridian, Miss. I have known him all my life, and proudly state that no better soldier, nor citizen, nor Christian gentle-

man ever lived, in my judgment. From the Picayune, June 27, 1909:

SEVEN DAYS' BATTLE.

Interesting Reminiscences of a Stirring Civil War Episode.

Rev. Dr. Hackett, of Meridian, Relates His Part in the Fighting.

An interesting reminiscence of those stirring days is given in the following letter from Dr. J. A. Hackett, D. D., of Meridian, Miss.:

I was first sergeant of Company C (called "The Confederates") of the Eighteenth Mississippi Regiment of Infantry, Barksdale's Brigade, McLaw's Division, Longstreet's Corp, Army of Northern Virginia, in 1862.

I desire to record a striking story of grit, endurance and courage of three young soldiers of that company. They were known in camp as Jim Finley, Jim Dinkins (nicknamed "The Little Horse"), and Bill McKee. These boys were scarcely through their sixteenth year.

It was during that memorable campaign known as the Seven Days Fight around Richmond, where these boys participated in most of the daily conflicts like old and trained veterans, more particularly the battles of Savage Station, Frazier's Farm, and Malvern Hill.

We went out of that bloody fight at Savage Station at its close, only to be held all the next day in reservation, but in forced marches and weary waiting throughout that day of carnage and blood at Frazier's Farm, only to come across the debris of the battlefield at 12 o'clock at night, and then without a minute's rest to take up picket duty in the very face of a beaten and sullen but defiant enemy.

It was my duty under the officer of the guard to define the picket line and station the men at their places of watch and guard, for the safety of General Lee's victorious army while they slept and rested for that coming climatical fight next day at Malvern Hill. I found that several noble fellows who belonged to the company had broken

down from exhaustion during the two days of continuous fighting and marching, and had dropped by the wayside, but the three young boys mentioned, only half way through their teens, were there and ready to answer "present for duty" and to take their places on the utmost line of service and danger. I knew and loved these boys and their folks at home, and had an interest in them like that of a father. I had fears that the task was too great for their power of endurance, and that the demands of nature for rest and sleep might turn them down, and that they might unconsciously yield and be found asleep on their posts.

Feeling the deepest interest in them and believing that I had a sort of right of guardianship over them I determined to watch the young heroes instead of resting and sleeping, as I might have done. I traveled the picket line throughout the night to make sure that no officer might come upon the boys asleep and report them for court-martial. But the following morning I reported to the officer of the guard that the three boys were awake and watchful, more so than any of the posts, among whom were some of the best men in the regiment. I also reported to our captain my experience of the night, and he also mentioned the concern he felt for the boys, but, said the captain, "I was so broken down I soon fell asleep, knowing you would see that all was well."

I have often wondered what the boys thought of my frequent visits to them during the night, and wondered also if they imagined that I had no confidence in them, and for the purpose of explaining to them the feeling I had that night I make this statement.

I cannot close the story without saying that those boys made as noble records in the service as any men who ever wore shoulder straps or trained the sights of an Enfield rifle in battle, and, furthermore, they all live today to bless the world by being a trio among their country's most worthy citizens.

One of them is Dr. J. L. Finley, a

prominent and useful minister of the gospel in Gulfport, Miss.; another is captain James Dinkins, late of the staff of the intrepid and everwinning General Chalmers, and is now a prominent and successful banker in New Orleans, and the other is the Hon. W. L. McKee, mayor of one of the growing cities in Texas.

I may also state that I was encouraged to write the above by the earnest entreaty of a few comrades to whom I related the facts. They thought it was due the boys that I should do so, and also that it was a part of our common history.

J. A. HACKETT, D. D.

Meridian, June 12, 1909.

The following morning we moved through the swamps, back into the road leading from Richmond to Turkey bend on the James river, and finally reached a cross road. There was a large oak tree standing at the crossing of the two roads on which were nailed several sign boards pointing the way and the distance to numerous places. We were almost starving. We had been living on green apples for two days. The Eighteenth Mississippi halted at the cross roads, silently waiting for orders to move.

While we stood there President Davis, General Lee, Stonewall Jackson and some others galloped up and halted, and soon General Huger came up from the opposite direction. Mr. Davis wore a black alpaca coat and a new panama hat. I thought he was the grandest looking man I had ever seen. General Lee asked General Huger: "Do you occupy Malvern Hill?"

"No," Huger answered, "the enemy obstructed the road with fallen trees, and I could not do so with my artillery."

General Lee said: "You should have done so with your infantry."

But it was too late, General McClellan had posted his 200 guns there, and his army supported them. It is almost certain had General Huger obtained possession of Malvern Hill when he was expected to do so the enemy would

have been put to the last extremity, possibly destroyed. But everything seemed to go wrong that day, Tuesday, July 2nd, 1862, and in the desperate battle, which opened about 5 o'clock in the afternoon, the Confederate forces were unable to dislodge any part of the enemy's line. The troops were sent into battle by brigades and divisions instead of a concentrated attack. Barksdale's brigade made their first charge, unsupported, about sundown. We climbed the hill to within about 100 yards of the enemy's line and fell back, leaving fully 20 per cent of our men in the field. Darkness came on by the time we were formed for the second charge. If the reader has had no war experience he can form no idea of such a situation. We all knew what tremendous batteries we were going against, and the strongest heart was mindful of the almost certain death awaiting him. If you fail to appreciate the anxiety of every man in that line then stop and think what you would have done had you been there. The battle of Malvern Hill was a great mistake, not General Lee's fault, but because it seemed impossible to properly mobilize the forces. We lost nineteen killed in our company and many were wounded. General McClellan had saved his army by reaching Malvern Hill ahead of us. The following morning the enemy had retired to cover under their gun boats, and we went into camp near the scene of the battle. For ten days or more we camped at what was known as "Camp Holly," some nineteen miles from Richmond, surrounded by corn fields, which afforded us rations.

About July 15th General Lee moved to Hanover Junction, leaving our division to protect Richmond against attack should the enemy so decide. However, General Lee's movement so frightened the Washington government McClellan was called back to protect the capital. In the meantime General Pope had been sent from Washington with every available force to meet General Lee's advance. General Pope dated his headquarters "In the

Saddle" and announced to his army there will be no backward movement. Barksdale's brigade in the meantime had been assigned to McLaw's division. We were hurried by rail from Richmond to Hanover Junction, thence by force march to Warrenton, where we saw the first evidence of the great battle of Second Manasses. We marched for five miles through dead men, dead horses, dismounted cannon, broken down wagons, and everything presented the appearance of disaster to the enemy. The weather was extremely hot, and the men who had been killed on August 28th and 29th were badly decomposed, so much so the buttons in their clothes in many cases gave way. Passing through this terrible scene we came to a point where Gregg's Texas brigade lay in ambush. They were supporting a battery which the enemy sought to capture. A splendid regiment of Zouaves moved against the battery, and when near our line Gregg's men with deliberation opened fire. Nearly every Zouave fell dead. They all wore back tails in their hats. I was fortunate to get one of them, which I expected to send to my father, but a few nights afterwards some old rebel rascal slipped it from under my head. In the meantime my faithful Uncle Freeman had been left at Richmond very sick. I wrote to my father that he could not stand the exposure, and asked him to send Mat to me. I loved Mat very much. When I was a boy it was Mat's duty to watch the brick kilns at night. He was always supplied with nice yam potatoes, which he roasted, and which I enjoyed with him. Mat reached us at Leesburg, just before we crossed the river in the first campaign into Maryland. Uncle Freeman had recovered by this time and caught up with us about the same time Mat reached us. I stated to Uncle Freeman that he could go home, that father had so stated in his letter which Mat brought me, but Uncle Freeman said:

"I aynt going to do any such thing. Master sent me here to take care of you, and I aynt guine t' leave you."

So I had both Uncle Freeman and Mat.

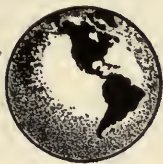
We crossed the Potomac river just above the point of Rocks and camped for a few days at Frederick City. The enemy continued to hold Harper's Ferry. General Lee sent Stonewall Jackson to attack from the Virginia side, while McLaw was to do so from the Maryland side. In the meantime, through the carelessness of a member of General D. H. Hill's staff, a copy of General Lee's campaign order fell into the hands of General McClellan. This misfortune enabled General McClellan to block to some extent the movement of our forces. However, our division reached Maryland Heights opposite Harper's Ferry, and Barksdale's brigade was sent forward to drive the enemy into the river. It was a desperate three days and nights. We climbed from one rock to the other facing the enemy's shot, and pulling our cannon up by ropes sometimes for a hundred yards or more. The wheels were dragged by one force, the carriages by another, and the guns by another force. We had no water, and not a crust of bread, nor meat for three days, finally we reached the summit and drove the enemy down the high bluff into Harper's Ferry. We found some bacon rinds and onion tops in the enemy's camp, which we scrambled over. The following morning we were hurried down the mountain and back to Boonsboro Gap to meet the enemy, who sought to relieve Harper's Ferry from capture. We reached the Gap about daylight, and stood in line awaiting the enemy's movement. We could see them plainly. About sunrise General Barksdale announced "Harper's Ferry has surrendered." Seldom has such a yell been heard from the same number of troops. The enemy withdrew, and we quietly returned to Harper's Ferry. A negro belonging to Lieutenant McKil of our company lay by the roadside asleep and not aware that the same had gone into camp we passed him by. Finally the enemy pushed a battery into position and opened on our column. A shell

struck the ground very near Sam and exploded. Sam needed no orders, he soon overhauled us, but he never halted. He had several canteens about his neck, and as he flew he made as much noise as a freight car. We lay on the Maryland side that night and forded the river the next morning, Tuesday, September 16th, 1862. We remained in the streets until about 4 o'clock and watched the paroled prisoners pass over the river. About 4 o'clock we marched toward Winchester, Va., and when darkness came on the men sang "Go Long Liza Jane," "Rock the Cradle, Judy," and other songs. We were all in a happy mood; we felt that the war was over and that we were bound for the Shenandoah valley, where we could enjoy a rest and get something to eat. About midnight the column turned toward Shepardston and all the joy ended. We knew that to recross the Potomac would end in another battle. Some of the mounted officers began to hurry us along, close up, close up. We finally were forced to trot, and for fifteen hours we held that pace. We crossed the river at daylight. It is some half mile wide at Shepardston, quite shallow at some places, and more than waist deep at others. We plunged into the stream, carrying our guns and cartridge boxes above our heads. Reaching the Maryland shore we were hurried along the canal to the little village of Sharpsburg, where a desperate battle was raging. Fully two-thirds of our men fell by the roadside exhausted. We passed through the little town and formed a line in the gap of a woods. General Barksdale made a stirring little speech, in which he said: "General Jackson's line has been driven back. He appeals to the Mississippians to restore it. I have promised that you would do so. If there is a man in my brigade who is not willing to do his post let him step out. I will excuse him." Not a man moved. It could not be otherwise. Men who had marched thirty-five miles in fifteen hours and crossed the river would not falter now!

(To be continued)

PUBLIC OPINION

What the



World thinks

AMERICA'S OPPORTUNITY.

By George M. Reynolds, President of the Continental & Commercial National Bank.

IT IS natural that at the beginning of the greatest war in the history of the world, there should have been a marked spirit of conservatism in trade and finance. There is nothing in previous great conflicts to which we may turn in attempting to estimate the results of this one. In the other wars we have called great, comparatively few of the inhabitants of the earth were directly involved, and the implements and methods of warfare in the most recent of those catastrophes were crude compared with those in use today.

Now an amazingly large part of the population of the world is engaged in hostilities, with more powerful engines of destruction than were dreamed of when the battles of Waterloo and Gettysburg were fought. Is it any wonder that, even in the nations at peace, men should pause for a time weighted down by the force of uncertainty?

There will be a division of opinion as to the causes that led up to the final call to the colors, and there will be conjecture as to the months that will intervene before arms are stacked and soldiers released to return to useful occupations, but the one great source of consolation, and the one point of almost universal agreement, is that out of all the turmoil and strife a more permanent peace will come.

While everybody deplores the loss of life, suffering and destruction of property now being witnessed, the actual conditions growing out of this san-

guinary struggle must be met. The fields of France, Germany, Austria, Russia, Serbia and Belgium are either laid waste or allowed to go untilled. Yet the millions who have depended upon those same fields for food must be supplied. Factories in the stricken nations are idle despite the fact that their output is necessary to the comfort, convenience and progress of mankind. Hence, a world-wide unparalleled emergency has arisen.

No other people are so well prepared to meet this emergency as our own. We have a large surplus of exportable farm products—food for man and feed for animals—and prices are so high as to induce the farmer to redouble his efforts and seed every available acre; nearly all can plant a few more acres than last year or the year before; nearly all can work a little harder under the stimulus of dollar wheat and correspondingly attractive prices for other products. Already reports indicate a very considerable addition to the acreage of fall sown grain. Therefore, with favorable seasons, we shall be able to spare an enormous quantity of farm products in 1915, and it will all be needed. Our factory equipment can be enlarged. At present it is sufficient to furnish all the usual and most of the unusual articles of manufacture in use here and abroad, and there will be a growing demand for all we can make.

The opportunity to supply the needs of the world is ours now as never before. Logically, there has been no feverish excitement about undertaking the task. On the contrary, and quite as logically, hesitation has been discern-

ible. There is nothing strange, mysterious or depressing in the brief delay; nor is there anything discouraging about our failure immediately to take advantage of the markets lost by others, at least temporarily; a few weeks is too short a time in which completely to restore the several arteries of commerce, and it is unwise and disappointing to expect so much; but has not the hesitation lasted long enough for us to begin to see our opportunities more clearly? We have about had time to realize that the life of the world must go on and that this nation of peace must provide for the nations that have been desolated.

The sales of our farm and factory output will in time make us a very busy nation, and the money received in return will renew the purchasing power of our people. We shall not only increase our exports of practically everything except cotton, but we shall supply our home markets with goods made in America by American workmen, who will spend their wages with our merchants, and we shall remit less money to Europe to pay the expenses of Americans traveling there. Hundreds of millions of dollars heretofore sent abroad annually for this purpose will be put into circulation on this side. In other words, in the aggregate of our transactions with the peoples of other lands, we shall take in more than we pay out. This is what every individual, firm or corporation must do to prosper. It means the accumulation of a reserve with which to continue development.

The banks in the United States are sound to the core, and in money matters there has been very great improvement since the first of August. There will be no lack of banking facilities for all legitimate purposes. American securities will grow in favor as American commerce increases in volume. The soundness of our counties, our cities and our school districts and the safety of their bond issues cannot be lessened by foreign turmoil, but must become greater as the business of their people increases. Power and light companies

will meet the new demands of business with greater production. The great transportation systems will take on new life. It cannot be otherwise, for we, a nation of peace, must do what the nations at war cannot do.

And the investors of the world will turn to the bonds of our municipalities, our power companies, our railroads and our industrial companies with confidence that they are founded upon the intrinsic safety of unchecked business. Foreign strife cannot permanently diminish the earnings of strong American companies.

American ships for American products; American made goods for American consumption; and American securities for American investors. These must be our watchwords.—Chicago Daily News, Oct. 20, 1914.

FREIGHT TRAIN RUNS 310 DAYS TRUE TO SCHEDULE.

Remarkable Record Made by New Orleans No. 51 of Illinois Central.

AN extraordinary record, which J. F. Porterfield, general superintendent of the Illinois Central, says is without parallel in railroad annals, was established Tuesday by the Illinois Central fast freight service between Chicago and New Orleans. When the train arrived on its exact schedule in the government yard Tuesday morning, it had completed a record of 310 days' service without the loss of a single minute's time at destination point. Mr. Porterfield has had the figures covering the full running time of the train compiled, showing the general running time and the time made between stations, and the train maintained its schedule with remarkable correctness at all points.

The railroads of the country last December inaugurated a system by which the fast freight schedules between distant points could be maintained, and there was keen rivalry shown by all the railroads. Some of the great trunk lines of the North maintained unbroken

schedules for long periods, and then showed slight breaks. Other roads of the East did not do quite so well and some of the Middle Western roads were only able to keep up the usual average of so many days lost a month.

The Illinois Central started out to make a record and devoted every attention to the freight train maintained daily between Chicago and New Orleans. New engines of the most powerful type were used, with new steel cars, and the crews were put on their mettle. The result was the New Orleans No. 51, as Mr. Porterfield contends, made the record for 310 straight day runs without the loss of a minute.

"That would look good for even the finest passenger train, and it is altogether the best ever made for a freight train," was Mr. Porterfield's comment.

The fast freight to Atlanta, over the Illinois Central and the Nashville, Chattanooga & St. Louis, held the record for quick trips in August and September, but that accomplishment fades in comparison with the performance of the Chicago-New Orleans train.

At the end of the year all the railroad freight train records will be compiled and prize for maintenance of schedule will be awarded the company, the trains of which were closest to published schedule. A number of roads are striving for the honor, and it is believed some interesting figures will be shown. —New Orleans (La.) Picayune.

TIME TO CALL HALT ON RAILROAD PERSECUTION.

THE Sentinel has always steadfastly stood for the people against the corporations, wherever an issue has been raised between the two. The record of the paper is well understood, and it has never failed to speak out openly on any question where the rights of the people were involved.

In conformity with that policy, The Sentinel wants to now voice its vigorous protest against the attitude of a certain class of individuals who seem to think the railroads ought to be regard-

ed as legitimate prey. We say that this protest is made in the interest of the people. By this we mean that the people's interests are being assailed in the many damage suits that are being filed against the railroads in Yazoo county. These suits are being brought from other counties in Mississippi because, from past experience, it is found that verdicts for heavy damages are easily secured from Yazoo county juries.

And Yazoo county taxpayers "pay the freight." Dozens of witnesses are brought here from other counties, and other court costs are piled up in trying suits that should be tried in the counties where the alleged damages were incurred. If a man is afraid to have a case adjudicated before his home people, where he is best known, he should not expect Yazoo county taxpayers to bear the expense of his suit against the railroad which should be borne by the county where he resides.

The very fact that Yazoo county is being selected as the dumping ground for these damage suits against the railroad is an imputation against the intelligence and integrity of Yazoo county juries. And it is an imputation that the Sentinel, speaking for the people of Yazoo county, resents. We believe that the average Yazoo jury is as intelligent and as upright as the juries from other counties, and the fact that large verdicts have heretofore been secured against the railroads in the Yazoo courts on the flimsiest sort of evidence as to liability, we prefer to believe has been due to a general misunderstanding of the real conditions.

When the average Yazoo county juror understands that an added tax burden is being put upon the people of his home county in trying these suits from other sections, he is going to give more careful consideration of the evidence brought forward by shrewd lawyers whose sole interest in the matter is a fat fee. He is going to look behind the facts and the evidence, and give careful consideration to the motive which prompts the suits, and decide the case accordingly.

People should look with suspicion upon the man who makes it a practice to sue the railroads on all sorts of flimsy pretexts, year after year. This class of litigants will sue the railroad in one county until he can no longer fool juries into giving him verdicts, and then move over into another county until the juries get "wise," and this is repeated, year after year.

Yazoo county has had more than her share of this class of cases, and the Sentinel hopes that the people of this county will set their seal of disapproval on this practice of bringing damage suits from other counties, thus adding to the burden of taxes which benefits no one but the lawyers and the fellow who hopes to hold up the railroads for big damages on manufactured evidence and claims that would be given slight weight if brought by an individual.

It is time for the people to look this question squarely in the face, free from prejudice or bias. The railroads should be treated exactly the same as an individual. They should be made to pay their just share of the burdens of taxes and then should be given the same protection under the law as an individual.

Yazoo city and Yazoo county are right now doing everything in their power to get a new railroad from Yazoo City to Carthage. The prospects for success are very encouraging, but people who spend millions of dollars to build railroads are men of intelligence and a high order of ability, and before investing their money they are going to make a careful investigation of the attitude of the people toward their enterprise. If, for instance, a personal investigation should reveal the fact that Yazoo county is the banner county of Mississippi in the matter of giving judgments against railroads for alleged damages, wouldn't it be natural for them to argue to themselves that Yazoo is a good county to pass up in the matter of making an investment in railroad property? How would you, as an individual, feel in regard to a similar proposition?

The damage suit lawyer and the

damage suit litigant should be given to understand that Yazoo county is not a good county for them to do business in.—Editorial, Yazoo Sentinel, Oct. 15, 1914.

THE LIMIT OF RAILROAD REGULATION.

A CONDITION which many of us have felt was stated baldly before the Chicago Engineers' Club recently by Mr. Charles Evans, commissioner of railways of Queensland, Australia.

"As far as I can learn," said Mr. Evans, "who is making a study of railroad conditions in America, 'the roads have stood about all the government control possible without government ownership.'"

And Mr. Evans was not urging government ownership. On the contrary, he said:

"Our railroads in Queensland are owned by the government because that was the only way we could get railroads. All available capital was sunk in gold mines. There was no money to build railroads into the wilderness.

"But in America the railroad problem is too great and too unwieldy for the government. You have about forty or more commissions, each one a governing body, and no institution can bear up under more adverse conditions than have the American railroads.

"If I were to criticise the railroads of the country I would say there are too many millions sunk in marble halls and solid brass handrails. If there is a failing, it is too much luxury, but because of that I can say the railroads of America are the greatest institutions in the world, and lead those of all countries."

There is no demand in this country for government ownership of the railroads. The thought is still on "regulation."

But, as this newspaper has frequently pointed out, we may see the experiment of "regulation" fail and the disaster of "ownership" come unless we make "regulation" a benefit instead of a burden to the proper carrying of the great service of transportation.

We have "regulated" strongly along the "burden" line. We have kept the railroads from increasing rates. We have laid heavy requirements upon them in the way of expensive accounting machinery. We have passed harassing and differing laws about "full crews," "headlights," and other matters that are patently administrative instead of legislative matters.

And we have done almost nothing on the other side.

We have provided absolutely no machinery to make demands for increased wages by railroad employes fit into the financial budget of the carriers. As it is now, the roads have been obliged by threats of strikes to go through all the cycle of their employes granting ad-

vances in pay. They are now starting on a new cycle. And while the government strictly limits their income it exercises no control over the continual increase of their greatest expense—wages.

It is not a fair deal.

We must simplify "regulation" and make it quick, efficient and just. It is not too much to say that the Interstate Commerce Commission, in its present form, has outlived its usefulness. It must give less time to petty details and bestow quicker action on fundamentals unless it wishes to see "regulation" utterly give way and disappear.—*The Chicago Evening Post*, Tuesday, October 13, 1914.



THE NEW CENTRAL STATION, MEMPHIS, TENN.



Greenville Miss.

by



R.L. Pritchard

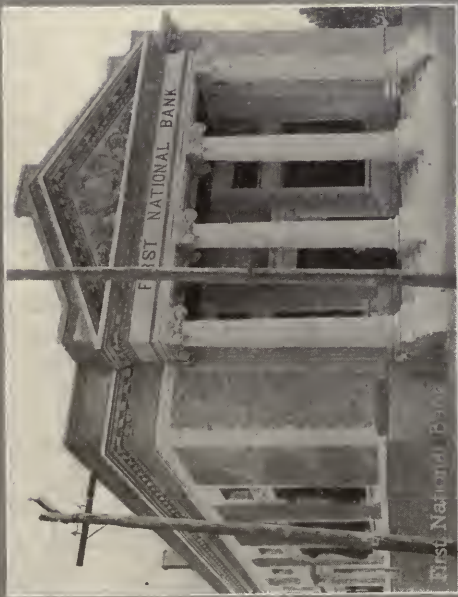
GREENVILLE, the County Seat of Washington County, Mississippi, has a population of about fifteen thousand and is situated on the extreme Western border of the State, in the very heart of the world famous Yazoo-Mississippi Delta. By reason of her extensive commercial and industrial resources, her substantial banking and other financial institutions, and populated with a patriotic citizenship whose civic pride is proverbial throughout the South, is known far and wide as the "Queen City" of the Delta.

The pre-eminence which Greenville enjoys as a cotton market, and as a distributing point for all lines of commercial endeavor, is accounted for (1) by reason of the fact that she is the County Seat of Washington County, the largest cotton producing County in the world; (2) her geographical location, being situated directly on the Mississippi River, which borders the State on the West, insures to her the very best possible transportation facilities with minimum freight rates, through the various Packet Lines operating on the river, and direct rail connections which reach out and cover in a most complete manner, a vast and

rich agricultural section of country which lines the Mississippi River on the Arkansas shore.

Surrounded on all sides with a section of country which embraces a soil rich in humus and fertility, and so wonderfully productive, that United States Government experts have pronounced it the richest and most productive agricultural section of country in the world, not barring the famous Valley of the Nile. Indeed the Yazoo-Mississippi Delta, in the very heart of which Greenville is situated, has been abundantly blessed by Divine Providence with a soil so rich and productive, that it is unnecessary to draw upon the imagination in order to accurately and truthfully set forth and portray the wonderful yields in cotton, corn, oats, alfalfa, and other forage crops which are being produced year after year in this God-favored zone.

The accompanying views showing Greenville's business and residential districts, very aptly portray the abiding faith and stability of her merchants and the patriotism, civic pride and high moral standing of her citizenship. Blessed by Divine Providence with an equable climate; by man's ingenuity



First National Bank

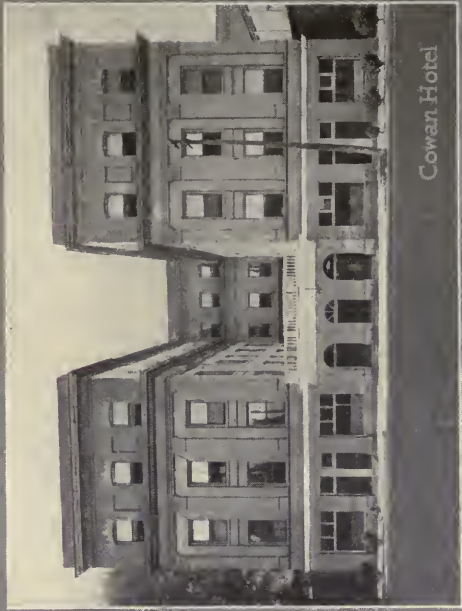


Post Office

Greenville Miss.



Washington Street



Cowan Hotel

with the purest of artesian water; enjoying the full fruition of their efforts judiciously put forth; encompassed with all those environments characteristic of the traditions of the Old South during the Ante-Bellum days, where can the home-seeker or new comer find a more desirable section of country in which to locate and live in peace and contentment.

In looking into the material side of life in this Delta country, the question which first suggests itself to the new comer is that of health. Greenville and the territory adjacent is peculiarly blessed with an abundant supply of the purest artesian water, and by the adoption and maintenance of a most effective drainage system throughout the entire county of Washington, and by the rigid enforcement of all sanitary and hygienic laws by the City Council and County authorities, the best possible health conditions prevail. The records of the Federal government show the annual death rate in Mississippi from all diseases, is about 13 per thousand of population, while the rate for the entire United States is 15 per thousand of population. The rate among the white population is lower than that of the State, which is increased by mortality among the colored people.

In contradiction of the impression which prevails throughout the more Northern section of the country, that the Delta country is subject to extremes of heat during the summer months, the following record of the Government Weather Bureau showing the average monthly and annual temperature and rain fall at Greenville, Miss., will be found interesting:

January	45.1
February	47.3
March	55.4
April	64.9
May	73.0
June	79.6
July	82.2
August	81.3
September	75.3
October	64.5

November	54.2
December	46.5
Annual	64.1
Inches annual rainfall.....	48.93

Educational.

Greenville has a right to feel proud of her public and private schools. They have for more than a generation been preparing boys and girls for college, and, better yet, for life. Last year the enrollment in the public schools exceeded 2,100. Greenville has provided comfortable and commodious buildings and playgrounds for her children. She has been the pioneer in many advance educational movements. More than twenty years ago, art and physical culture were given places in her curriculum. She had the first free Kindergarten. She lead the State in providing a separate high school building, and her laboratories were for years the best to be found in Mississippi's public schools. She has a night school for pupils who have to work during the day. A new high school building now under construction will be the best and last word on secondary school buildings. It will have connected with it large provision for athletic field and agricultural experimental ground. Besides ample provision for general class-room work, special provision has been made for laboratories and general lecture rooms for sciences, especially agriculture, domestic science and manual training, there will be a splendid public library and auditorium. The swimming pool, shower baths, gymnasium, and athletic field are to be filled up and supplied with the very best modern equipment. The building when completed will not only be a pride to her citizens; but the central feature of our civic life.

Industrial Greenville.

Greenville by reason of her geographical location, is the natural gateway to and from central Mississippi and Eastern Arkansas, and therefore enjoys quite an extensive jobbing and retail trade in all lines. The large and complete stocks carried by her enterprising wholesale and retail merchants, and the

Greenville Sanitarium



Greenville, Miss.

King's Daughters Hospital



On the docks



Home of Chamber of Commerce, Weinberg Building and Greenville Savings Bank



strength and stability of her banks and other financial institutions, and their liberal, yet conservative method of promptly caring for all business entrusted to them, are conveniences and facilities of which the public has been quick to avail itself.

In addition to the facilities offered by her two trunk line railroads, Greenville enjoys a distinct advantage in her water transportation facilities, through the various packet lines operating on the Mississippi and Ohio Rivers, affording cheap and convenient freight and passenger service, and placing her in direct touch by barge service with coal fields of Illinois, Kentucky, Ohio, Pennsylvania and West Virginia. In like manner she is able to reach, on a minimum freight rate, all the principal distributing points and business centers in the Mississippi Valley.

Residential Greenville.

Coincident with the development and exploitation of her commercial and industrial resources, Greenville has likewise developed a patriotic citizenship that has made her pre-eminently a "City of Homes." The palatial residences of a style of architecture typical of the ante-bellum days, that line her beautifully shaded and well kept streets, blend into a most pleasing and harmonious effect, which breathes that air of refinement and unpretentious attractiveness that at once appeals to the esthetic mind, and suggests that atmosphere of true Southern hospitality and those social and educational environments so proverbial throughout the cotton growing districts of the Old South.

Agricultural.

Cotton has for many years been the staple crop grown in the territory tributary to Greenville, and many of the planters have made independent fortunes in growing the fleecy staple. While the resultant income from the yield of cotton, alone, in Washington County for the year 1913, amounted to over seven millions of dollars, this does not by any means represent the agricul-

tural wealth of the County. On the contrary, by glancing at the farm scenes in the following pages, showing pictures of corn fields producing over one hundred bushels of corn per acre, oats yielding 135 bushels per acre, alfalfa fields from which five tons of hay per acre per season have been harvested after being grazed half time by hogs at rate of ten head per acre, and corn fields that yielded twenty-five tons of silo corn per acre, is further proof necessary to convince the most skeptical, of the adaptability of the soils in the Delta for growing a general diversity of crops. It is true that only in very recent years have the planters realized the wonderful productive value per acre, of this Delta soil when planted to corn, oats, alfalfa and other grain and forage crops. The result is that this entire Yazoo Delta country is undergoing a complete change, and with the opening up of approximately four hundred and fifty thousand acres of these rich lands by a new drainage canal in the immediate vicinity of Greenville on which work a large force is now engaged, a more rapid diversification will ensue, and never before in the history of Washington County has such a golden opportunity presented itself to home-seekers in the North to secure a reasonable acreage of these wealth producing lands at figures ridiculously low and on terms within the reach of all. The Delta is not and never has been a boom section of country. On the contrary, with agricultural products as its basic wealth, the phenomenal growth and development experienced during the past few years, particularly in that section of the Delta adjacent to Greenville, has been of a sound and substantial character, progressive and conservative.

The general use of automobiles by merchants, business men and planters throughout Washington County in the transaction of business, has had a very stimulating effect on the building and maintenance of good public roads, and as a result, there is no section of the County but what might be reached by



GREENVILLE, MISS.

automobile or other conveyance, without the slightest inconvenience or delay.

In conclusion, it might not be amiss to refer briefly to the Greenville, Mississippi, Chamber of Commerce. This organization is maintained by the business men of Greenville and Washington County for the purpose of providing a reliable medium through which the home-seeker, dairyman, farmer, manufacturer and capitalist, may receive authentic and highly reliable information and data on any subject pertaining to

the opportunities offered in Greenville and Washington County. And any one seeking a location in the South will be serving his own interests best, by first ascertaining through the Chamber of Commerce, what Greenville and Washington County have to offer, before deciding on a location elsewhere. All communications should be addressed to the Chamber of Commerce, Greenville, Miss.

Note—The writer is indebted to Mr. Hy T. Ireys for the historical data which this article carries.

LELAND, MISS.

Location and Surrounding Country

LELAND is located in Washington county, Mississippi, on the banks of Deer Creek, which furnishes drainage for thousands of acres of the most fertile farms in the whole far-famed Yazoo and Mississippi Delta.

It is 75 miles north of Vicksburg, 140 miles south of Memphis, and 10 miles east of Greenville, the county seat.

Immediately surrounding the town the soil is a rich loam, but that of the country adjacent is black to a depth of 10 or 12 feet and is the same character as the soil of the famous black land of Texas, the only difference being that it is timbered instead of prairie, and hence is not subject to drouth. A total crop failure from drouth was never known in this country.

Climate

In summer the average temperature is low, rarely exceeding 90 degrees in the hottest weather. The winters are mild, the average temperature being

above the freezing point, which makes this an ideal country for stock raising and truck farming.

Settlement

The ground on which Leland is located was patented in 1834, and in 1845 this land came into the hands of Judge James J. Rucks, of Tennessee, who made the first settlement in 1847.

The plantation was called "The Three Oaks" because of three oak trees, which stood in front of the plantation home.

With the coming of the Y. & M. V. Railroad in 1884 a store was erected by a contractor named Snowden, and from this small beginning sprung the lively little city of Leland.

The growth of the town during the past ten years has been very rapid, the population now being numbered at 3,000.

Health

The health of the town and community will compare most favorably with



Passenger Station



*Residences
Leland*



any city of its size in the Union. Typhoid fever is practically unknown, and with modern drainage and sanitary ing only 9 grains of solid matter, 7 of which is soda, the remainder magnesia and other minerals.



THREE OAKS, LELAND, MISS.

regulations malaria has practically been banished.

Modern Conveniences

Leland, nestling in the heart of a wonderful farming country, possesses the conveniences of a large city, having waterworks, electric light, and sewerage systems, and concrete sidewalks. The supply of water is drawn from artesian wells, 500 feet deep, the water being almost absolutely pure, contain-



PUBLIC SCHOOL, LELAND, MISS.

The lighting plant is owned by the city and furnishes light at a minimum cost.

Churches and Schools

Leland has a public school building which is constructed of brick, and which is modern and up to date in every particular.

The Methodist, Baptist and Presbyterian churches afford places of worship for our citizens.

Banks and Finances

The Bank of Leland was organized nine years ago with a capital stock of \$5,000; which has since been increased to \$75,000. The Planters Bank was organized four years ago with a capital stock of \$50,000.

Industries

The Leland Oil Mill is one of the largest and best equipped oil mills in the south, crushing 100 tons of cotton seed daily, and is in operation nine or ten months in each year.

The Darnell Lumber Companies operate a band mill which saws 40,000 feet of hardwood lumber per day.

The Leland Compress Company have an up to date plant, which handles about 40,000 bales of cotton per year.

The Leland Ice and Cold Storage Company operate a modern ice plant, which has a daily capacity of thirty tons.

Cotton Market

Leland is one of the best cotton markets in the Delta. The progressive cotton-buying firms of McGehee-Dean Company and the Winter-Mann Company have their home offices in Leland, with branch offices in adjacent towns and in Europe.



Compress

Leland



OIL MILL

Contributions from Employees

Fire Protection and Prevention

By A. D. Brooks, Supervisor of Fire Protection

THIS Department, by means of educational features, is endeavoring to arouse the interest of employes as to their personal responsibility in reducing the hazards of fire, and, since this feature involves orderly cleanliness, the question naturally arises, "Could we through any fault of our own thoughtlessly start a fire?"

During the fiscal year 1913-14 the fire loss over the entire system amounted to 22 cents per minute. The exposed, destroyed and partially destroyed buildings, rolling stock and bridges, if placed side by side in one straight line, would extend from 12th street station to Grand Crossing, a distance of $8\frac{1}{2}$ miles. Of the above amount 4 cents per minute is attributable to carelessness on the part of employes. In capitalizing this amount at 6 per cent per year, it is found that it is necessary for the company to reserve \$367,000 to cover the loss caused by carelessness.

The theory and practice of fire protection and prevention is a scientific study with a wide scope, including general construction, architecture, economics, mechanics, hydraulics, electricity, chemistry, manufacturing processes and fire protection engineering.

One of the first demands in connection with the study of fire prevention is good housekeeping. This involves a multiplicity of detailed enforcements that will insure its daily observance throughout a large property as a matter of duty. Many fires may be avoided by the vigorous enforcement of Rule

33 shown on placards distributed throughout our shops and other buildings, reading as follows:

Rule 33: Remember that cleanliness and watchfulness are the best fire preventers. Every foreman should be required to make an inspection of his portion of the premises every night; the last thing before he goes home he will see that all oily waste, rubbish and loose materials have been cleaned up and that everything is in order, making a report of results to his superior. The watchman should be requested to keep a check on this system and report all defects. The committee on fire protection and the division officials should make a complete inspection of the property at stated periods. These reports should not cover conditions as to cleanliness alone, but they should also cover conditions of machinery, bearings, stock, shipping and receiving of material, etc. If excelsior, straw, paper or other light material is used for packing, a single day's supply only should be kept on hand, and this should be placed in a tin or asbestos lined box, made (by fuse link) to close automatically when fire occurs. Sawdust, waste or other combustible material should not be used to catch oil from bearings of machinery or elsewhere, nor around machines for an oil absorbent; provide metal drip pans for bearings. All rubbish, empty boxes, oily waste and other useless inflammable material should be removed from the premises daily. Special attention should be given to cleanliness back of steam pipes, radiators,

elevator shafts, stairways, areaways, cellars, washrooms, under benches and in all places where such material might accumulate.

One other important feature that should be encouraged, especially through the division officials, is to study the details of the causes of fires and to realize the care and vigilance necessary to counteract them. A knowledge of the causes of fires is always essential to the understanding of fire dangers.

Success in fire prevention is due to well organized forces in all departments. Even though fires are promptly discovered they often get beyond control through lack of fire fighting equipment or proper knowledge of how to handle such means of protection.

Rigid inspection of all fire apparatus as per Rule 4 on placards posted in shops and other buildings should be followed.

Rule 4: On the second and fourth Monday of each month all appliances for extinguishing fires must be inspected to see if they are in condition to perform effective service, and report made on prescribed form to superintendent.

While these features have been improving from year to year it is thought

that a better plan is to publish (through the courtesy of the Editor of the Illinois Central Magazine) from time to time bulletins covering standards for the guidance of employes in the proper care and management regarding all things desirable and necessary for the protection of their respective properties against loss by fire. While these bulletins will have to be revised from time to time as thought and experience develops perfections, they are intended to outline the best practice used in fire protection and prevention that insurance engineers can devise.

The first thought in publishing the bulletins is to invite discussion so that they will be fully understood; the second thought is to give the employes a working model for their practice. Although it is the intention to be positive in giving instruction and advice, there may be conditions that would invite changes. Such changes will be gladly received and discussed. The third thought is to standardize practice to such an extent that the methods used would materially lessen losses.

In conclusion, it is felt that the co-operation of officials given us so far in these matters is bound to extend to all employes so that the question of personal responsibility will overcome any fault or thoughtless habit of the individual employe.

It will be the endeavor to give in the next issue general recommendations on construction as it pertains to the prevention of fire losses.



STREET SCENE, LELAND, MISS.



GREENVILLE, MISS., HOMES.

Progressive Air Achievements

Master Mind Gives New Impulses to Material World by Causing Elements to Obey Every Impulse

Life, Property, Prosperity, Pleasure and Justice Join in Chorus of Praises on Account of Westinghouse Conceptions

By Jerre Cronin, Traveling Engineer, Y. & M. V. Railroad, Vicksburg, Miss.

IN days of Auld Lang Syne, when the trusty steed was looked upon as a safe and sane means of transportation and the energy of the spur was sufficient creative force to develop all needed motion, when the rein in the hand and the call of the voice proved vital factors in the prevention of acceleration, the words "Death by Accident" were found only on pages of forgotten lore. But in this age of rapid transit, when nature's noblemen and the sons and daughters of the rank and file of humanity find it necessary to be speeded across the land at a terrific pace, the need of preventatives and the application of time savers must play a most essential role in this drama of materialistic development.

While opinions may form a variety theme as to the one most essential and vital contributing force in this march of increased efficiency and rapidity of transportation, it will be the intention of the writer to demonstrate the ever-present and active co-operation of the Westinghouse Air Appliances. The spacious gap between the lightly constructed and slow-moving steam-propelled vehicles of 1826 and the fully equipped palatial trains of 1914, which thunder along our trunk lines, requires more than a passing glance, in order to begin to understand the degree of difference between past and present conditions. Many things have contributed to this improved state of affairs; one element—air—having been mastered and taught to obey the impulse, presents its claim and is easily placed at the head of the honor roll of achievement.

Not being gifted with the talent of Dumas, endowed with the characteristics of Bill Nye, or possessing the analytic philosophy of the ancients, and being a graduate of the College of Experience, my readers must expect a simple statement of facts based on the observations and labors of thirty years in the ever growing field of railroad equipment.

Knowing that those who may perchance glance at my attempt at relating my air knowledge, are to be listed as past grand masters of the subject, the writer will befittingly refrain from detailing the information that close observation, study and experience has collected. However, it is an impression that a composition on the subject would fall short of a connected theme, unless a brief history of the subject under consideration found its way into my efforts.

Air brakes, being mechanical devices which give expansive force to air, by a proper application of compression, found their inception in the form of straight air, in the mind of George Westinghouse. Each successive development and material change has been based on a thought that was hatched in the mental perceptions of this same benefactor of the financial and human sides of life.

Simply presenting a subject to the mind of man is only the first step in doing a work for which an invention was conceived. The attachment of an operating device to the locomotive, which would compress the atmosphere into a storage reservoir located on the engine and the placing of the pipe and

brake cylinders in their proper places and the addition of the needed couplings was the first step in a developing process that must take place in the mind of those not skilled in the art of handling this new appliance. A study on the Control of Air Pressure; the addition of a triple valve which gave rise to the automatic air brake; experience and ability, on the part of the operator, to properly understand graduating the application of the resultant forces; a thorough knowledge of the emergency discharge and the possession of mental energy to meet quickly developed conditions; a study of the complicated theory of the relative friction that exists between the rail and wheel and the brake shoe and wheel, when velocity is different, and a multitude of other topics all needed study and explanation.

A word in passing will suffice to tell of what was accomplished by a study of the literature that was distributed by those connected with the Westinghouse idea. To think of engineers and train crews, in all parts of the country, many times with years of experience, confronted with a new system of operating their locomotives. In the case of the writer and those in the road for which he was working, regular hours of study and appointed days for recitation produced results. Choosing our teachers from the members of our force, no member of our division fell below 95 per cent on examination. Without your thoughtfully prepared a clearly outlined assistance, no such results could have been made possible.

It will be easily seen that the main intent of the present contest is to show the change that has been brought about, by the proper application of air, and the writer will devote his few lines to a more or less correlative comparison of present and past conditions and touch upon the most salient features of a subject that might better be explained by writing a voluminous narrative.

Along in the eighties, when the

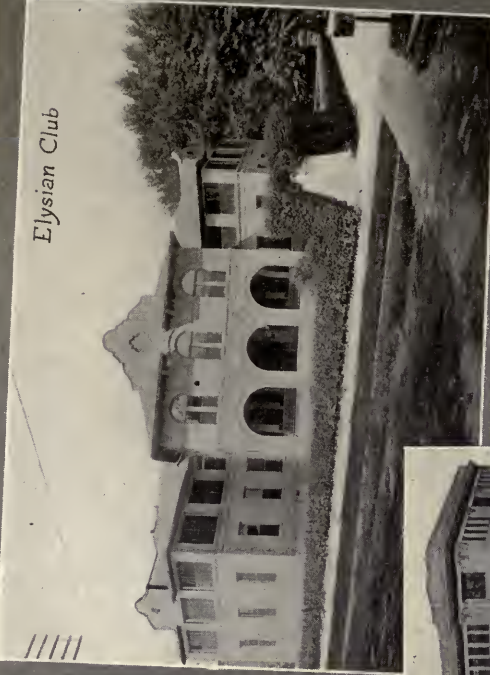
writer's experience began, it is easy to remember the freight that was handled without brake of any character, except the weak hand appliance on the tank. The impossibility of handling heavy trains and the great danger of failing to calculate momentum gave rise to a multitude of difficulties. During the months of October and November, when heavier trains began operating, it was deemed the proper morning calculation to ask: "Whose caboose was smashed last night?" It has been estimated that, from 1884 to 1894, enough property was destroyed, by a continued series of wrecks, to have equipped every engine and car on each road in the United States. By way of suggestive comparison, it may be timely to say that no such trains as those which are being handled today could have been even placed in motion without endangering life and property. The fact that our passenger trains were being operated with both automatic and straight air, makes the writer know that safety appliances were not an unknown quantity and it was due to lack of proper appreciation of real values that this delay was made possible.

As a next step along the road to progress, our engines were equipped with a steam jam. As time went on, other improvements were made. It would indeed be amiss not to relate the fact that ever since the year 1869, the inventive conceptions of that mechanical genius, George Westinghouse, had made air appliances possible and placed them within the reach of all railroads. In many instances, the economic theory that gained a place in the minds of misguided and ill-informed directors and officials was an indirect cause for the lack of progress—financial and otherwise—of numerous railroad projects. It requires very little mental exertion to see the difference between the cost of air equipment and the paying for a new car, to say nothing of the too often damaged or destroyed contents.

Elks' Home



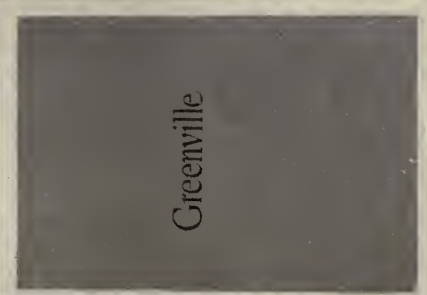
Elysian Club



New High School



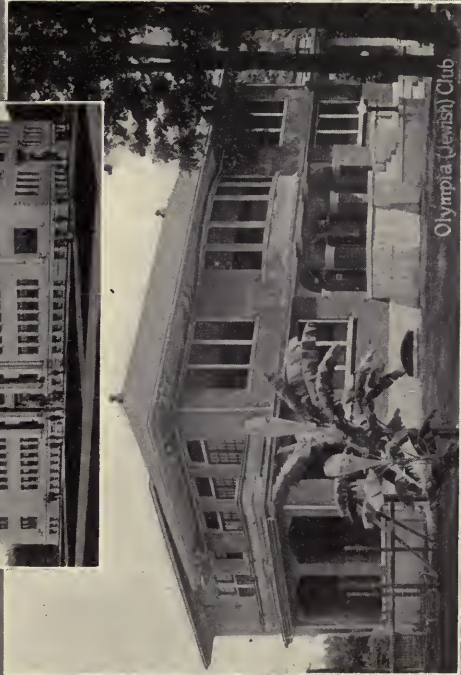
Greenville



Mississippi



Olympia (Jewish) Club



It will now be the intention of the writer to relate some of his experiences in the study and operating of air devices and close this effort by saying a word relative to the benefits that the inventor has bestowed upon the material world and offer a suggestion regarding the debt of gratitude that humanity owes to the efforts of one who sees the cure that necessity's ailment needed.

By way of showing what your literature has done, for those whose training was received in the old school, it may be well to choose as an illustration a wreck that occurred at a station called LaPlace, on our division. The north bound was receiving passengers. A south bound passenger coming at great speed, collided, disabling both engines. At the investigation, the excuse of the engineer who was handling a train equipped with automatic air appliances was: "There was a broken hose on my train, and all the air ran out so I could not stop." While the ignorance of the answer would make a profound impression at a modern Know Nothing Club meeting, the fact that the committee on investigation accepted his excuse makes it all the more certain that knowledge of the subject was not of a general character.

The advent of the six-inch pump; the coming of the largest compounds and the grade of elevations from the 3-way cock to the ET equipment on the engine to the PC appliances on the coaches have each given a multitude of opportunities to show lack of information and inability to meet emergencies. On one occasion, the road for which the writer was working, having all its cars equipped with straight air, found it necessary to borrow some passenger cars from a neighboring trunk line. This emergency was created by the running of several excursions. When the borrowed property was received, it was found that it was equipped with automatic air. This discovery was not made in the usual way. Each time that the local engineer made an endeavor

to move his train, he found that he was stalled and that he was unable to get his locomotive under way. The presence of an engineer from a western road explained the difficulty and after properly cutting in the air, the excursion train moved off. This lesson did not fail to make its impression and renewed efforts were made to keep pace with ever developing forces of air equipment.

In my first week's experience at firing, being anxious to know the manner in which air appliances performed their functions, the automatic brake seemed very queer to me. I could not see how its effects could be applied from the rear or in the coaches. Seeking information from the engineer, he replied: "There is a large spring in the brake cylinder. It is kept compressed with air. When you want to apply the brake, you reduce the pressure and the spring does the rest. When you want to release the brake, just restore your air." While the operating of a train, under this theory, was not far from the point, it would be hard to find a railroad man, in this day and time, who would not be able to give a more satisfactory explanation of this process. The Westinghouse idea and method of imparting information are indeed responsible for this condition.

It would indeed be a needless expenditure of energy to relate the many instances that flash into the mind, relating to the personal experience of every engineer, wherein the air brake has proven the means of saving life and property. On the unsteady bridge; approaching the burned trestle; overtaking the man of accident; discovering a partially derailed train; seeing the headlight in the distance, yes, these and ever so many more emergencies and occurrences bring the ever-ready helping hand of the Westinghouse brake to the control of equipment and the protection of life.

No palatial train without a Westinghouse; no 75-mile speed, until the controlling force of train operation was

mastered; the impossibility of placing the 125-car freight in motion and considering life and property safe has been overcome by the reinforced force that is stored in the latest air devices. In brief, power, progress, prosperity in the commercial world join hands with peace, protection and pleasure in the mind of man and form a chorus of well wishers and praisers for this the most salient factor in the material development of our country.

The Whitneys, Stevensons, Bells, Wrights, Edisons, Marconis, all claiming places in the halls of fame, may be

awarded their wreath of praise but when the scales of justice are chosen as the indicator of real values, many a maternal heart, filled with joy on account of the precious lives of loved ones, a multitude of happy and contented workmen and an army of those who have waxed rich, from the fat of the land, will create a new form of praise and again declare themselves in favor of Hero Worship, all because one man has saved life, increased values, enabled progress, harnessed the elements and devoted brain, energy and power to the uplift of mankind.

Burning Out Oil Deposits in Air Pumps

By W. M. Robertson, Engine House Foreman, Illinois Central, Harahan, New Orleans, La.

UNTIL recently the methods used for removing deposits of oil from the air end of air pumps without removing the pump from the engine were very impractical and unsatisfactory. The job meant dismantling the pump at the air end, tearing out all the valves and scraping out the parts by hand. The work was never done thoroughly; it required much time to do it, and then there was always the danger of delaying the engine.

This work was revolutionized by the introduction of oxygen carbon removers. This outfit does the work thoroughly, and in a very short time, will remove every small particle of oily deposit from the valves and other parts. The action is purely chemical and requires no taking down of the pump.

With an oxygen cleaner a pump cylinder can be thoroughly cleaned in ten minutes. This means that it is never necessary to tie up an engine to clean the air pump, and when cleaned in this manner the life of the pump is greatly increased.

The oxygen cleaner consists of an automatic regulating reducing valve fitted with a thoroughly tested gage and about 8 feet of high-grade hose with 2 feet of $\frac{1}{8}$ -inch copper tubing reduced to about $\frac{1}{16}$ inch on the point, and a $\frac{1}{8}$ -inch needle valve at the hose. One of the valves is removed and the opening swabbed out with headlight oil. A small piece of waste is then ignited and dropped in the opening, when the torch is inserted and the oxygen turned on, the oily deposit being rapidly burned away. Only a few minutes is required to burn the heaviest deposits. As soon as the deposit is consumed the burning ceases, as the gases have no effect as soon as the cylinder is cleaned.

Where an oxy-acetylene welding plant is used, it is only necessary to have a hose and torch to connect to the regulating valve of the standard welder. The material necessary to make the outfit consists of an auxiliary reservoir, a signal line reducing valve, 8 feet of $\frac{1}{4}$ -inch hose, 24 inches of $\frac{1}{8}$ -inch copper tubing, one $\frac{1}{8}$ -inch needle point valve, and a duplex air gage.

FREIGHT TRAFFIC

DEPARTMENT



Correspondence, Its Use and Economy

By W. M. Rhett, Asst. to Freight Traffic Manager

HOW much useless work could be avoided and how much time and often money saved if more care was taken in composing letters and telegrams. I am sure the force and truth of this will be recognized, especially by officers and clerks handling a large volume of correspondence. Before beginning a letter, one should make quite sure that he understands the subject thoroughly himself; has obtained and digested all the facts and records bearing upon it, and is sufficiently posted to answer all reasonable questions that may be asked in relation thereto. Being so prepared he should then cover the point so thoroughly as to make such questions unnecessary, thus saving additional letters or wires which would otherwise be needed to clear up the question.

Frequently being very familiar with a subject, we forget the other fellow's ignorance of it and fail to give him the vital facts without which he cannot grasp the situation or follow our reasoning or conclusions. In such cases both parties are at a disadvantage. If, in writing, we will always observe the old adage of "put yourself in his place," it will help immensely. I don't want to be understood as recommending long communications on trivial matters. After clearness comes brevity. In fact a proper degree of brevity is necessary to clearness.

With our great mileage and large

number of men frequently located long distances apart, making it necessary to transact their business with each other almost wholly by correspondence, it is more necessary to use thought and care in correspondence than on a smaller railroad where personal contact is more frequent. In the use of cables to communicate with our representatives abroad where each word is charged for, we are compelled to study very closely the composition of our messages, and it is surprising how few words are actually necessary to convey clear meaning.

Almost all general and division offices and large agencies are simply swamped with correspondence. Likewise the Company's wires are often congested. Attention is frequently called to the fact that we are exceeding our free allowance on the commercial wires. Much of this is caused by the increasing complications of our business occasioned by over regulation by the National and State governments, and the demands of the public for more information concerning the business handled by the railroads and there seems to be no way of controlling these factors, but there is a large proportion of correspondence which is worse than useless, being unnecessary, destructive of time and confusing to those who most need a clear head and sufficient time to consider the real es-

entials and this can and should be eliminated.

I suggest that the following method be tried as a remedy for the evils referred to.

After you have written a letter or wire, read it over carefully and ask yourself these questions: Is this communication necessary at all? If so, are all the important facts given and correctly? Are they stated in proper sequence? Are my conclusions and recommendations or instructions logically and properly justified by the written statement? Is the document long-

er or more involved than absolutely necessary? If so, cut it down. Have I anticipated and rendered unnecessary reasonable questions that might arise in the mind of the recipient, and have I presented the matter as I would like to have it presented to me if our positions were reversed? If this is done for a while it becomes a habit to unconsciously meet all the requirements and thus save many gray hairs to ourselves and others; cut down the use of profanity and incidentally increase the old age pension roll.

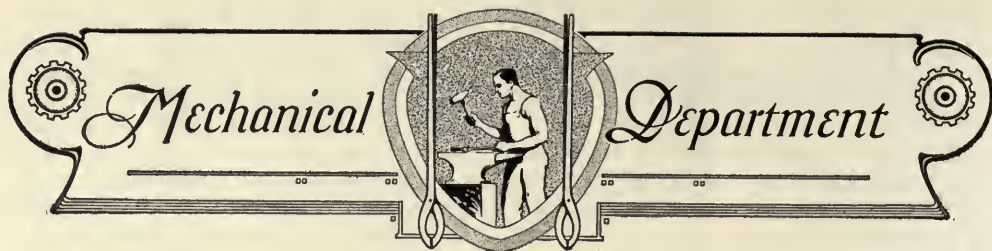
"He who saves time lengthens life."

Day Force, Freight Agent's office, Mounds, Ill.,



Roll of Honor

Name	Occupation	Where Employed	Service	Date of Retirement
Andy Tobin	Switch Tender	Chicago	20 years	3-31-14
Chas. H. Duns- moor	Engineman	Fort Dodge	20 years	6-30-14
Geo. W. War- ren	Brakeman	Chicago	14 years	7-31-14
John Schroeter	Engineman	Centralia	30 years	7-31-14



For the Apprentice Boy's Success

By H. L. Crowell, Tool Foreman, Waterloo, Iowa

GOOD character necessary—mental training essential—effects of dissipation—caution against overwork—physical exercise recommended.

It has been said that success is mental, moral and spiritual. Those who have discussed this vital subject have raised it above a mere sordid interpretation; above the material into the realm of spirit and intellect. One might say that every truly successful life must necessarily be self-sustaining, and, in fact, ought to have something more than the ordinary means of livelihood; while, on the other hand, another may contend that success may exist amid the environments of indigence.

If we accept the first definition with the financial clause, we shall certainly come nearer the opinion of the majority of apprentice boys, since we are living in an age when money-getting is rampant, and therefore it would be inappropriate to omit the consideration of finances. Even with this question, which is of vast importance, the question of moral character must not be underestimated.

Bodily vigor is good, and vigor of intellect is even better, but far above is character. It is true, of course, that a genius may in certain lines, do more than a brave and manly fellow who is not a genius; and so in sports vast physical strength may overcome weakness, even if the puny body have in it the heart of a lion. But in the long run in the great battle of life no brilliancy of intellect, no perfection of bodily de-

velopment will count where weighed in the balance against that assemblage of virtues, active and passive, which we group together under the name of CHARACTER.

Kinds of Character

Perhaps this observation would have been truer if we should have said "Good Character," for character may be either good or evil, since it is only another name for the personality of men—and men are both good and evil. Shylock had plenty of character. It obtruded, so positive was it, but it was the wrong sort of character. It was evil character. Considering the matter of material success, opportunity and possibility deeply absorb the attention of the ambitious young man, and for him these encouraging words can be said:

"The average young man into whom the average boy develops is, of course, not going to be a marvel in any line, but if he only choose to try he can be very good in any line, and the chances of his doing good work are immensely increased if he has trained his mind."

In this age there is no excuse for ignorance. We are so abundantly supplied with means of education—within the reach of all—that it is the question nowadays, "What shall I not study?" not, "What shall I study?" Your successful elder will perhaps tell you to be patient and industrious, and to work hard, but that unaccompanied by intelligence—the trained mind—

will not bring success, although all those are very necessary.

A mule is patient, industrious and hardworking, and he has been properly named an "ass." Given the opportunity, then to be "very good in any line," the first and continual step for the young man, or apprentice—for older and successful mechanics are always learning—should be the training of his intellect.

If a college or university education be beyond his reach he may follow in the footsteps of Lincoln, who learned more by himself than any school could have taught him. The chief value of our schools is that they establish mental discipline and studious habits, rather than that they deal directly with the practical affairs of life, although their present tendency is in that direction, as our manual training, domestic science and business schools attest.

The next logical step is the choice of a profession, and there many mistakes are made, for the young man usually examines the field with regard to its value alone, and not with regard to its value to him—not stopping to carefully determine whether it is simply a good business instead of determining whether or not it is a good business for him. No man is likely to succeed in any line of work that is distasteful to him.

Qualities Necessary

Having intelligence and the choice of profession assured, it is thoroughly agreed among successful men that reliability is the next consideration, and next in importance is resolution and perseverance.

Perhaps there is no more important component of character than steadfast resolution.

It may be truthfully said that "The unreliable man is a public nuisance."

And again:

"One must be systematic, assiduous and painstaking, and must cultivate the good will and opinion of his fellows."

And:

"Chief among the causes which bring positive failure is vacillation."

A philosophy may be placed in these words:

"Any man who can't take a punch had better not enter the prize ring."

It is the ability to take the "punches" of experience and get onto your feet a little wiser, that grim determination to surmount insuperable difficulties which characterized General Grant when he said: "I'll fight it out on this line if it takes all summer," the "staying power." These are emblems of that irresistible force we call determination.

Most young men have an idea that it is permissible to "sow wild oats." Such a fallacy should be dismissed. Dissipation has three serious effects in a young man's life.

Naturally the most important of these is the attitude of the prospective employer toward it. An applicant who shows signs of indulging in liquor or other vices has no chance against him who is morally clean. The cigarette has been blackmailed by many of the larger firms or corporations, and should be by all.

Further, the effect of dissipation upon the physical and mental power is disastrous. Who has not read in the lack-luster eye of the dissolute and feeble mind and inert body. The third is what may be called the "spiritual" effect, and there can be no doubt that the spiritual nature is deadened by neglect.

Evils of Overwork

A serious error among the young men of today may exist in overwork. It may be truly said that overwork is worse than no work at all. The ambitious young man should take the measure of his capacity for work carefully and not overtax it.

A noted statesman sees in this a national danger line, and says: "For the only danger before capable young men, and indeed before our nation, is that hurrying too much, of sweeping on too rapidly, of straining every nerve too tensely, of living our lives too strenuously. What most young men of this country need is restraint, not stimu-

lant. What this nation needs is reserve. The only serious fear that I entertain is that the rapidity of our lives will make us neurotic and decadent."

Here should be emphasized the value of physical exercise. Young men do not seem to realize that brain power relies upon physical strength. It is the foundation of all activity. True, some great men, like Byron, were weak physically, but it is generally true that bright minds over weak bodies usually result in early death, as was the case with Byron.

George Washington was said to be the best wrestler in northern Virginia, and Lincoln, in spite of his spare build, was a powerful man. It is the physical reserve that carries our great men through every crisis.

So every young man should be as careful in training his body as he is his mental and moral attributes. To sum up, then, any set of rules for the guid-

ance of the young man aiming for success in his chosen line of work ought to include:

Mental training, honesty, reliability, perseverance, morality, caution against overwork, and physical culture.

This will, if properly followed, insure a symmetrical development, mentally, morally, and physically. And in addition to this the spiritual life must not be neglected. Church work of any sort is a source of power, and is very pleasurable.

Now, in conclusion, these words may be appropriate. There is just one lesson these ancient ruins (of Nippur) teach; and that is the nothingness of fame, and that the only real things in life are love and duty. I cannot think of any blessing so great to the ambitious young man as to learn on the very threshold of his career of activity that duty and affection are the only things really worth his while—the only things that pay increasing dividends and never become bankrupt.

Quick Work

Polo, Ill., October 8, 1914.

Mr. J. F. Dignan, Superintendent,
Freeport:

D. & R. G.-63952 received at Polo, train 191, October 7th, at 10 a. m., home route Chicago, L. S. & M. S., loaded with 5575 lbs. merchandise, revenue \$13.63, was placed at elevator and unloaded from there and reloaded with corn for Chicago (home), revenue \$60.00, and forwarded on train 192 same date.

I. C.-65327 received at Polo empty, October 7th, at 10 a. m. on train 191, loaded and returned 192 at 6 p. m., same date, carrying \$15.00 revenue. C. F. D.-56524 received at Polo 2 p. m., October 7th, on Extra 1627 south, Conductor Andre, containing 6500 lbs. merchandise from Chicago, unloaded and reloaded with 7500 lbs. merchandise for Chicago and forwarded on train 192, 6 p. m., same date.

Yours truly,

(Signed) O. G. OWENS,
Agent.

Appointments and Promotion

Effective Nov. 1st, Mr. Herbert L. Fairfield is appointed Manager of Baggage and Mail Traffic, with supervision over the handling of baggage, mail, express and milk traffic, with headquarters at Chicago.

Alfalfa field that yielded 5 tons hay per acre, after being grazed half the time by hogs at the rate of 10 head per acre



Near Greenville



*New
Drainage
Canal*

Cutting oats that yielded 135.6 bushels per acre



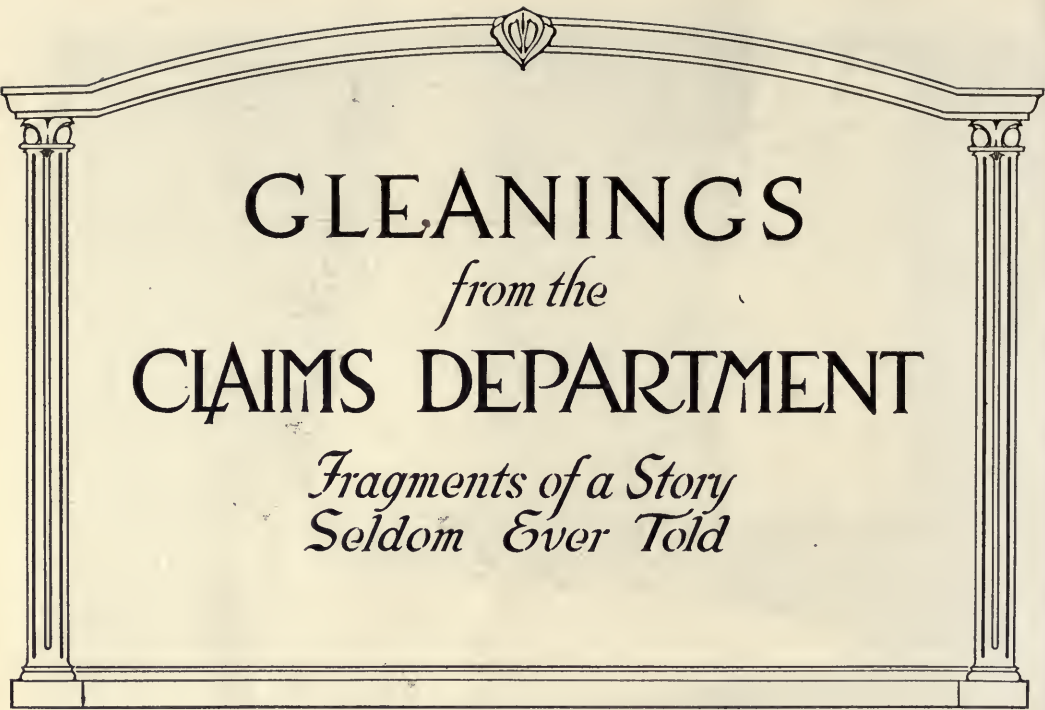
Mississippi

100 bushels corn per acre and a crop of peas on same soil same year



Flowing Artesian Well





CLEANINGS

from the

CLAIMS DEPARTMENT

*Fragments of a Story
Seldom Ever Told*

Our Policy

WE ARE not quite sure that the attitude of the Claims Department is perfectly understood among all the employes of this railway system. We flatter ourselves, however, that with the great body which composes the rank and file of our splendid brotherhood, and more especially among the older men, those who have been in the service for five years or more, that the Claims Department enjoys their assurance and respect.

Mistakes have been made. They will continue to be made, but these differences can be diminished, if not entirely eliminated, by a cordial and sincere understanding of each other, and to that end let it be known that every employe who believes himself oppressed, within the limits of this Department to moderate, is welcome to our offices. Let it be further known we have no secrets. Our transactions are an open book. We believe this is

fairly though not universally understood by the great majority of those who have worked for this Company for years and have had dealings with the Claims Department.

Our books contain the names of many men who have been in the employ of the Company, and who have had the misfortune to sustain serious and in some instances disqualifying injuries. We have endeavored to deal justly with these unhappy ones, and frequently they call to say a word of commendation or pass the time of day. We have had occasion to recommend some of them to other fields of employment, and in many instances some have outgrown the physical disqualifications entirely, and we have just as cheerfully recommended them to reinstatement in the service, where they may be found to-day.

We rejoice to say there have been

but few variations from this general characterization. The misguided we shall have with us always, but this Department glories in no triumph over those who have in a wayward hour sought to wrest from honor an unworthy crown.

Peter O. Burgland.

One winter night, quite a number of years ago, a switchman by the name of Peter O. Burgland had one of his feet badly injured while working in the Freeport yards. He was taken care of by the Company, was attended by able and skilled physicians, and after a long illness made an eventful recovery. This railway stood ready and willing to compensate this unfortunate man for the injury sustained, but he was obdurate and refused to be guided by overtures that were respectable, as well as liberal, under the circumstances of the case.

Finally, Burgland went to St. Paul, Minn., and there brought suit against this Company for a large sum of money. His case was a notable one in some respects. Among other things he swore that he was injured by attempting to get upon the footboard, which was defective; that he was thrown down, and as the engine was passing over him, he grasped the footboard, dragged himself along and there he clung until the engine stopped. When the stop was made, one foot was found to have been desperately injured, the whole sole of it having been cut off. Burgland preferred to tell his story far from home and far from the scene of the accident. The Minnesota jury disbelieved this man and he was turned away from the temple of the blind god—defeated.

The trial judge, being of the opinion that some technical error might have influenced the jury, granted Mr. Burgland another hearing and before a different jury, and again this man repeated to another twelve men the story of that night in Freeport yard. For the second time, twelve men debated

on "What shall be given unto thee, or what shall be done unto thee?" Again twelve men denied to Burgland the gain for which he sought, and he was sent from the bar of justice for the last time thoroughly disbelieved. Possibly the jurors believed that Peter O. Burgland was injured while he was trying to kick a draw bar over with his foot, in violation of instructions and all the rules of good railroading.

Since he was defeated by a jury, not once, but twice, and having utterly failed, through process of law, to gain any compensation whatever for his injury, Peter Burgland has spent much of his time in and about Freeport trying to induce other unfortunates to follow his example by filing suits in Minnesota. With his feet planted in Illinois, his hand points toward the State of Minnesota, which turned him from her doors without a penny, yet at one time this Company stood ready to pay him a sum of money represented in four figures. It would be interesting, indeed, to know what argument this particular man employs in his attempts to tear unfortunates away from their employer and real friend and place them in the outstretched arms of the Minnesota damage suit organization.

Another St. Paul Victory.

The case of Michael Kiefer vs. I. C. R. R. Co. was called for trial in court of Judge Lewis at St. Paul, Minn., on the 6th of October. At the conclusion of the plaintiff's testimony, the Illinois Central attorney, Mr. Charles C. Leforgee, moved the court to dismiss the case on the ground that the plaintiff had failed to make out a case against the Illinois Central under the complaint. Kiefer had been employed for about twenty years as a section foreman for the C., M. & St. P., and on March 19, 1913, while removing his hand car from the C., M. & St. P. track to permit passage of a C., M. & St. P. train, the hand car was struck by an I. C. train on adjoining track, and Kiefer was hurt and alleged that the



Charles B., a switchman, having been hurt in a railway accident, his case was solicited by agents of Minnesota personal injury damage suit lawyers, and he was induced to file suit. Walking with the aid of crutches some time afterward, he met a friend, who inquired:

"Can't you get along without crutches, Charles?"

"My doctor says I can," said Charles, "but my lawyer says I can't."

I. C. train crew was negligent in not stopping the train, although there was ample space for the hand car to have been placed in a position of safety between the tracks. While in Mercy Hospital at Dubuque, Kiefer was visited by Mr. George B. Leonard, an attorney of Minneapolis, Minn. This seems to have been their first acquaintance. However, the visit resulted in a law suit at St. Paul, trial of which resulted in favor of the Railroad Company. Both Companies evinced a willingness to do something in a substantial way for Kiefer, but he was not strong enough to overcome the great pressure brought upon him by Mr. Leonard to file a suit. Attorney Samuel A. Anderson, of St. Paul, tried the case for Mr. Leonard and Mr. Kiefer.

Sequel of a Damage Suit.

A number of years ago there occurred a collision on the Illinois Central near a small city west of Chicago. Among those who were injured was a traveling salesman. He was urged to settle with the railway company upon a fair and equitable basis, and when finally a proposition was made him, he said: "That is a fine offer and I have no doubt would repay me for my injuries, but I have been told that I could get more at the end of a law suit, and as long as I can get more I am going to get it." The railroad's agents continued negotiations for settlement and tried very hard to dispose of the claim, but the traveling salesman said he had the company where he could squeeze it and that he was going to exact the full pound of flesh, and he did. There was a long drawn out and expensive law suit, and finally the traveling salesman was awarded a verdict of \$5,000, which was paid. He had a beautiful home in a little city in Northern Illinois and a handsome and accomplished wife. He was asked what he was going to do with his newly acquired riches, and he replied that he intended to take a trip around the world. Three summers ago the husband and wife started away

on the journey and got as far as Atlantic City, when the beautiful wife became infatuated with another man, deserted her husband, and ran away with him. Broken-hearted, the husband returned to his lonely home, surrounded with flowers, pines and stately elms, and there amid the memories of other days, languished for a while and then, in his despair, sent his soul unbidden to its Maker. Verily, it is written, "Bread of deceit is sweet to a man, but afterwards his mouth shall be filled with gravel."

The traveling salesman might have been a happy and contented man and lived a full life if he had not become obsessed with a desire to get something which he was not entitled to, or if the machinery of the law had prevented him from succeeding.

New Complaint up in Cow Case.

S. M. Copp, of Ft. Dodge, claim agent for the Illinois Central, is up against a new cause for damages, "Paroxysmal exacerbation" it is named. This is the state into which Robert Peterson, a dairyman on the outskirts of Omaha, claims he was thrown after reading the following from the fluent pen of Walt Mason sent him by Copp after two of his milch cows had been killed by an Illinois Central train:

"Old Wax and I lived side by side and never had a row until one day he lammed the hide of my old brindle cow. He said she ate a suit of clothes that hung upon his line, and so I biffed him on the nose and he soaked me on mine. We owned our homes, were out of debt, had money in the bank that day he lammed my brindle pet and I gave him a spank. Awhile we stood around and cussed and wagged the fluent jaw, until, surcharged with deep disgust, we turned and went to law. Oh! that was bad and beastly sport! Our lawyers, smooth and deft, conveyed the case from court to court, and taxed us right and left. Now at the poor farm Wax and I put in our fading years; I lean on him and heave a sigh and he

bursts into tears. Sometimes we ramble up the road where once we lived. Gee whiz! A lawyer lives in my abode, another lives in his. Then to the poorhouse back we go, and seek our couch of straw and think of joys we used to know before we went to law."

Peterson alleges the foregoing caused him to delay putting his claim in the hands of an attorney until Copp wrote offering to stand only 50 per cent of the damage. Then, the petition avers, "the vision of his attorney living in his abode" faded away and he realized that the offer of the claim agent really meant "back to the poorhouse we go." He then was thrown, his petition recites, into paroxysmal exacerbations, and filed his claim for the price of the two cows, which the petition further states, "he had cared for and nurtured until they were the best of the herd." Increasing symptoms is the meaning placed upon Peterson's condition by Copp, who states that the value of the cows had increased \$100 while the plaintiff was suffering from the said p. e. His original claim was for \$200.—Fort Dodge Chronicle.

CLAIM AGENT CARY SOLILO- QUIZES.

The summer days have come and gone,
Vacation times are o'er.
We've all got back and told a helava
whack
Of the big ones we took ashore.

Some went to the woods and some to
the sea,
And some to the mountains tall,
But some were content to not spend a
cent
And just punch at an old golf ball.

LAWYER CITED TO APPEAR.

The following is from the Louisville (Ky.) Herald, of Oct. 2:

Joseph Lenihan, an attorney, was cited by a rule issued by Judge William H. Field yesterday to appear in court Monday to show cause, if any, why his license to practice law should not

be revoked and his name stricken from the roll of attorneys of the Jefferson Circuit Court on a charge of unbecoming conduct and acts inconsistent with his duties and obligations as a member of the bar.

The information was filed by Judge Field himself, as the result of three affidavits filed in court by Chris Semar, Susie Semar and their son, Herbert Semar. The information is to the effect that Herbert Semar, 17 years old, while passing by Alex Hirschberg's place, 619 West Market street, on September 21 last, was struck on the hand by falling glass from a front window of the store.

The information states that on September 22 Joseph Lenihan visited the Semar home and endeavored to secure the right for himself or for others to make a claim for Herbert Semar or bring suit. It is stated that the mother declined to take any action in the matter without the knowledge or consent of her husband, and then Lenihan asked that Herbert be allowed to take him to where his father was employed.

It is stated that Herbert entered an automobile and guided Lenihan to the Peaselee-Gaulbert warehouse at Fifteenth and Lytle streets, where the father was employed, and there Lenihan asked that he be allowed to take the boy before Judge Samuel Greene that the injured hand might be examined.

It is stated and also narrated in Herbert's affidavit that he was taken by Lenihan to an office in the Inter-Southern building, where he was told he would have a guardian appointed. The boy stated that he wanted either his father or mother appointed guardian, whereupon he was told, it is stated, that a court official should be appointed, and that when taken before Judge Greene was told R. L. Page, public guardian and administrator, was named. It is declared that this act was done against the wishes of the mother and father and the boy himself. It is stated in an affidavit of Chris Semar that a settlement of the claim was pending.

Greenville Miss.



Churches



A CAUTIOUS FARMER.

A Mississippi farmer was the owner of a good Alderney cow. A stranger, having admired the animal, asked the farmer, "What will you take for the cow?"

The farmer scratched his head for a moment, and then said, "Look a here! Be you the tax assessor, or has she been killed by the railroad?"—The Argonaut.

A DANGEROUS PRACTICE.

Recently, General Manager Foley published in the newspapers located along our lines in the state of Mississippi an appeal to the farmers to co-operate with the railway in keeping live stock off the waylands with a view of preventing derailments caused by locomotives striking stock on the track. Since January 1, 1901, it was shown that there had been one hundred and thirteen derailments in the state of Mississippi from this cause alone. The response of the press and of the people to Mr. Foley's appeal was most gratifying. Thirty-nine representative newspapers of Mississippi indulged in wholesome and helpful editorial comment. We should like to republish here all of the thirty-nine editorials referred to, but space will not permit. However, the following from *The Clarksdale (Miss.) Challenge* of Aug. 28 is a fair sample:

The Illinois Central and Y. & M. V. railroad companies are calling attention to the vast amount of cattle annually killed by trains while trespassing upon the waylands of American railroads. This unnecessary waste of live stock is, as pointed out by the railroads, almost entirely due to the negligence of farmers in carelessly leaving open the gates opening onto the waylands of the railroads. The railroads have gone to con-

siderable expense in the way of fencing, constructing cattle guards, etc., in an effort to keep their right-of-ways clear of all obstructions, thus greatly insuring the safety of their trains from derailment by stock, etc., and the farmers are urged to assist in the "Safety First" campaign.

The killing of live stock by trains is an ever-increasing drain on the gross revenues of the railroads and a constant strain upon the nerves of the employees of the operating department. It is also another contribution to the high cost of living, as tons of beef are mangled and wasted that were destined for the markets and ultimately for the consumer's table. And the only ones that are being benefited are a horde of shyster lawyers who have made the fake damage industry their specialty.

Mississippi is a very grievous offender in this dangerous practice of carelessly allowing cattle to stray onto the railroads' waylands. On the I. C. and Y. & M. V. Railroads in this state, more than six thousand head of stock, or 74 per cent of the total for the Illinois Central system, are killed yearly. When, as has been stated before, it is considered that this deplorable waste of live stock is almost entirely due to the carelessness of our farmers, it can be readily seen the railroads have ample grounds for complaint.

The law protects the railroads in this matter, but the Illinois Central and Y. & M. V. have preferred to acquaint the good people of Mississippi with the extreme urgency of the matter, leaving it to their fairness for the regard of the rights and welfare of others to prompt the adoption of necessary corrective measures.

The Challenge joins the Illinois Central and Y. & M. V. in urging upon our farmers to unite with the railroads in their earnest endeavor to better a very bad condition.



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 ▲ ▲ ▲ ▲ ▲

Cancer: Its Appalling Mortality and the Necessity of Early Recognition

WE ARE informed on good authority that the number of deaths from cancer in this country is at least 85,000 per annum. As the cause of death in adults over forty-five years of age, cancer is almost as deadly as tuberculosis, and the mortality of cancer is increasing. This is true in all civilized nations, as can be seen from a study of statistics. The number of deaths from cancer per annum, and the increasing mortality rate should make the laity ask: "Why has nothing been done in the treatment of cancer as has been done in the case of tuberculosis?" First, we must ask, "Is cancer a controllable disease?" The only measure of control which has thus far been discovered is that of the education of the public as to the importance of the early recognition of the disease and early radical operative treatment. It must be discovered early, and it must be operated upon early.

A quarter of a century ago, cancer was not diagnosed until the characteristic odor of the disease was present. Even at the present time, the diagnosis is delayed too often until the stage of pain. Many of our leading surgeons say that the diagnosis and operation must precede the pain stage if life is to be saved. The only cure for cancer at the present known, is its early and complete removal. Cancer, if removed in its earliest stages, is practically cur-

able. If neglected and not removed in its earliest stages, it invariably is fatal. The paramount importance of its early recognition and early removal is, therefore, plainly evident.

It is very necessary that the medical profession and the general public co-operate and it can truly be said that a great responsibility rests upon both. It is only by mutual co-operation that the ravages of this terrible disease can be lessened. The following information gathered from various circulars coming to the writer's table should be of vital assistance to our readers. It is no exaggeration to say that, if acted upon, the result would be the saving annually of many hundreds of lives which at present are inevitably lost. Read the following very carefully, and tell your friends to study and practice the advice and to ask others who may come in their way in a business or social way to give attention to them.

1st. Any scaly conditions of the skin particularly in the region of the nose in a person over forty-five, should excite alarm. Nose glasses, with strong springs often press the skin and cause a breaking down of the cellular layer and very often gives rise to a sore which may lead to cancer. Cancer in this region spreads very rapidly as the nose is so very vascular that growth is easily developed. Any warts or moles about the face or in any part of the

*Some
Greenville
Churches*



body where they are irritated should be removed, as in late life these terminate in cancer.

2nd. Avoid irritations of the tongue or cheeks by broken or jagged teeth. These lesions late in life, if neglected, terminate in cancer.

3rd. Any wart or sore occurring on the lower lip in a man even over forty is almost invariably cancer. If removed at once, the cure is certain; if neglected, the result is invariably fatal.

4th. Any sore or swelling occurring on the tongue, inside of the mouth or on the jaw in a man over fifty should be examined by a surgeon. A very large number of such swellings or sores at this time of life are cancer, and if neglected, even for a few days, the result is inevitably fatal. If removed at once, as soon as noticed, the prospect of cure is good.

5th. Any bleeding occurring from the lower bowel after forty-five years of age, commonly supposed to be "piles," should be submitted to a very careful examination by a surgeon. A large proportion of such cases are cancer, which at this early stage is possibly curable.

6th. Any bleeding, however trivial, occurring in a woman after the change of life means almost invariably cancer, and cancer which is curable at the time. If neglected till bleeding becomes profuse or until pain is present, it means cancer which is almost always incurable.

7th. Any occasional bleeding, occurring at the change of life, sometimes very profuse and offensive, requires a

careful examination by a surgeon. This is not the natural way for this change to come on and a large number of such cases means commencing cancer.

8th. Any swelling in, or around, the breast, or a stinging-shooting pain through the breast of a woman over forty, a surgeon should be consulted at once. These cases are usually cancer, and where there is a cancerous history, the result is fatal if surgical interference is not prompt and radical.

Cancer is not difficult to recognize in its commonest sites. The reader should remember that cancer is curable in its early stages—and in these early stages gives rise to no pain, no symptoms of ill health whatever. One of the leading surgeons in this country says if cancer is operated upon at once, as soon as noticed, the result is 100 per cent recover; if left for ten days, only 65 per cent recover; if left for one month, but 35 per cent recover, and if left until pain is present, he advises against any operation or any interference, because it is too late. We urge you with all earnestness—if you have the least roughness around the nose—the slightest sore on your lip—or the smallest swelling on your jaw or continued rawness of the tongue, to consult a physician. Remember that seven thousand persons die from cancer every month. Its insidious development is its greatest danger. It begins as a very small sore, a sore at first that does not impair the health or cause any inconvenience whatever, but if left alone it in time produces death—and a death that cannot be equalled by any other disease.

Letters of Appreciation of Services Rendered by the Hospital Department

Greenville, Ky., Oct. 6, 1914.

Dr. J. Q. Taylor, Assistant Chief Surgeon,
Paducah, Ky.

Dear Sir:—

Thanks to you for promptness in returning blank showing time in Paducah Hospital.

I have returned to work after being absent for two and a half months and wish to thank you for attentions shown me while with you at Paducah.

The service from your staff was very pleasing to me and could not be surpassed anywhere.

During my seven weeks with you I was always treated with unusual kindness, and such motherly treatment rendered by the nurses when one is sick with typhoid, is highly appreciated. I will always carry a very kindly feeling in my heart for the Paducah Hospital, and the Hospital Department of the Illinois Central R. R. Company.

My wife joins me in thanking all of you for many kindnesses shown and we cannot praise the Paducah Hospital too highly.

Yours truly,

W. G. Crawford, Agent.

E. R. HARLAN,
CHIEF ENG.
320 FIFTH ST.,
MCCOMB, MISS.

I. H. MARTIN,
SEC. & TREAS.
P. O. BOX 367,

J. M. HOSKINS,
LOCAL CHM, G. C. OF A.
236 TWENTY-FIRST ST.,

J. T. STEWART,
DEL. LEG. BOARD
826 W. CAPITOL ST.,
JACKSON, MISS

Brotherhood Locomotive Engineers

Magnolia Div. 196

McComb, Miss., October 14, 1914.

Illinois Central R. R. C.,
Hospital Department,
Chicago, Ill.

Gentlemen:—

With a feeling of gratitude in my heart, I can not refrain from expressing my appreciation to the Hospital Department for the good treatment I received at their hands while in Mercy Hospital at Chicago, under the care of the Chief Oculist. About the first of July one of my eyes became inflamed and I was treated for some time without any beneficial results. In fact I was beginning to get uneasy for fear I would lose the sight of this eye. I then went to Chicago and put myself under treatment of the Chief Oculist and under his skillful and painstaking treatment my eye was restored to

perfect vision. As I wrote the Chief Oculist, I have given my eyes a most thorough test, in pulling the Panama Limited, having made 2000 miles at from 60 to 75 miles per hour. I take pleasure in recommending these specialists to any one with eye troubles.

Yours gratefully,

I. H. Martin,
Locomotive Engineer, La-Division.



JOHN B. MALLON.

By Geo. T. Roach.

JOHN Bernard Mallon, son of Patrick and Susan C. Mallon, born June 10th, 1870, Tuscola, Illinois. Resided in Tuscola, Ill., attended public school until March 1st, 1881. Moved to farm 6 miles southeast of Tuscola.

1884—Left farm and moved to Tuscola and employed by F. Luce during summer, 1884. In fall of 1885 entered office of I. C. R. R. as messenger boy at salary of \$10.00 per month. In December 1886, was promoted to Night Telegraph Operator, I. C. R. R. Tuscola. 1888 promoted to Day Operator, Tuscola, Ill. During service

at Tuscola he attended one term at Terre Haute Business College, Terre Haute, Ind.

Promoted to Agency, Neoga, Ill., April, 1893.

Promoted to Agency Bradley, October, 1893.—First agent at Bradley. Transferred to Kankakee, Ill., as cashier in Freight office, May, 1894.

Promoted to Agency at Mattoon, Ill., June 10th, 1896.

Promoted to Agency, Champaign, Ill., January 5th, 1902.

Promoted to Agency, Kankakee, Ill., April 1st, 1902. Resigned Nov. 1st, 1904.

Employed by Southern Ry., Spencer, N. C., November 1st, 1904, to March 1st, 1904.

Promoted to Station Master, Union Station, Foot 7th Street, Louisville, Ky., March 1st, 1904.

Promoted to Agency, Hopkinsville, Ky., March 1st, 1905.

Promoted to Agency, Birmingham, Ala., April 1st, 1908, being the first agent employed by I. C. R. R. at that point to organize and open the office. Given additional Service as joint agent for I. C. R. R. and Central of Georgia Ry., Birmingham, Ala., July 1st, 1910.

Promoted to Agency, Louisville, Ky., Foot of 12th Street, Louisville, Ky., Sept. 1st, 1912.

Died Sept. 22nd, 1914.

Mr. Mallon was 44 years of age and came from a family of railroad men. He was a Knight of Columbus and a member of the Catholic Order of Forresters, and a prominent Elk, being affiliated with Birmingham, Alabama Lodge No. 79 and Transportation Club of Louisville, Ky.



Overflow Situation at Cairo, Illinois, During the Years 1912-1913

By M. P. Black, Assistant Engineer

CAIRO proper lies in the angle between the

Ohio and Mississippi Rivers, and is protected from overflow on the east or Ohio side by the joint levee of the city and the Illinois Central Railroad Company, on the west or Mississippi side by the city levee and on the north by the Illinois approach of the Illinois Central Railroad bridge over the Ohio River.

"The Drainage District," comprising approximately ten thousand acres, lies immediately north of the city proper. This district contains a large number of important manufacturing plants and valuable corn and alfalfa lands.

Previous to the formation of the drainage district, the waters of the two rivers equalized when their stages varied by means of a depression east and west across the district mentioned, the Illinois Central Railroad Company maintaining a 3,000 ft. opening under its main line for the passage of this water.

To reclaim the land in this territory a drainage district was formed under the direction of which the Big Four Railroad embankment along the Ohio River was converted into a levee, while that of the Mobile & Ohio Railroad along the Mississippi River, or west side, was likewise utilized for that purpose. The Cache levee was then constructed across the northern extremity of the district extending along the south bank of the Cache River from the Big Four Railroad to the Mobile & Ohio Railroad embankment, thus providing levee protection for the entire area.

The Illinois Central Railroad main line extends almost due north and south through the approximate center of this district.

Following the construction of these levees, the 3,000 ft. opening under the Illinois Central Railroad embankment was filled, making a solid embankment of 34 ft. crown width, side slopes of $1\frac{1}{2}$ to 1, and height varying from 9 to 25 ft., from Cache River bridge at the north extremity of the district to Cairo Junction at the south end, with the excep-

tion of two small subways and one culvert to permit passage of vehicles, and surface water, from one section of the district to the other. The elevation of the top of rail on this embankment was approximately equal to 53 feet on the Cairo gauge.

There having been no excessive high water on the Ohio River since 1884 the territory was considered amply protected, which resulted in additional manufacturing plants locating in the drainage district and the extensive cultivation of farm land.

This was the situation when the river began to rise on March 19, 1912, the rise increasing rapidly so that a flood stage of 45 ft. was reached on March 22. The rise continued until April 6, at which time it registered 54.2 on the Cairo gauge, remaining approximately at that stage until April 10, at which time it began to recede.

This overflow established a record elevation that exceeded the stage of 1884 by several feet.

On March 30 the unprecedented rise caused alarm in Cairo, and city officials requested aid. The Illinois Central Railroad responded, running two special trains with four hundred men to assist in protecting the city from overflow.

The Illinois Central Railroad Company also began forwarding material, labor and equipment for the protection of its main lines, as the unusual pressure on the levees presaged a break in either or both of them. At 10 p. m. on April 3, the Mississippi levee broke in the vicinity of Beech Ridge, approximately six miles northwest of the city of Cairo at the northwest extremity of the drainage district. The water from the Mississippi flowed through this crevasse in a southerly direction between the embankments of the Cairo & Thebes and Mobile & Ohio Railroad Companies to a point directly west of Cairo Junction, at which point it broke the Mobile & Ohio embankment and flowed through this crevasse into the west portion of the drainage district, rising at the rate of one-half foot per hour. At first it was thought ad-

*Crevasse in I.C. main line . 1 mile
north of Cairo Jct.*



*Train 2 - the first to pass over
main tracks after restoration in 1913*



*Cairo Jct. 1913.
looking north.*



visible to allow this water to pass through the openings under the Illinois Central Railroad embankment and thus equalize the pressure on both sides; however, at noon on April 4, the Ohio River levee being still intact, it was decided to save the manufacturing territory on the east side of the embankment by closing the openings under the railroad embankment. A large force was accordingly put to work to accomplish this, continuing in their efforts until 4 p. m., at which time the Ohio levee broke at a point approximately two miles northeast of Cairo Junction. At 4:30 p. m. another crevasse occurred directly east of Cairo Junction at the Gear-Wilkerson plant.

The flow from these crevasses filled the east half of the district rapidly, rising at the rate of $1\frac{1}{2}$ ft. per hour, topping the Illinois Central Railroad embankment at 11 p. m. on the fourth of April, at which time the water from the Mississippi River on the west side had not reached the top of the embankment by approximately five feet.

This "head" caused considerable erosion on the west or southbound side of the embankment during the early hours of the overflow.

The flood level of the Ohio being two feet higher than that of the Mississippi, a high velocity was generated, which resulted in a further erosion of the main line embankment of the Illinois Central Railroad, which lay directly across the course of the overflow current.

The double track of the Illinois Central Railroad was submerged from a point 380 ft. south of the depot at Mounds, Illinois, to the approach of the Ohio River bridge at Cairo Junction to a depth varying from one to two feet, with the exception of a short stretch of track on the Cache River bridge, thus putting out of commission six miles of double track and entailing a loss to the railroad company on account of extraordinary repairs amounting to \$250,000, a loss on account of traffic, conservatively estimated at \$100,000.

Crevasses occurred in the railroad embankment at five places varying in depth from 9 to 20 ft., and in length from 300 to 1,100 ft.

To open traffic it was necessary to drive 7,764 ft. of pile trestle, one mile of skirt piling and rebuild approximately two miles of embankment.

The north-bound or east track of the railroad company being the least damaged, it was thought advisable to re-establish this first. Accordingly a track pile driver was started at each end of the affected territory on April 5th, working night and day shifts.

The largest crevasses were bridged and the intervening track repaired in time to permit train No. 2 to pass over the north-bound main at 1:15 p. m. on April 13, ending a period of ten days, during which all traffic over this line was suspended.

On April 14 work was started on the south-bound track in the same manner as on the north-bound, the latter being open for traffic on April 21. The work of re-establishing the south-bound main was considerably facilitated by the water receding below the top of the rail, which permitted track drivers being cut in from the north-bound main between the crevasses. In this manner six pile drivers were enabled to work simultaneously.

The material was handled to these drivers by making a switch twice every twenty-four hours; the various classes of material having previously been assembled in their proper order, the bridge material next to the driver and riprap, stone, etc., following. The bridge material was unloaded in the water and rafted to the drivers, the forward cars being emptied first, while the riprap and other filling material was spotted at various intervals along the track behind the drivers and weak places in the embankment filled out.

To save time, the piling on the trestles was cut off at the water level, the caps, stringers and deck being above water, the inclines to these trestles being constructed of stringers laid on cross tie cribbing, the run off being made with rock ballast.

Where short spaces of good track intervened between the crevasses, the deck was continued through, being supported on the rails of the old track and drifted in place.

Acetylene lights on rafts were used to facilitate the work at night.

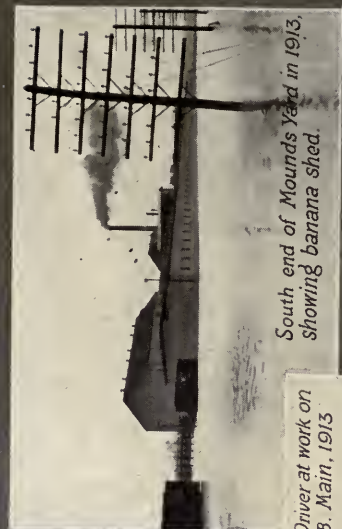
Weather conditions through the entire work were favorable. In the sixty days period succeeding the establishment of traffic a uniform grade was established throughout the affected territory, the crevasses refilled and the shoulder of the embankment widened, the speed of trains being raised to normal.

It was not deemed advisable to raise this track above high water of 1912 as the city of Cairo, immediately following the overflow, had petitioned the federal government for an appropriation for levee construction, the city proper making arrangements for a bond issue. The total sum ultimately derived from the two sources amounted to approximately \$750,000, which was considered adequate for improvements contemplated; a very considerable delay was experienced in securing the appropriation from the government, which consequently delayed the city bond issue, with the result that preparation for extensive improvements in the levees protecting this territory were not consummated until late in the year 1912.

The Miller Engineering Company of Little Rock, Ark., was employed to make the necessary surveys and plans for carrying on the improvements, crevasses in the levee were repaired and the organization for carrying on the work was well underway when the unusually early rise of 1913 in the Ohio River claimed the attention of the citizens of Cairo



Temporary Trestle Construction between Mounds and Cairo Jct. 1913



South end of Mounds Yard in 1913, showing banana shed.



Pile Driver at work on N. B. Main, 1913



I.C. gasoline tug used in supplying material to marine driver



2 marine drivers at work on I.C. main line.

The Ohio rose very rapidly until on April 2, 1913, at 3 a. m., a crevasse occurred in the Ohio levee directly opposite Cairo Junction at approximately the same location as one of the crevasses of 1912. This crevasse was approximately 250 ft. in length and caused the drainage district to fill rapidly, topping the Illinois Central embankment on the morning of April 2nd, the Ohio River being at a stage of approximately 50 ft. on the Cairo gauge, it immediately cut through the Illinois Central embankment with greater damage to the south-bound track than in 1912, for the reason that there was no Mississippi water on the west side to decrease the head of the Ohio water.

This break afforded temporary relief for the city of Cairo, but after standing a short period the water continued to rise, reaching the unprecedented stage of 54.8 ft. on the Cairo gauge, or .6 ft. higher than the mark established in 1912.

The citizens of Cairo, profiting by the experience of 1912, constructed a bulk head around the entire city on top of the earth levees. This bulkhead was made by driving two rows of 2x4 studding, spacing six feet apart and two feet between rows; the studding was then sheeted with one inch plank, the intervening space being filled with loose dirt. At the point where the bulk head was subject to damage from a heavy wave action, it was protected by a secondary bulk head constructed of one inch material and weighted down with sand bags.

This bulk head construction proved very effective and when completed would have sustained a stage of water two feet higher than actually occurred. The seep water in Cairo, which was very troublesome during the 1912 overflow, was not very extensive in 1913. This was largely due to the large centrifugal pump installed by the city which did effective work in pumping the seep water over the levee, with the result that Cairo proper sustained practically no damage during the overflow period. The damage in the drainage district was practically the same as in 1912.

The Illinois Central double track was overflowed to a depth of from one to three and one-half feet in approximately the same boundaries as in 1912, the increased depth of the overflow in the north portion of the district being due to the heavy hydraulic gradient in the Ohio River, the high water mark at Mounds, Ill., being one and one-half feet higher than in 1912, while at Cairo proper it was only six-tenths higher.

There were five crevasses in the embankments of the Illinois Central Railroad, necessitating 4,124 ft. of pile trestle, and 1½

miles of skirt piling and rebuilding of approximately two miles of track and embankment between the crevasses.

The loss to the railroad company on account of extraordinary repairs was approximately the same as in 1912, but loss on account of traffic being suspended was less, for the reason that all competing lines were affected by the same overflow.

The Ohio River water in 1913 flowed over the Ohio levee throughout its entire length, there being, however, three distinct crevasses, causing considerable damage to the plants on the Ohio side. In its course west, the water topped the embankment of the Mobile & Ohio Railroad, washing it out in a number of places. There was a heavy current to the westward or up the channel of the Cache River during this period. The damage to the Mobile & Ohio in 1913 was greater than in 1912, owing to the fact that the Mississippi River was three feet lower than the Ohio, and the high velocity of water caused by this difference of elevation was very destructive to all embankments lying in its path.

The work of re-establishing traffic on the double track of the Illinois Central Railroad in 1913 was greatly facilitated by the use of two marine drivers, which were brought through a break in the Ohio River levee and started driving April 3rd in the crevasses which were inaccessible to the track drivers. A track driver was also started at the extreme north and south ends of the affected territory on the same date, with the result that traffic was resumed on the north-bound main on April 10, the period of suspension of traffic being only seven days, as against ten in 1912.

The material for the marine drivers, as well as the track drivers, was unloaded in the water at Cairo Junction, rafted and towed by means of gasoline tugs to the drivers. The work of track drivers was greatly facilitated by the marine drivers, as they had only to cut off and cap the piling as they came over the damaged track.

The marine drivers were also used in driving the south-bound main track, which track was opened for traffic on the 17th of April. As soon as the marine driving was completed, one of the bents in the north-bound main was driven down five feet below water level, the marine drivers passed through and were taken to the Ohio River, the bent was re-driven and the track connected up.

The work of restoring the embankment and filling the crevasses was immediately begun, the railroad company placing a shovel in Villa Ridge to obtain the necessary dirt.

(To be continued.)



TRANSPORTATION DEPARTMENT



“Off Agin, On Agin, Gone Agin.” “Finnigan.”

By J. J. Pelley, Supt., Tennessee Division

As the story runs, Finnigan, a Section Foreman, was muchly given to verbosity. His reports of trivial occurrences on his section were quite voluminous. His superior had repeatedly admonished him to be more brief in his reports and correspondence. One day there was a derailment on Finnigan's section, and he evolved, after considerable study, the “brief” report given above.

Finnigan had the right idea but he rode it too far. His report was brief, but not complete. He omitted much of the detail information necessary that his superior might know just what had happened on his section. Finnigan's report might have read something like this: “1605 South, derailed 10:00 a. m., broken rail, mile 315, rerailed 10:30 a. m., moving 10:40 a. m. Track damaged \$25.00; no other damage. Truck safe full speed.” This report, while stripped of the rugged symphony of Finnigan's message, gives briefly all of the data required to put at ease the minds of those responsible for the operation over mile 315.

In this day of intensive railroading, when every one is working under high pressure, we have much need for intelligent brevity. However, too much brevity is as objectionable as too much verbosity. A communication so brief that it is necessary to call for more information is more troublesome to the busy supervising or operating officer than the report which is so voluminous that he has to waste considerable time in picking out the necessary and discarding the superfluous items.

Another story about the Section Foreman will illustrate the point. A coffin containing a corpse fell from the baggage car in a passenger train between stations. The Section Foremen located in the vicinity of where the coffin was thought to have been lost were instructed by telegraph to search for the coffin, and if found to report condition. The Foreman who located the coffin replied: “Found corpse. It is dead.”

The temptation to orate in correspondence overcomes most of us at times, particularly the correspondence clerks, and pages of matter are written when paragraphs will do. Superfluous writing takes up the time of the writer, the stenographer, the reader, the filing clerk, valuable to our employers. The energy and wastes stationery, all of which is thus uselessly expended might be conserved to bigger things. It might be well to fix an arbitrary limit of one page for ordinary correspondence matter. Few, if any, subjects cannot be treated intelligently in one page, if the facts only are given.

Brevity in conversation, pertaining to a railroad's business, should be encouraged. Pleasantries are nice, but the ordinary operating man is too busy to listen to them, though too polite to cut them short, and often has to suffer the waste of his time waiting for the gist of the matter under discussion to evolve from the maze of “nice nothings.” Courtesy in conversation is desired, but too many confuse courtesy with horse play. On the other hand some few of us are rude, when we think we are brief.

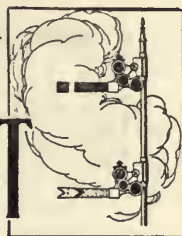
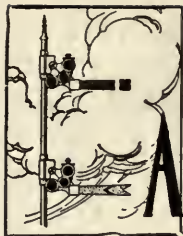
The happy medium between the two extremes is what we should strive towards.

Brevity in our organization is as essential as it is in conversation, correspondence and reports. Red tape routine does more to clog the expeditious transaction of a railroad's business than any other evil we have fostered in our midst. Under the red tape routine an important matter is bandied from one department to another, usually by correspondence clerks, until after many weary days of shuttling from one desk or office to another, carrying many "Please note" or "Please advise" letters, it finally reaches the man who must act. In the meantime the man who is affected by the decision, be he a patron, has probably transferred his patronage elsewhere, or the busy general officer wanting information can only fume and fret and "trace," while the information is being obtained through the "regular channel." Consider the usual Division Superintendent's organization. He has in separate offices and with the departmental barriers nailed over all openings, his Master Mechanic, Roadmaster, Train Master, Chief Dispatchers and Traveling Engineers, all with their distinct office forces and varying office systems. A general officer asks for an item of information which only the man actually on the ground can give; say as our illus-

tration, the Section Foreman. The Division Superintendent refers the request to the Roadmaster, he to the Supervisor, and he to the Section Foreman. The answer comes back through the same avenue of delay. Eight letters have been written and ten or twelve days elapsed. With a "brief" organization this could have been handled with four letters and in three days. A Division Staff should be consolidated in one office, with one general clerical force, eliminating the duplication incident to the Red Tape organization. Sufficient competent, well paid correspondence and accounting clerks under the supervision of a broad Chief Clerk should be provided to handle the division's business without recognizing departmental barriers, and the surplus necessary under the Red Tape plan dispensed with, thus saving money for the railroad and achieving a more businesslike system. This method may be followed without changing titles of various departmental heads, if there be objection to merging the departments into the division. Take as an illustration the inquiry mentioned above. When it reaches the division office, the clerk in charge of Maintenance of Way matters writes the Section Foreman, using the Supervisor's signature, and after the information is obtained, answers the general officer, using the Superintendent's signature.



GREENVILLE, MISS.



ALWAYS SAFETY FIRST

Safety First Failures

A YARD crew switching on a grade—cars came uncoupled, one car derailed down an embankment. If this crew had coupled up the air, damage to equipment, delay in work and annoyance to our patrons would have been avoided.

A brakeman threw a switch under car in yard, derailling it. If he had taken the position prescribed by the rules he could not have made the mistake and the consequent delay to freight and passenger trains would not have occurred.

A serious delay was caused by failure of engineer to notice position of derail. Engine entirely derailed.

A light passenger engine in yard limits collided with switch engine on cross-over, blocking both main tracks, also track of another railroad, seriously delaying two passenger trains. Violation of second paragraph of Rule 93, which reads: "Second and third class trains, and extras, must move within yard limits prepared to stop unless the main track is seen or known to be clear."

A collision in yard at interlocking plant, resulting in damage to equipment and delay to passenger trains. Cause—mistaken signals and non-observance of rules.

Deraiment of passenger engine at a station, due to facing switch partly open. Had Rule 916 been observed by agent, accident would probably have been averted.

A side-swiping collision occurred at a station. A freight train pulling out of passing track; a following train passed automatic signal at block, fusee burning red and markers showing red caboose of preceding train. Cause—failure to note signals.

Steam derrick enroute to wreck derailed. Cause—exceeding speed limit.

Car of gasoline in train exploded, setting fire to and destroying several cars and contents, also delaying traffic. Cause—leaky tank, which should have been discovered at any of the several stops made and either leak stopped or car set out.

Collision in yard due to passenger train using unusual route and moving in violation of Rule 93.

Rear collision due to failure to observe Rule 99; one personal injury and considerable damage to equipment.

Comparative Statement of Personal Injuries, Eight Months 1914.

	Employees		Trespassers		Others	
	Killed	Injured	Killed	Injured	Killed	Injured
1914.....	46	178	108	80	7	46
1913.....	67	167	108	55	16	47
	D-21	I-11	...	I-25	D-9	D-1

Are You?

J. H. Morgan, Bridge Foreman

ARE we at all times doing all we can to prevent injury to ourselves or others and damage to the property of the company? When we find or hear of a bridge being out of order we go at once and make repairs; when we find a broken rail we protect

the track until the rail can be replaced, but when we see our brother employe disregarding the rules of the company, thereby endangering life and property, do we always take the same precaution? Let's think and then act.

Safety First

One day a very nervous, timid-looking woman, accompanied by a robust farmer, appeared on the platform of a little railway station at a remote country town. For a time she devoted her attention to the time-table, but she did not find there the information she sought, and she stepped up to the station master as he came out of his office.

"Will you please tell me if the three-fifteen train has gone yet?" she asked, in apparent concern.

"Yes, about twenty minutes ago," he replied.

"And when will the four-thirty be along, do you think?"

"Why, not for some time yet, of course."

"Are there any expresses before then?"

"Not one."

"Any freight trains?"

"No."

"Nothing at all?"

"Nothing whatever."

"Are you quite sure?"

"Certainly I am, or I wouldn't have said so."

"Then," said the timid woman, turning to her husband, "I think we'll cross the tracks, William."—Ideal Power, October, 1914.

WHAT THE OLD I. C. GIVES YOU.

Satisfaction.

Attention to service.

First-class equipment.

Every comfort.

Trains made of steel.

Your money's worth.

Fast trains.

Improved facilities.

Reliable attendants.

Scenic routes.

Trains on time.



GRAMMAR SCHOOL, GREENVILLE, MISS.

Sum Total: **Safety First**

—Arthur Hancock.



Why will women and children persist in standing on a railroad track, when exchanging greetings and indulging in small talk, instead of stepping two or three feet to a place of safety?

Passenger Traffic Department

Little Talks with the Rambler



The Romance of a Ticket

I WAS a little run-down at a time when business cares could not be wholly laid aside, but felt an imperative need of quiet in some retreat where I could be reasonably sure of out-of-doors life and at the same time have an opportunity to turn over in mind several important problems. So I violated all traditions of the average Northerner by going down into Mississippi for a two weeks' stay in mid-summer.

The place where I went was one of those several small resorts that exist in that state, and that although practically unknown to the country at large enjoyed a considerable local patronage. It was located about four miles from one of our smaller stations, from which it was reached by carriage service that met the one train a day from each direction that stopped there. What particularly commended it to me was not only its location in a beautiful bit of woods, but that the chief reason for the resort's existence as such rested in the fact of its having springs of an efficient medicinal water that I thought would benefit me. On arriving there I found about thirty guests enjoying themselves in various ways, chief among the diversions being dancing, bowling, frequent trips to the springs, and social chats on the veranda and in the various nooks and corners of the surrounding open grove, in which were scattered rustic and other seats, arbors and tables; for, primarily it was the out-of-doors life that these

people enjoyed, and the place was not sufficiently far advanced for golf links anywhere in the vicinity, and its physical characteristics did not favor tennis courts.

While continuously warm, the temperature there never reached the high "hot spell" mark of some of the northern cities, and, for midsummer, we were all very comfortable.

Particularly so was the agent at the railroad station four miles distant. His duties were not very heavy, although with his one passenger and one local freight train each day in both directions, and with his reporting of passing trains, he seemed to be reasonably busy. Nevertheless, he never appeared rushed, and seemed to have plenty of time to sit comfortably on the shady side of the station, but always within the hearing of his telegraph instrument, and conversed with me when I made him my daily call for mail. From a few chance remarks I gathered that he was fairly lonesome, for he certainly had no rush of passengers, and from the companionship of loafers he was entirely free, the latter no doubt due to the fact that according to the official list less than twenty inhabitants were credited to the community bearing his station's name. Hence he seemed to enjoy a little chat when I called, and as I soon found him to be intelligent and thoughtful I got in the habit of prolonging my rest time before starting back for the hotel and visiting with him. Our talk most-

ly drifted on railroad generalities, in which connection the railroad men whom he had met or knew of sometimes came in for a modicum of friendly comment. Some few of the latter had, like myself, drifted into the resort, and in some way or other he seemed to have obtained at least a recognition-acquaintance with them all.

With some, however, he evidently got on quite friendly terms, among them being the Rambler. His happening to mention that somewhat omnipresent individual occurred in a casual way, but led to that which threw much interesting light on the character of the agent.

We were sitting in his office whither we had been driven by a hard shower, one afternoon when his duties were practically nothing but to wait, and, due possibly to our confined quarters, the conversation had lagged. Probably for the want of something to say, therefore, I asked him if there were any fishing in the vicinity, not that I cared, for I am no fisherman.

"No," said the agent. "There's no fishing hereabout," and as he said it he laughed, as if the inquiry brought to mind some matter of interest. "But that reminds me," he continued, as if in explanation, "of a fisherman who came here and stayed a month. I noticed him the minute he got off the train, and that in addition to his grip he carried an encased fishing rod. This last he told me to keep in my office for him, saying he would be down from the hotel the next day and talk with me about fishing. He did it in a flash, just put that case in my hand, and taking a running jump into the hotel wagon, that had stared, was off before I could say a word. It peeved me at first the way he put it over me, without even as much as by your leave, but I afterwards couldn't help laughing at the good-natured, breezy way he had with him, and how slick he had been about it, leaving me standing with my

mouth wide open with astonishment, I reckon, while he waved to me as the wagon turned the bend out there in the road."

The agent laughed again at the recollection as he told me this, and in answer to my inquiry, said: "Oh, yes, he came the next day. He came almost every day after that while he stayed here. Said he was at the resort for his health, but I never could see that there was anything the matter with him. He seemed mighty lively for an invalid.

"Yes, he told me about fishing, and a heap of other things in the course of his stay. It proved that he had been fishing down on the Gulf coast, where he had evidently found the sport to his satisfaction, for after being told there was no fishing here he made no protest, and did not seem to long in any way for the sport. But he sure enough did seem to think a heap of that fishing rod. He never came down here but what he worked on it, played with it, or fussed over it, according as you've a mind to look at it. Its joints were critically examined and tested, the reel fondled and played with incessantly, and the line adjusted and readjusted until I thought it would be worn out. As for the rod itself a race horse never had more rubbing down and polishing than it got. Not that all these matters apparently needed the attention they received, but it was evidently necessary for the Rambler——"

"The Rambler," I interrupted, "was that who the fisherman was?"

"Yes, I thought I told you that, for you, of course, know him. But, as I was saying, it seemed imperative for him to have something for his hands to do while talking. So I reckon the fooling so much with that rod was just his talk excelerator for the time being. Sure it is he seldom said anything about the rod."

"What did he talk about? Better ask what he didn't, but he was mighty interesting at all times. He

told me many things about the road and railroading that have helped me since. Particularly one thing that I reckon I will never forget. I call it the 'Romance of a Ticket,' but there's my call."

He jumped to his telegraph key, and was soon so busy that as the rain had ceased I started back for the hotel. The next day, however, when he was at leisure and we were both tipped back in our chairs against a shady side of the station by the side of the open window, at which was his telegraph instrument, I referred to where he left off in our conversation of the day before.

"Oh, yes, the 'Romance of a Ticket' that the Rambler put into my head. Well, it seems like I ought to first tell you a bit about myself for a proper understanding of the effect his ticket talk made on me. So, in short, I'll just say that I was raised in these parts and have had as good an education as the township schools could give me. But I have always thought my education was greatly augmented by the constant reading of Scott's novels and the works of Washington Irving, complete sets of which were in my grandfather's house, where I lived before going to work. There is one thought expressed by Irving that made such an impression on me that I think I can even now quote his exact words. They are in his introduction to the 'Sketch Book' and writing of his desire to travel, run, I think as follows: 'How wistfully would I wander about the pier-heads in fine weather, and watch the parting ships, bound to distant climes; with what longing eyes would I gaze after their lessening sails, and waft myself in imagination to the ends of the earth!' For a long time after I came to this station, which is my first, I felt something like that myself, and I do not know that I am wholly over it yet. I've been as far south as Jackson and north to Memphis, and when the locals go by I seem to see in mind the country through

which they pass, and have some little idea of what a piece of the world is like as suggested by the cities I have mentioned. But when the through trains go thundering by I still, as Irving put it, 'waft myself in imagination' out to Chicago, Louisville, Cincinnati, St. Louis and from thence over the country at large."

"And about there is where the Rambler came in," I suggested, for I had long since found out that if there was anything that individual was strong on it was imagination.

"Yes," was the reply, "I sure think it was about there, for I had been telling him something like I have been saying to you, and he seemed to understand and appreciate that what I said practically amounted to a longing on my part. 'The only trouble with you in the matter' he said, 'is that you do not carry it far enough. You overlook the romance about you, right here in this little station, while your thoughts go flying on ahead.'"

"I reckon I looked somewhat incredulous," continued the agent, "for the Rambler checked me as I was about to speak, and said, 'Now wait, I'll prove it to you. Take for illustration a ticket that you sell out of that case there. It's a two to one wager that when one is called for you simply see that it reads to the right destination, stamp it, take the money and account for it, without further thought of the whole transaction. A dry, routine detail of a day's work!' I allowed that such was about the case, and he went on with: 'You never wondered what became of that ticket? You never tried to trace it in mind from the time of its creation to its destruction? Well, you've missed something. Now listen!'"

"Well, I listened," the agent chuckled as he filled his pipe with natural leaf and got it well going before continuing his story. "I listened, and this is about what I heard. First, he told me how the tickets were printed; how many an hour, how forms were kept standing for economy of repro-

duction, how long it took to fill an order and the cost. Also how requisitions, orders on printers and shipments were made. It was interesting enough, but I did not tax my memory with that part of his story, although probably it has made me more careful than I used to be to make requisition for tickets on time. It has seemed to me that my interest began when I pulled a ticket from the case, be it card, simplex or other form of local ticket, stamped it and delivered it to the purchaser. From there on, what he told me became of it was what made the lasting impression. Of course I knew it was taken up on the train, but did not know that when first presented the conductor punched it twice in the presence of the passenger, and if it read to a point within his run that was the end of the punching; otherwise that each succeeding conductor gives it a single punch. The conductor on whose run the ticket terminates turns it in with his other ticket collections, at the end of his trip, to the Auditor of Passenger Receipts, arranging his collections in station order from and to, and in groups according to class. They thus furnish data that is used by the Auditor in compiling train earnings, which are conveniently figured by the use of the comptometer. When these earnings are computed, the card tickets, and those are what the Rambler used as an illustration, are bundled up, secured by a rubber band, and held until it is convenient for them to be sorted in groups by the selling stations. When so sorted, they are arranged in partitioned trays in station order, movable blocks separating the stations. From the trays, which are but temporary conveniences, the tickets are transferred to cases having drawers similarly arranged. There are two sets of such cases, one for the month in which the tickets are still being received and one for tickets for the previous month. Those in the last are awaiting a final assortment as to destination and consecutive number."

"It was about there in his story that the Rambler called my attention to where I had a personal interest in those tickets up in the Auditor's office," the agent remarked with a smile, as, knocking the ashes out of his pipe, he put it in his pocket. "'For,' he said, 'that last sorting is to check up against your monthly report to the Auditor of Passenger Receipts. And incidentally,' he added, 'while they have nothing directly to do with this physical matter of tracing a ticket, you will note you have three other propositions to handle that have an indirect bearing on the matter, for the price of the ticket is represented in each. Of course, I refer to your daily remittance, by express, to your prescribed bank of all cash on hand above a certain amount, to your weekly report to the Auditor of Passenger Receipts of money received from the sale of tickets (used primarily for estimating the passenger revenue), and to your monthly statement to the Auditor of Station Accounts, in which you report all financial transactions of the station for the month in the language of dollars and cents. But your monthly ticket report covers the details of the ticket sales as to opening and closing numbers, destinations, rates and the like. Now see where it gets in touch, so to speak, with the tickets themselves a month or more after they have left your station.'"

"Then he went on to explain," said the agent, taking the story up in his own language, "how when the Auditor is ready for a final checking on those tickets resting in the case, and sorted only by selling stations, they are taken out and further sorted as to destination. Then they receive a final sorting by consecutive number, to do which specially constructed sorting boards are used. Those boards are divided off into rows the length of a card ticket, each row having beveled sections the width of the ticket and also having a finger groove through the center of each. The board accommodates 100

tickets, each space being numbered in order from zero up. The tickets, say reading from my station to Jackson, are laid out on the board, the different closing numbers of each being placed in their correspondingly numbered sections. That is, 4700 would go into section numbered 0; 4713 in number 13 section, and so on. When a sorted pile is exhausted, all the tickets of that pile lay out on that board in consecutive number order, and if one is missing the vacant space on the board shows it at a glance, and it is properly recorded by number in the missing ticket record. The record thus shown on the board is then checked off with my report, and the two should agree. Tickets to all other stations sold by me are in turn checked off in the same way until my report of card tickets is completed. The board is cleared at the end of each of these audits, or when full, by running a finger down through the groove and scooping the tickets into a basket. From the basket they are transferred into a sack to which is affixed a tag bearing the record of the date and a list of the names of the selling stations that may compose the complete contents of the sack. The tickets are kept in this shape for the length of time prescribed by the Interstate Commerce Commission's regulations, at the expiration of which the sacks are brought out of the storage and their contents put through the cutting machine. This machine is motor driven, and has a set of revolving knives that cut the tickets into about quarter-inch strips. After going through the cutter, the cut-up tickets pass through a chute to a large storage bin, from which they ultimately are carted away for waste paper."

The agent brought his chair down to its four legs with a bang and rising, stretched as if his long talking had made him keep in one position longer than had proved comfortable. But as he had not seemed to have reached just the place where I thought he ought to leave off, I asked him if that was all the Rambler told him.

"Shucks, no!" was the quick reply. "He told me how the simplex and the book tickets were handled, and also interline tickets, and he told me many other little things about tickets that were interesting. Such as the handling of tickets held by passengers in sleeping cars by the envelope system, the reason for the charge of full tariff rate on used portions of tickets partially used and presented for redemption, and why, in case of a station like mine, in calling on the nearest coupon office for an occasional interline ticket, the station beyond rather than one intermediate to the destination of the ticket is selected. But bless you, man! he didn't tell me all these things at one sitting. It was patchwork talk of many days, helped on I reckon, by many questions I asked him."

"Well," I said to him a bit quizzically as he began to pace back and forth on the platform, "is *that* all the Rambler said to you?" Then as I saw his look of inquiry, I supplemented with, "as he talked to you about tickets did he not keep interpolating something?"

"Oh, I see," laughed the agent. "Yes, I reckon he sure did. He kept saying, 'Everything helps': and," he added reflectively, "I also opine he did help me. Why, just as Irving used to be wafted in imagination, now I can't sell a local ticket without my mind flashing over all that it goes through; on the train and up in that general office, and it all seems mighty like a little romance to me. Also it seems to make my work less tedious, that thought does. But I wish I was a coupon office. Then I would have a sure-nuff romance, chasing in imagination some of those interline ticket coupons all over the country and running them down in perhaps a half-dozen auditors' offices."

Then that agent, with a dreamy look and a half smile on his face, walked across the yard and took a drink of water out of a gourd that was tied to the pump with a stout piece of twine.



Industrial, Immigration and Development Department



The Mississippi State Fair and the Illinois Central Exhibit

By Charles N. Brumfield, Agriculturist, Industrial and Immigration Department

THE one thing that characterized the Mississippi State Fair this year from so many fairs was the abundance of agricultural products on display. It was the expression of those familiar with fairs in the south that the agricultural feature was greatly emphasized this year over previous years, and without a doubt this was one of the best expositions of agricultural products that has ever been displayed in the south.

The Farmers' Co-operative Demonstration work, whose agents work practically in every county in the state, and whose influence reaches the remotest communities in the state, and whose real purpose is to teach farmers on their own land how to raise more crops on an economic basis, arranged two model farms. One represented a hill farm that has been washed away and restored by terracing, allowing the proper fall for drainage, and giving farmers a clear idea of how to operate the open-furrow ditch, which is so practical and which is fast taking the place of the carelessly run gutter-like ditch through the farm. By the side of this miniature hill side farm was a level farm, intended to represent the prairie ideal farm, and to suit the conditions of the Delta farm. This farm was laid out in an attractive way and showed miniature drainage and how tile can be connected, roads and

proper means for diversifying on a practical and economic basis. These miniature model farms attracted the attention of the crowds of farmers who have to do with one or the other kind of these farms. In addition to this feature of their exhibit, they had a fertilizer display which they explained to the farmers, and which was of most vital importance to economic agriculture, since it is through the consumption of plant elements by the plants that the farmer makes a poor crop or a profitable crop. It was a great lesson they taught by these simple illustrations, and no doubt many good farmers will be made out of what were heretofore poor farmers.

In connection with these features of their exhibit they are showing charts of the soundest agricultural information obtainable. Each farmer in the state should have a complete set of these charts for reference upon his own farm.

The Boys' Corn Club exhibit far outclassed anything of its kind in the history of Corn Club work. It was a magnificent display of corn and was worthy the attention of the most up-to-date farmer in the state. It would be hard to find a greater and more useful display of corn, and if the advice of these Corn Club boys were taken by the farmers, Mississippi would produce in 1915, upon the same area now plant-

ed to corn, 100,000,000 bushels instead of the 60,000,000 bushels which she now produces.

In February, 1911, under the auspices of the Farmers' Co-operative Demonstration Work, was organized in Washington the Girls' Tomato Canning Club, with Miss Susie V. Powell in charge. This remarkable woman in that year organized Lincoln and Copiah counties with an enrollment of 175 girls, with an output of 4,000 cans of tomatoes. So enthusiastic were the girls of these counties to follow the advice of so capable a leader that in 1914 thirty-five counties in the state were organized, with a membership of 4,000 girls, turning out a product of 200,000 cans of vegetables of various kinds for the homes of these girls and for commercial purposes. These Canning Club girls are under the wise leadership of Miss Powell and are attracting attention throughout the nation. The Canning Club work is merely an incident to the wonderful good being derived from this work. It is teaching the girls to be strong, individual, self-reliant women; it is teaching them the power and the beauty of nature; it is showing them that country life in Mississippi is preferable to any other; it is teaching them how to make the country home attractive; how to be as graceful and as charming as their town neighbors, and everybody at the Mississippi State Fair is willing to admit that Miss Susie V. Powell's exhibit at the State Fair was the very best ever seen anywhere.

In addition to these exhibits the church organizations showed what institutions of benevolence are doing and the kindly teachings that are emphasized at these institutions. One of the best country exhibits was the Yazoo County show under the auspices of the business club of Yazoo City. Individuals who had agricultural products of superior quality were contesting for the prizes offered by the Fair Association, and it is admitted that these exhibits attracted more attention than in previous years.

In 1907 the Legislature of Mississippi

pi enacted a law permitting counties to create agricultural high schools. There are a great many schools of this kind already established and it is marvelous to note the progress these schools have made since their establishment and to see how thoroughly they are emphasizing the industrial feature of education. It has been asserted that if every boy and girl in Mississippi had a diploma from one of these agricultural high schools it would paint every home, church and school in the State; that this influence would clear 20,000,000 acres of land, would build hard roads in every county in the state and, indeed, Mississippi would then be the model agricultural state in the Union. These agricultural high schools were showing at the State Fair how they are training their pupils to live at home and the direction of their minds to industrial affairs. More and more are these schools becoming the real educational factor in the state, and it is noticeable to see their splendid display of work in the school of manual training and domestic science. Every county should welcome the establishment of an agricultural high school, and the farmers' taxes could not go to pay for a greater institution than they are, when properly managed.

The largest live stock exhibition ever offered in Mississippi was to be seen at the Fair this year. A great many states were offering their cattle for show, among which were Alabama, Kentucky, Virginia, Tennessee, Indiana, Oklahoma and Mississippi. The hogs were of exceptional quality and numbers and attracted a great deal of attention from farmers who are seriously going into the live stock business.

W. J. Davis' magnificent herd of Hereford cattle, which has won so many prizes at the various fairs in the United States this season, were on show in the very prime of condition. Heading this magnificent herd of cattle is McRay Fairfax, who was grand champion bull at Ft. Worth, Tex., in March, 1913. Mr. Davis is going to

show this herd in Chicago at the International Stock Show, and there isn't any reason why Mississippi shouldn't remain the center of attention of Hereford breeders in the United States. In addition to this herd of Hereford cattle, there was a splendid herd from Indiana, which were competitors of the famous Davis-LaVernet Stock Farm herd. There also were other breeds of beef cattle shown. The Lespedeza Stock Farm, located at Hickory Valley, Tenn., one of the most noted herds of short horn cattle in the South, and which are being raised by one of the most practical cattlemen of the United States, was on exhibition up to the usual good standard. These two famous stock farms are worthy the attention of any cattle breeder or farmer in the United States.

Eight years ago, J. W. Humphries, a conductor on the Y. & M. V. R. R., started one of the first dairies established in this state at Durant, Miss., with a herd of two cows. At the present time this simple two-cow dairy farm has grown into a 100-cow dairy farm, all pure bred, and Mr. Humphries was showing a herd of 29 pure bred Jersey cattle at the Fair which have been imported from the Isle of Jersey or bred in America. Mr. Humphries' pure bred Jersey cattle are classy indeed, and he is one of the best and most reliable breeders in the South today. Mr. Humphries has a rich farm, a magnificent home, splendid dairy equipment, a splendid barn. He raises his own feed; he raises many and large profitable crops. He is a good farmer and a good stockman, and he is a successful dairyman. Mississippi is a great dairy state because she will grow abundance of grasses for dairy cows to give the maximum supply of milk. Her climate is naturally suited to the dairy cow, and farmers who are seeking homes in Mississippi, and the farmers now living in this state should seek the advice of this practical dairyman, who, in fact, can be called a real benefactor to the state.

One of the features of the live stock

exhibit this year was the magnificent herd of mules raised by the Mississippi State Penitentiary. This is evidence that Mississippi can be turned into a mule raising state, as it would be hard to find a better class and style of mules than the State Farms are producing.

In order to give stimulus and pride to the farmers with whom the Industrial and Immigration Department of the Illinois Central Railroad are co-operating in the running of their thirty Demonstration Farms in Mississippi, Louisiana and Alabama, it had placed on exhibition at the State Fair products from these several farms. This booth attracted a great deal of attention from the visitors to the State Fair and it kept our agriculturists busy explaining the details of operating these Demonstration Farms. No effort whatever to make an artistic display had been made, but despite this fact, Mr. H. J. Schweitert, traveling industrial agent, was constantly being complimented for his matchless taste in the arrangement of the products gathered from these thirty farms. The local daily newspapers express fully what the Illinois Central Railroad has endeavored to display at the State Fair and its purpose for displaying it, and also set forth the object for which these agents are paid to instruct farmers and help out the agricultural conditions with which we are confronted. The articles are as follows:

Jackson (Miss.) Daily News, Oct. 30, 1914:

A SPLENDID EXHIBIT

BY ILLINOIS CENTRAL

Demonstration Farmers Doing a Great Work in This Commonwealth.

In passing through the Agricultural building at the State Fair one is impressed with the great diversity of crops grown upon Mississippi soil. This evidence may be seen in the booth of the individual exhibitor, the county display, the canning clubs, the boys'

corn clubs, commercial clubs, etc.; but in no one exhibit is this evidence more conclusive than that of the Illinois Central Demonstration Farms exhibit. The products in this booth were all grown in Mississippi and the display therefore is a "Grown in Mississippi" one.

Three years ago when Mr. J. C. Clair, the resourceful industrial and immigration commissioner of this great railroad system, took the initiative in placing a few of these farms in Mississippi along the Illinois Central and the Yazoo & Mississippi Valley Railroads, many shook their heads as to the practicability of the venture. But from the very beginning, through his untiring efforts they have been object lessons to the farmers who live adjacent; and where formerly a one crop system prevailed, diversification is the rule, and the number of farms has been increased to 28 within this state.

In the development of our commonwealth agriculturally there is no one factor more potent than the Illinois Central Railroad.

The exhibit was artistically and tastefully installed by the genial traveling industrial and immigration agent, Mr. H. J. Schwieter. In placing the exhibit, he has carefully featured the work of the department, viz.: Diversification of crops, silos, live stock, dairies, and started the timely slogan of "Sell a Bale and Buy a Bull."

If Mississippi had upon her broad acres as many fat steers as she has fat bales of cotton, it would not be necessary to float bonds to carry on the business of our state, but we would be in a position to loan money to Wall Street. The lessons taught at this booth should impress every farmer at the fair.

Diversity is the keynote of the Illinois Central exhibit, and, at a conservative estimate, no less than 150 products of Mississippi soil are shown, with cotton occupying a background position.

On each of the demonstration farms operated under the direction of the Illinois Central for the past three years the farmers have been earnestly urged to

get away from cotton, and that they are succeeding in doing so is very strikingly shown by this exhibit.

Incidentally, this great common carrier is doing a splendid work not merely on the demonstration farms proper but in the various communities in which they are located. Other farmers are following the example set by these demonstration farmers, adopting the same methods of crop rotation, planting, seeding, harvesting, etc., and wherever you see an Illinois Central demonstration farm located you can feel sure that diversified crops are being grown for many miles around, and that the farmers, as a class, are both prosperous and progressive.

ILLINOIS CENTRAL EXHIBIT

Daily Clarion Ledger, Oct. 28, 1914

The Illinois Central Railroad is doing its part towards the education of the farmers in Mississippi. To this end they have arranged an elaborate booth in the Agricultural Building. This booth is located on the first turn of the building as you go to the right on the east side of the aisle.

They have brought together a collection of products raised on one of the 28 demonstration farms in this state or from the one farm in Louisiana or Alabama. All products in this booth were raised on one of these farms. There is corn and grains of all kinds. Grasses, hay, forage crops of all descriptions that are adapted to Mississippi soils. Vegetables, raw and canned by the canning clubs of the state, are shown in this booth.

Displayed in this exhibit is a large picture of cattle farms in Mississippi. The LaVernet farm of this city features. Point Comfort, the great bull of this farm, has a special corner of the picture. Behind this are lights that give a most lifelike appearance to the cattle. The Illinois Central is devoting its time to persuading the farmers to raise livestock. There is a sign in their exhibit that goes to show that they believe in livestock raising. It reads, "Livestock, Silos, Dairies Make Prosperity." This,

no doubt, is correct, and it would be wise for the farmers of this state to try their advice, anyway.

Another slogan that they put forth to the farmers of the state in their attempt to turn them into the livestock business is, "Sell a Bale and Buy a Bull." This railroad, through their agents, is doing its best to help the farmers of Mississippi and all products displayed were grown in this state and there is no reason why the farmers should not take their advice and try what they tell them, as they have already done the experimenting for them and what they show is a tried and settled fact.

This exhibit was designed by H. J. Schwieter, traveling industrial and immigration agent of this railroad. Messrs. C. N. Brumfield, J. M. Rigby and L. Cothorn, agriculturists, and Capt. John A. Webb, are in charge of the exhibit and explain to the farmers how they may better themselves.

The corn that has been selected for this exhibit will be sent back to the farmers for planting purposes. The Illinois Central demonstration farmers are enthusiastic in their work and are determined to increase the yielding power of their land and to meet every require-

ment for successful agriculture which nature does not supply. They are planting clover crops to be plowed under in the spring to enrich their soil; they are selecting their seed in order that each plant may be what it ought to be; they are preparing the land deep when broken in the fall, and are cultivating their crops as each plant needs to be cultivated. Better implements are being secured, which save labor and time. "Diversification" is the motto, and it is being adopted by those who are being directed by our agriculturists. They are no longer curious about scientific agriculture, but are becoming intensely interested and are being aroused to a determination to make better crops, to have better land, in order to be more prosperous and better enabled to meet conditions which cannot be foreseen.

The I. C. R. R. exhibit is intended to serve a lesson, and that lesson is simple and easily understood, and when it is put into practice by all of the farmers and landowners through which our road runs, homes will be better, land will be higher priced, and no section of the country will rival Mississippi, Louisiana and Alabama, through which our road goes. The lesson we emphasize is: "Sensible Agriculture."

The Illinois Central Railroad Exhibit at the National Dairy Show, Chicago, October 22 to 31

THE Illinois Central exhibit at the National Dairy Show was an object lesson in Southern agriculture, demonstrating the farm products of Mississippi and Louisiana.

The booth occupied a conspicuous location in Hall No. 2 and was visited by thousands of people during the show. A new feature in this exhibit was the transparency effects bringing out illuminated pictures of farm scenes, silos, beef cattle, dairies, and dairy herds.

Among the products exhibited were the following:

Corn, oats, barley, wheat, rye, rice, peanuts, cotton seed products, lespedeza, cowpea hay, alfalfa, red clover, crimson clover, burr clover, soya beans, velvet beans, sweet potatoes, pumpkins, squash, timothy, and bluegrass.

The lespedeza (Japan clover) interested the many inquirers, when told of the extent and long season's growth of this native grass, so important to the dairy and live stock farmer.

For artistic and attractive arrangement, as well as the variety of products and satisfactory results the Illinois

Central exhibit at the National Dairy Show takes first rank in our work of this kind, and in the short time since the close of this show many inquiries

have already been received by our Industrial and Immigration Department from people who had visited the exhibit.



ILLINOIS CENTRAL EXHIBIT AT NATIONAL DAIRY SHOW.

Hard to Make Time Under Conditions Like These

Wilson, La.

Editor, I. C. Magazine,
Chicago, Ill.

On Train 31 Oct. 25th from Vicksburg, Miss., to Baton Rouge, La., at a flag stop on the Y. & M. V., a party flagged train so passenger could get off and kiss his two children. Passenger's ticket extended further down the road.

Du Bose.

Meritorious Service

FAVORABLE entry has been made on the records of the following conductors 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, advise 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—Suburban Flagman R. Creps on train No. 121, Sept. 10th, lifted employe's suburban pass account having expired.

Conductor E. B. Foster, on train No. 18, Sept. 28th, lifted returning portion of excursion ticket account having expired and collected cash fare.

ST. LOUIS DIVISION—Conductor A. E. Reader on train No. 23, Sept. 3rd, lifted card ticket on which passenger admitted having previously secured transportation and collected cash fare.

On train No. 24, Sept. 28th he lifted expired card ticket from passenger who claimed to have found it, and collected cash fare.

Conductor J. H. Davis on train No. 203, Sept. 4th, lifted mileage ticket account being in improper hands and collected mileage from another ticket to cover trip.

On train No. 203, Sept 21st, he lifted another mileage ticket account being in improper hands and collected cash fare.

SPRINGFIELD DIVISION—Conductor F. A. Hitz, on train No. 526, Sept. 19th, lifted employe's trip pass account being in improper hands and collected cash fare.

INDIANA DIVISION—Conductor E. N. Vane on train No. 303, Sept 26th lifted two local tickets account having previously been used for passage, and collected cash fare.

WISCONSIN DIVISION—Conduc-

tor J. T. Birkmeyer, on train No. 13, Sept. 8th, lifted employe's trip pass account being in improper hands, and collected cash fare.

IOWA DIVISION—Conductor D. E. Johnson, on train No. 831, Sept. 17th, lifted identification slip Form 1572 account passenger not being provided with time pass and collected cash fare.

TENNESSEE DIVISION—Conductor T. E. Burke on train No. 104, Sept. 1st, lifted employe's term pass in accordance with bulletin that was issued on account of pass being lost. Passenger refused to pay fare and was required to leave the train.

On train No. 103, Sept. 23rd, he lifted another employe's term pass that was lost and covered by bulletin notice and collected cash fare.

Conductor J. W. Arnold, on trains Nos. 105 and 106, Sept. 15th, lifted employes' term passes in accordance with bulletin notice. He had a similar case on train No. 105, Sept. 17th. Passengers refused to pay and were required to leave the trains.

MISSISSIPPI DIVISION—Conductor N. S. McLean, on train No. 3, Sept. 22nd, declined to honor mileage ticket account having expired and collected mileage from another ticket to cover trip.

Conductor S. R. Cain on train No. 1, Sept. 23rd, declined to honor mileage ticket account having expired and collected cash fare.

Conductor R. F. Cathey on train No. 24, Sept. 27th, lifted employe's trip pass which had been raised to cover transportation of three additional persons. Passengers refused to pay fare and were required to leave the train.

LOUISIANA DIVISION—Conductor A. E. Broas on train No. 34, Sept. 2nd, declined to honor mileage ticket account having expired and collected cash fare.

Conductor L. M. McLaurine on train

No. 2, Sept. 12th, lifted going portion of trip pass account returning portion being missing, passenger being unable to explain what disposition was made of same. Collected cash fare.

Conductor E. S. Sharp on train No. 6, Sept. 12th, lifted 30 trip family ticket account having expired and collected mileage to cover trip.

Conductor R. D. Robbins on train No. 34, Sept. 7th, declined to honor mileage ticket account having expired and collected cash fare.

Conductor L. E. Barnes on train No. 3, Sept. 15th, lifted mileage ticket account being in improper hands and collected cash fare.

On train No. 6, Sept. 20th, he lifted employe's term pass account passenger not being provided with identification slip. Passenger refused to pay fare and was required to leave the train.

Conductor W. Moales on train No. 1, Sept. 28th, declined to honor mileage ticket account having expired. Lifted mileage from another ticket to cover trip.

Conductor R. E. McInturff, on train No. 332, Sept. 4th, lifted returning portion of non-transferable ticket account being in improper hands and collected cash fare.

On train No. 313, Sept. 11th, he lifted card ticket on which passenger admitted having previously secured transportation, and collected cash fare.

MEMPHIS DIVISION—Conductor J. S. Lee on train No. 333, Sept. 4th, lifted clergy ticket account passenger not being provided with clergy permit and unable to identify himself. Cash fare was collected.

NEW ORLEANS DIVISION — Conductor A. L. Williams on train No. 33, Sept. 7th and again on train No. 27, Sept. 29th, lifted 54 ride individual tickets account having expired and collected cash fares.

Conductor R. E. Cook on train No. 12, Sept. 11th, declined to honor mileage ticket account having expired and collected cash fare.

Conductor S. K. White on train No.

12, Sept. 22nd, lifted mileage ticket account being in improper hands and collected cash fare.

Illinois Division

Favorable entry has been placed on the service record of Conductor H. L. Beem for discovering and reporting no light weight shown on I. C. car 95568. Arrangements were made to have car stencilled.

Favorable entry has been placed on the service record of Brakeman J. R. Rodgers for discovering and reporting brake beam down on I. C. 42124 between DeWitt and Birkbeck, Oct. 14th, thereby preventing possible accident.

Favorable entry has been placed on the service record of Night Baggage-man M. Deany at Gilman for discovering and extinguishing fire on bridge on the south wye at that point about 5:30 a. m., the morning of Oct. 28th.

Favorable entry has been made on the efficiency record of Engineman J. Meyer for prompt action taken in stopping train and extinguishing fire on the roof of freight car.

Favorable entry has been made on the efficiency record of Section Foreman A. Kuyendall of Rutland, for attracting the attention of train crew when he observed a brake beam dragging under train. Crew immediately stopped train, and brake beam was removed thereby removing the possibility of an accident.

Favorable entry has been placed on the service record of Brakeman J. P. Mirgon on train 582 north, Oct. 18th for discovering bent axle on I. C. 36526 as train was passing coal chute at Effingham.

Favorable entry has been placed on the service record of Mr. F. Crawford, Agent at Onarga, for discovering empty coal car without light weight shown. Arrangements were made to have car stencilled.

Favorable entry has been placed on the service records of Conductor M. D. Leuck and Brakeman J. E. Martin for discovering and reporting broken rail in switch leading to house track Oct.

7th, thereby removing possible cause of an accident.

Favorable entry has been placed on the service record of Conductor W. T. Spencer on train 54, Sept. 27th, for discovering and reporting switch at the south end of passing track at Frammer City unlocked.

Favorable entry has been placed on the service record of Brakeman J. Mackin, train 96, Oct. 20th for discovering and reporting brake hanger down on I. C. Car 48750 at Frammer City.

Favorable entry has been made on the service record of Fireman F. Sleighminer to train 91 for discovering and reporting two broken angle bars on north bound track just south of the station at Chebanse, Oct. 16th.

Favorable entry has been placed on the service record of Brakeman H. J. Stitt for discovering and reporting brake beam dragging under I. C. car 88295 in Extra 1766 north, Oct. 19th.

Memphis Division

Favorable entry has been placed on the service record of Mr. J. H. Holmes, agent at Lake View, for discovering

and reporting a piece of flange about 10 inches long between station building and mail crane. All south bound trains were stopped and carefully inspected and car from which piece of flange came was found in Extra 768 while pulling in Gwin Yard, I. C. 104-314. This action undoubtedly avoided possible accident.

Favorable entry has been placed on the service record of Conductor Watson on Extra 709 Oct. 3rd, who caught a negro at Craigsides who had taken switch light off stand and placed it in middle of track to stop train in order that he could board the train for a ride. The negro was taken to Greenwood and turned over to local authorities at that point.

Mississippi Division

Favorable entry has been placed on the service record of Bridge Inspector Curtis G. Meeks for finding a pair of broken angle bars on main track north of Middleburg, Sept. 3rd. Mr. Meeks immediately reported same, thereby preventing a possible accident.



*Traveling Engineers
I. C. R. R. & Y. & M. V. R. R.*

Biographical Sketch No. 9



CHIEF JUSTICE SIDNEY BREESE.



From the Law Department

Sidney Breese

SIDNEY BREESE, statesman and jurist, was born at Whitesboro, N. Y., on July 15, 1800. He was related to some of the most prominent families in New York, including the Livingstones and Morses. After his graduation from Union College (New York) and arrival at Kaskaskia, he began the study of law with his friend Elias Kent Kane, afterward United States Senator, and was admitted to the bar in 1820. Meanwhile, having served as Postmaster at Kaskaskia, he became Assistant Secretary of State, and in December, 1820, superintended the removal of the archives of that office to Vandalia, the new state capital. Later he was appointed Prosecuting Attorney, serving in that position from 1822 until 1827, when he became United States District Attorney for Illinois. He was the first Official Reporter of the Supreme Court, issuing its first volume of decisions; served as Lieutenant-Colonel of Volunteers during the Blackhawk War (1832); in 1835 he was elected to the Circuit Bench, and in 1841, was advanced to the Supreme Bench, serving less than two years, when he resigned to accept a seat in the United States Senate, to which he was elected in 1843, as the successor of Richard M. Young, defeating Stephen A. Douglas in the first race of the latter for the office.

He was a regent of the Smithsonian Institute during the administration of President Polk, and while in the Senate (1843-49) he served as Chairman of the Senate Committee on Public Lands, in which capacity he made a

report in favor of a trans-continental railroad to the Pacific, and he was one of the originators of the Illinois Central Railroad. In 1851 he was speaker of the Illinois House of Representatives; in 1857 he was again elected a Justice of the Supreme Court, and in 1873 he became Chief Justice, in which office he continued until the time of his death on June 28, 1878.

In 1869 he published a work entitled "Early History of Illinois," and one treating of the "Origin and History of the Pacific Railroad."

In Vol. 90 of Illinois Reports is a record of memorial proceedings in the Supreme Court touching the life of Chief Justice Breese. The response then made by Mr. Justice Scott on behalf of the Court reads in part:

"In two particulars Judge Breese will stand out prominent in history: first, in his character as a statesman, and, second, as a jurist. In the highest, best and most comprehensive sense of the term, he had a passion for politics. Had opportunity been assured to him to gratify his ambition in that department of the public service, it is my belief he would have abandoned his judicial labors at any time. His career as a statesman was brief, but brilliant, and marked by great results. But few possessed the sagacity to discern in the distant future those great measures and plans that would tend to the advantage and prosperity of the Nation. He served but one term in the United States Senate, but it was at a time when it contained Webster, Calhoun, Benton, Clay, and other great men of that period. Brief as was that period,

his Senatorial labors will lose nothing in comparison with those of the most distinguished men of that body, if we shall judge by the results achieved. The plan of constructing the *Illinois Central Railroad* from Cairo to Galena, *an enterprise that has done much, if not more, than any other to develop the resources of the State*, was first prominently brought forward by him, and its practicability demonstrated. It was his privilege, from his position in the Senate, to first bring to the notice of the American people that other great measure, the conception of a railroad to the Pacific coast, to connect with the railroads in process of construction from the east, to constitute a great thoroughfare for the commerce of the world across the continent, from ocean to ocean—an undertaking so great in its proportions, that even Benton, bold and adventurous as he was, deemed it impracticable. His report, made to the Senate on that subject, shows a forecast of grand events that were to affect the commerce of the entire civilized world, that was possessed by few of his contemporaries."

The following is an extract from the Biographical Memoirs of the late Chief Justice Sidney Breese, written by *Melville W. Fuller* (later chief justice of the Supreme Court of the United States), *touching upon the projecting of the Illinois Central Railroad*, and taken from the "Early History of Illinois," by Sidney Breese:

"In October, 1835, Judge Breese called the attention of the public to the importance of a direct connection of the Illinois and Michigan canal, then in course of construction, with the lower Mississippi, at Cairo, by a railroad, proposing that the road should start from the termination of the canal, and proceed as near as might be by the route of the third principal meridian, through Bloomington, Decatur, Vandalia, Carlyle, Nashville, Pinckneyville, Brownsville and Jonesboro, and pointing out how it could be done, and by what means, and from that time un-

til the great result was achieved, he labored steadily to bring it about, opposing, however, the act of February, 1837, for a general system of internal improvements.

"In Congress his first movement in favor of the project was marked with great sagacity. He introduced, in January, 1844, and obtained the passage of a resolution instructing the Committee on Naval Affairs to provide for an examination of the locality at or near the confluence of the Ohio and Mississippi rivers, with a view to the establishment of a naval depot and dockyard, which he supported in an elaborate letter under date of February 29, 1844, to Hon. R. H. Bayard, of Delaware, chairman of that committee, which was printed by order of the Senate, and, among other things, contained the following: 'At some period, not distant, the projected railroad will be constructed from the iron mountains and copper mines in Missouri to the Mississippi river, opposite the mouth of the Ohio. From the cars which bring metal from the mines, transported across the river in ferry-boats, it will be deposited in public stores for use, or in private stores for transportation for more distant markets. Nor will it be long before the Central or Great Western railway of Illinois will be constructed, opening a route toward the lakes never to be obstructed by low water or ice. Commencing at the site of the proposed depot, and running near five hundred miles through a region of unsurpassed fertility, it will not only bring in supplies inexhaustible, but open a communication through which naval stores may be sent to the lakes, it being connected with the projected canals in Illinois and Indiana, without transshipment from boats on the rivers or the interpositions of other causes which would render their transportation from other points more dilatory and expensive."

This was the entering wedge which opened up an inquiry, resulting, to use Judge Breese's language, a few years

later, "in the growth of a great city at that point, of which our State will be proud. Like another queen, she will yet rise in splendor from the waters."

In March, 1844, a bill for a grant for railway purposes was introduced in the House by Colonel McClernand, than whom, writes Judge Breese, "our State never had an abler member," and Senator Breese, in addition to a bill offered in December, 1844, introduced one in January, 1846, to grant to the State of Illinois alternate sections of land, to aid in the construction of the road, making, as Chairman of the Committee on Public Lands to which the bill was referred, the first full report ever made to Congress on the subject.

In January, 1848, Senator Breese made an elaborate report upon a bill of Senator Douglas, and in July, 1848, reported the bill of Senator (afterwards vice-president) King, in favor of Alabama.

In December, 1848, Senator Breese made another report upon a bill of Judge Douglas, going fully into the whole subject, and endeavoring to obviate all constitutional and other objections to such grants, and the argument contained in it was made the basis of all the subsequent grants to this and other states.

In September, 1850, after Judge Breese left the Senate, a bill was passed which consolidated his original bill of 1846, with that of Senator King, of 1848, and under this Illinois obtained the land.

In 1851, when Judge Breese was a member of the General Assembly and Speaker of the House, the act was passed incorporating the Illinois Central Railroad Company, and giving it the benefit of the grant, and Judge Breese thus witnessed the close of his long labors in this direction, labors, to some of which only, this is but a mere reference, and it was in that year that he published a letter in which he says: "I claim to have first projected this great road, in my letter of 1835, and in the judgment of impartial and disinterested men, my claim will be allowed. I have said and written more in favor of it than any other. It has been my highest ambition to accomplish it, and when my last resting place shall be marked by the cold marble which gratitude or affection may erect, I desire for it no other inscription than this: that he who sleeps beneath it, projected the Illinois Central railroad."

That affection and gratitude have carried out the wish of the Chief Justice in this respect is evidenced by the inscription on the monument erected over his grave at Carlyle, Ill., and which inscription is reproduced at the head of this article.—*Compiled from "Historical Encyclopedia of Illinois," by Newton Baleman and Paul Selby, from Memorial Proceedings in Supreme Court, from "Early History of Illinois," by Sidney Breese, and from "Biographical Memoirs of Sidney Breese," by Melville W. Fuller, also from other data furnished by W. C. Shoupe, of Carlyle, Ill.*





LOCAL TALENT and EXCHANGES



My Excuse "To My Dear Old School-Mates" for not Attending Re-union Oct. 4th, 1914.

By J. H. Sheahan

My dear old friends and school-mates,
I am now so far away,
That I fear I cannot join you
On that great memorable day.

When old kids will be young kids,
And lay their cares aside;
Too bad it can't continue
Till we cross the great divide.

I wish you all could join me here
On the observation car,
For the grandest scenery in the world
Is along the C. P. R.

I love the grand old mountains,
So contended do they seem,
I also love the canyon,
With its restless mountain stream.

As you watch the busy mountain
stream,
In its mad race down the hill;
You'd think it had a mission
It had started out to fill.

As it pours through narrow canyon,
Undermining plant and tree,
Rushing always in a hurry,
On its journey out to sea.

In the summer when the weather
Is ideal down below,

You can look up miles above you,
And see mountains capped with
snow.

As you leave the roaring water,
Up the hill you smoothly glide,
Two large engines barking madly,
As they climb the mountain side.

Climbing up toward the summit,
Till the clouds are far below,
And you feel you're nearer to the
place
Where we hope some day to go.

First through snow-shed, next a tunnel,
Then out on a great high fill,
Then high bridges o'er deep canyons,
It is one continuous thrill.

I trust that while I'm here, you'll make
This most delightful trip,
Though for fear I might not meet you
I will give you here a tip.

Take the Grand Imperial Limited,
Number two and number one
It's the banner train of the C. P. R.
And a train excelled by none.

And when you've started on your trip,
Just drop a line to me,
And if I'm here, I'll meet you,
At Revelstoke, B. C.

Though should it be the will of God,
That we meet on earth no more,
May He grant that we meet when the
roll is called
Across on the Heavenly shore.

The following letter shows that Agent's Clerk Austin R. Karnes at Danforth, Ill., is made of the right kind of stuff.

Chicago, Ill., August 20, 1914.

Mr. T. J. Foley,
General Manager.

Dear Sir:

At 11:30 p. m., the night of August 11th, Austin R. Karnes, Agent's Clerk, at Danforth, who sleeps on a cot in the ticket office, heard some one raise the North bay window and a little later enter the office.

Young Karnes jumped up and grappled with the intruder and pinned his arms to his side, led him out of the office and through the waiting room to the station platform; there he was assaulted by a confederate who compelled him to release his hold upon the burglar. Karnes called loudly for help and started down the track after the man who had broken away from him, pursuing him for about a block and a half south of the station and re-captured him, took him to the City Hall and delivered him to the jail. The citizens, who came upon hearing him call for help, arrested the confederate whom they placed in jail. These two burglars have been bound over to the November Grand Jury in the sum of \$500 each, and being unable to furnish bail they are confined in the County Jail at Watseka, Ill.

Young Karnes displayed unusual bravery in protecting this company's property and when he chased this man for a block and a half he was in his under-clothes and bare-footed, not having had time to dress after the entry into the office by the burglar. I would respectfully suggest that he be given some merit marks as a reward for his bravery and fidelity to duty.

Yours truly,

TIM T. KELIHER,
Chief Special Agent.

Taking Advantage of Their Opportunities

IT is interesting to know that so many young men who are working as section laborers are availing themselves of the opportunity of increasing their knowledge and efficiency in their work by taking advantage of a course of training provided by correspondence schools.

Supervisor Sheahan of the Springfield District has always been much interested in the young men he employs as section laborers and he has devoted considerable time to their welfare. He has induced a number of young men to take a course in the correspondence schools and the results have been phenomenal, as a number of section foremen have been made on the Springfield District and today he has working on the track as section laborers and tak-

ing courses in correspondence schools the following young men:

M. Sheahan, Jr., Track Work, Educational Bureau, Omaha.

Ray Lordan, Track Work, Educational Bureau, Omaha.

James Muncy, Track Work, Educational Bureau, Omaha.

Orin Stewart, Track Work, Educational Bureau, Omaha.

James Haley, Track Work, Educational Bureau, Omaha.

Ed. Haulihan, Track Work, Educational Bureau, Omaha.

Ed. Bohlen, Track Work, Educational Bureau, Omaha.

John Jacobs, Track Work, Educational Bureau, Omaha.

Ernest Bracey, Track Work, Educational Bureau, Omaha.

David McCain, Track Work, Educational Bureau, Omaha.

Arthur Mayfield, Track Work, Educational Bureau, Omaha.

Edward Stuckwish, Track Work, Educational Bureau, Omaha.

Mark Koehl, Interlocking and Signal Work, Educational Bureau, Omaha, Neb.

Henry Wright, Interlock and Signal Work, Educational Bureau, Omaha, Neb.

Valley Hess, Railroading, Educational Bureau, Omaha, Neb.

Tony Perry, Interlock and Signal Work, Educational Bureau, Omaha, Neb.

Lloyd Harvill, Engineering, International School, Scranton, Pa.

These young men have all been working as section laborers under Foreman Sheahan from one to five years, and several of them have been made foremen and are rendering excellent service.

It is felt that this educational work will, to a great extent, solve the section foreman problem in the future.

Obituary

MR. JOSEPH R. LEMEN, the oldest pensioner of the Illinois Central, died Sept. 1, 1914. The biography of Mr. Lemen appeared in our issue of August, 1913.



HIGH BRIDGE ON INDIANA DIVISION.

An Interesting Twelve Thousand Mile Trip on a Buda Section Motor Car

By K. M. Houchins, Traveling Representative Educational Bureau

Continued from October Issue.

WEDNESDAY, the 15th, I made the trip from Clinton to Peoria via Mt. Pulaski and returned to Mt. Pulaski, ran through a big storm on return trip, and got Section Foreman at Mt. Pulaski, taking him back over track to inspect same after storm. Saving him considerable time.

On the 16th made Mt. Pulaski to Mattoon, and on the 17th Mattoon to Evansville, Ind. Was accompanied on this trip by Assistant Supervisor Allen. Doubled back to Newton, Ill. Made a test on car of 87 miles without an engine stop, this being the 17th day out from shop and no repairs having been made.

On the Indiana Division, between Bloomfield and Bloomington I crossed a high bridge and asked the conductor how high the bridge was. He replied that he did not know, but that the sun goes under it, and if our car jumped the track, they never would come down after us. Suffice to say we crossed in safety.

About six miles from Fisher, Ill., I found a section foreman with his motor car out of commission, he having jammed his engine with a crow-bar, and I pulled his car with the men into Fisher.

I found the car very useful in many cases in helping the section men truck ties and timbers, demonstrating the varied usages to which could be put Buda No. 19 friction drive car.

On the 20th I made trip Newton, Ill., to Bloomington, Ind., was accompanied by the foreman and four men from water service department, they were measuring water tanks and coal chutes, thus saving two or three days' time.

On the 21st I went from Bloomington, Ind., to Indianapolis, Ind., and returned to Linton, Ind., brought water service repairman from Bargsersville to Morgantown, Ind., to repair pump, which was out of service, this repairman was waiting for a train when I picked him up at Bargsersville and saved him considerable time.

On 22nd run was from Linton to Mt. Pulaski; did not have to make any stops, as I had worked this line early in the week, and made the 163 miles in good time without any trouble.

The next day I went from Mt. Pulaski to East St. Louis, having Supervisor and water service men, inspecting switches and water stations. Stopped at all section signal and bridge gangs as well as station, and talked with the men. I enrolled 24 students on this day.

Friday, 24th, East St. Louis to Carbondale had assistant division engineer and Supervisor of Signals Pendorf with me inspecting signals and switches, talked to all the boys stopping wherever we met them.

Saturday, 25th, I went over Carbondale to Mounds and returned via Thebes, Ill. Was accompanied by Signal Supervisor Pendorf, Mr. Crookshanks representing the Lost and Damage Bureau.

Sunday, the 26th, laid over at Carbondale, the car was of great interest to the railroad men during the day, especially to the water service men, who have their headquarters there, the section foremen had a meeting here also and they all came over and looked at the car and remarked what I had done with it in 26 days.

(To be Continued)

Division News



BASE BALL NEWS

A duel was fought Oct. 31st between teams made up of clerks from Superintendent Transportation vs. Auditor Freight Receipts, which proved to be an easy walk away for the former team. Much credit is given to Edward Yore, the undefeatable twirler, who was supported by his fellow players in a manner which surpassed by far that of their opponents. Callahan, more commonly known as "Barney," played an extra strong game at left field, also added three (3) runs to the overwhelming score of 16 to 5. The game throughout was an entire success and enjoyed by a large number of on-lookers.

Superintendent Transportation

McGrath, 1 b.....	2	2	0
Cavell, 2 b.....	2	1	0
Callahan, 1 f.....	3	2	0
Yore, P.....	2	2	0
Pruter, 3 b.....	1	1	0
T. Jordan, c.....	3	3	0
Walter, c f.....	2	2	0
Fitzpatrick, 1 s.....	1	2	0
Hunt, r s.....	0	1	0
J. Jordon, r f.....	0	1	0
Total.....	16	17	0

Auditor of Freight Receipts

Nelson, 1 s.....	2	1	2
Balla, 2 b.....	1	1	1
O'Connell, 3 b.....	2	2	0
Schowffer, 1 b.....	0	0	1
Heller, c.....	0	1	0
Harrington, 1 f.....	0	0	0
Henderson, c f.....	0	0	1
Stevens, r f.....	0	0	0
Keating, p.....	0	1	0
Cruse, r s.....	0	0	0
Total.....	5	6	5

ILLINOIS DIVISION.

Dispatcher Gerbel, of Kankakee, off for a few days during the early part of October serving as a witness on a lawsuit at Bloomington, Ill. Extra Dispatcher Davis relieved Mr. Gerbel.

Mr. J. A. Schneiderjon, second operator at Paxton, on vacation from Sept. 18 to Oct. 7, was relieved by Extra Operator F. W. Dugan, Jr. For a time it was feared that John had been called to the colors and would return to Germany, but he claims that he will not now be needed.

Conductor J. P. Burns, of the Kempton-Minock passenger run, is reported to be quite ill in the hospital at Streator. Conductor Haas is handling his run in the interim, while he is turn is relieved on the KKK-Blomington local by Extra Conductor W. C. Deveraux.

Agent Ryerson, of Pontiac, on a 30-days vacation, commencing Oct. 9, relieved by Mr. Salladay.

Miss Barnard, of Ridgeville, on her annual vacation commencing Oct. 19. Extra Agent E. V. Wilkes is acting agent during her absence.

Extra Agent F. McNabney, at Peotone for 15 days, commencing Oct. 15, while Agent Weipert is enjoying his annual vacation.

Trainmaster Hevron and family left Kankakee Oct. 19 aboard the Seminole for an extended tour of the South. We understand he will be away for about two weeks. The Chicago district joins in wishing him a pleasant journey during his well-earned vacation.

ST. LOUIS DIVISION.

J. G. Warnecke, division storekeeper of East St. Louis, visited division headquarters Oct. 22, 1914.

Chief Clerk F. H. Case, of Centralia master mechanic's office, and G. O. Stuntz, of East St. Louis master mechanic's office, spent Monday, Oct. 26, at superintendent's office, Carbondale, going into mileage matters.

Asst. Div. Storekeeper G. H. Phelps, of Centralia storehouse, was a recent visitor at Carbondale offices.

James E. Ford, formerly timekeeper, superintendent's office, but now with the Southern Pacific at Stockton, Cal., was a visitor at Carbondale Oct. 26.

Miss K. M. Teeter, stenographer, superintendent's office, is taking a month's leave of absence and is being relieved by Miss Mattie Foley.

A number of division officials and others met at a meeting called by Superintendent W. S. Williams, Oct. 11, in order to go into the matter of allowance for transportation expenses for the month of October. This being the initial meeting, much interest was shown and all concerned are closely watching the expenses in order to keep within allowance given.

Ringling Bros.' circus moved over St. Louis division Oct. 25, en route to winter headquarters.

Several changes have been made in agents on division. W. T. Wright, who for years has been in charge at Carterville, is now located at Benton. He was succeeded at Carterville by T. A. Gannon, formerly at Mound City. Agent J. Dunn, who has been at Villa Ridge for some years, will be located at Mound City as soon as change can be made.

Chief Dispatcher D. B. Dickey took treatment from a specialist at St. Louis recently and feels much benefited.

Supervisor B. Gilleas is away on a short vacation, visiting his family at Ft. Dodge.

Miss May Clifford, of the roadmaster's office, is taking a short vacation.

Geo. E. Walkup, stenographer, superintendent's office, has been trans-

ferred to position of material clerk in roadmaster's office.

Engineer D. Webster and wife contemplate making an extended trip to points in Texas and Louisiana in the near future.

W. J. Smith, Jr., accountant to the division storekeeper at East St. Louis, and wife have recently returned from a pleasure trip to Denver and other western points.

F. L. Chamblin, assistant accountant, in the master mechanic's office at East St. Louis, is spending a few days with relatives at Newton, Ill.

Gunn Chambers, traveling time checker, called upon this office recently after a prolonged absence of several months.

H. A. Lightner, general car foreman, and wife were recently called to Shelbyville, Ill., on account of the death of a relative.

Conductor John Allen, who has been in the hospital for the past four weeks, has reported for duty, and his old patrons will be pleased to see his smiling face and hear his gentle voice telling them, "All aboard!"

Conductor Ed Eisfelder has returned to his run on 623 and 624 after a ten-day stay at West Baden Springs for his health. He reports seeing our old friends, J. H. Rightmyre and G. W. Whiteside, at Louisville, Ky.

D. S. Brownlee has been looking after the welfare of the passengers on 605 and 606 during the absence of Conductor Smokey Allen.

Operator R. F. Moesier was called to St. Louis on account of the death of his uncle, Phil Moesier, Oct. 25.

Extra gangs are busily engaged laying new 90-pound steel between Pinckneyville and Murphysboro.

Supervisor C. H. Leyerle has been off for several weeks on account of the sickness of his wife, who is reported, at this writing, in a serious condition.

Section Foreman Fred Lowe is under the care of Chief Surgeon Dr. Dowdall, Chicago, on account of his eyes.

Roundhouse Foreman C. Beck is wearing a wreath of smiles on account

of the recent installation of electric lights in the roundhouse at Pinckneyville, Ill., which is an improvement over the old smoky torch.

Engineer James Montague was a recent visitor to St. Louis.

The track department will be glad to hear that our old friend H. B. Sutliff has returned to his old post after a forced absence of five months on account of injuries sustained.

Statement Clerk Elmer Buesch, of Agent Wells' office, and Miss Estella Mathaei, expense bill clerk in the same office, have announced their engagement. The date of the wedding has not been announced.

Inbound Warehouse Foreman N. R. Huff is making preparations for his annual quail hunt near Wayne City next month.

Brakeman C. L. Jones of Centralia left on the 26th for a sojourn to Fredonia, Kansas, he says, to visit some relatives. However, this is doubted by a number of his intimate friends and we are all awaiting his return to wish him and his bride a happy run on the train of matrimony.

Flagman J. H. Willeford has returned and resumed work after a trip through Colorado and Wyoming.

The Board of Examiners returned to the St. Louis Division on Monday, October 26th, and at this writing are finishing up on those who failed to undergo the required examinations during June and July.

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Traveling Car Agent Grant spent the week of October 26th on the St. Louis Division.

Superintendent of Telegraph, Mr. F. T. Wilbur, transacted business at Carbondale October 28th.

Clerk A. T. Estel of the M. C. B. department is off for a few days' rest. Mr. Estel will spend his vacation in Kellers Boulevard.

NEW ORLEANS DIVISION.

Mr. T. L. Llamas of the M. C. B. department has severed his connections with the Illinois Central to accept a better position with a Birmingham merchant.

Mr. Sabiness Extine of the record writing department is in the Illinois Central hospital undergoing an operation.

Messenger Louis Billar has been transferred to Lead Checker Irwin's office.

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ILLINOIS CENTRAL MAGAZINE



Post Office, Centralia, Ill.

December
1914

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Greetings

On behalf of the Management of the Illinois Central and the Yazoo & Mississippi Valley Railroad Companies, I desire to express to all officers, employes and their families sincere Holiday Greetings—coupled with the hope that the New Year may be the harbinger of good health, happiness and prosperity to them all.

W. L. PARK, Vice-President



W. NEWELL
Assistant Local Treasurer

MR. W. NEWELL was born July 22, 1861, in New Brunswick, N. J., educated at Rutgers College, and graduated in 1882.

Entered service Jan. 2, 1883, with the Illinois Central in the freight auditor's office, and was later with ticket auditor.

In 1884 was private secretary to the governor of Washington territory.

In 1885 returned to the service of the Illinois Central R. R.

From 1886 to 1902 was traveling auditor.

From 1902 to 1911 was paymaster.

From 1911 to date has served as assistant local treasurer.

Mr. Newell is obliging and extremely popular with the entire Illinois Central force.

ILLINOIS CENTRAL Magazine

Vol. 3

DECEMBER, 1914

No. 6

The Story of the Illinois Central Lines during the Civil Conflict 1861-5

Civil War Reminiscences

By Captain James Dinkins

(Continued from November)

While we awaited in line the order to forward we could see the battle raging in our front. Shells and minies were whizzing above our heads, cutting the tree tops and making unearthly and unhappy sounds.

General D. H. Hill, riding an old clay bank horse, passed through the ranks and halted some fifty yards in our front. He dropped his reins, took out his field glasses and adjusted them to his eyes. The old horse, greatly fatigued, dropped his head, and I could see him panting. I knew General Hill at college, furthermore, his wife was a cousin of my father, and therefore I was more interested in watching him doubtless than any man in the regiment.

Suddenly a shell struck the old horse in the head and he dropped dead without a quiver. General Hill did not lower his glasses, but disengaged his feet from the stirrups and continued to look at the line of battle. After the

war I asked General Hill why he did not display some nervousness. Said he: "Were you there?" "Yes," I answered. "Why if I had done so you might have become frightened and run away," he said.

Soon the order, "By the left flank, double quick," and we moved in a column through ploughed ground and over fences more than a mile, when we formed behind a rail fence. We were ordered to lay down behind the fence. We saw Ransom's North Carolina brigade falling back, firing as they came. While we lay there the fence was almost destroyed by shell and shot. Finally the order came, "Forward, Mississippians!" and up the slope we bounded to meet the enemy, who had driven Ransom from the field. We never halted until we reached some log breastworks which the enemy had constructed. There we reformed and followed the enemy some two miles, having forced them beyond the line

from which Jackson had been driven. It was about 3 o'clock in the afternoon by this time, and we formed line again, our regiment resting amidst some apple trees full of fine apples. We were not long in getting them. Our loss was dreadful. We lost more than 60 per cent in our brigade. There were only five survivors in our company: Lieutenant McKie, Sam W. Finley, Pleasant Smith, William McKee, and myself.

While we were lying down under cover of some table rocks eating apples I slipped down to a creek some hundred yards to the rear and filled my canteen. I had scarcely resumed my place when I noticed General J. E. B. Stuart, General T. R. Cobb, General Paul J. Semmes, General Ransom and General Barksdale standing some fifty yards in front near a large tree. Suddenly a shell exploded in their midst, and I saw General Semmes fall backward. Without any thought that I am aware of I ran to him and found his beard and shirt burning. I began to pour water on his face and he grasped the canteen and drank the water. His hand was unsteady, and the canteen rattled against his teeth. Soon Sam Finley came, and we pulled him under cover of the rocks where we lay. Soon litter bearers carried him to the rear. The other Generals whom I mentioned were so stunned they seemed perfectly helpless, but soon followed to learn how seriously General Semmes was hurt.

The battle was over, and we lay on the field that night and next day. About 1 o'clock that night, while we were sleeping, I felt some one pulling at me, and found Mat, my faithful Mat. He had a large ash cake and a canteen of milk, which we divided between the five, and each took a swig at the canteen until all was gone. I have had many good meals since that time, but I do not remember any one I enjoyed so much as that ash cake. I often asked Mat how he found us in the dark, and the only answer he ever gave was "I found you."

By Thursday night those who had fallen by the roadside had rejoined the command. Friday we retired from the field and recrossed the river at Shephardston. As we passed along I noticed General Semmes sitting in his horse, his face bandaged. I had recited the story to my cousin, Cel Dinkins, and Jim Burns, who were not in the battle, but had caught us, as stated. I said: "That is General Semmes." Soon an officer rode beside our company and asked if I was the boy who gave General Semmes the water and assisted him off the field. I said, "Yes." Then he replied: "General Semmes wants to speak to you." I ran to him, and he asked if I would like to be his courier.

"No, sir," I answered, and ran back to my place. The first officer mentioned then rode beside me and inquired my name, and that of my captain, company, regiment, etc. I had no idea why he was so inquisitive, and never thought of the circumstances again.

As we passed a barn where the wounded of our brigade had been sent I ran in to see who was there from our company. I bid them good-bye, and never expected to see them again. We finally reached Winchester after crossing the river, and the first person whom we met that we knew was Ike, the negro man belonging to Kit Gilmer. Kit was desperately wounded, and we left him and Ike in the barn. Ike appropriated one of the farmer's horses, and placing his master on him, mounted behind and brought him safely away. Kit Gilmer recovered and served to the end, and Ike lived many years in Madison county, Mississippi, after the war, respected by all his neighbors.

While we rested at Winchester smallpox broke out among us. Both of my negroes had it. Uncle Freeman recovered without any bad effects, but dear old Mat suffered with rheumatism for twenty-five years before he died. We took good care of him as long as he lived. He was proud of his record,

and was as loyal to the cause as any of us.

After the first Maryland campaign the Army of Northern Virginia rested for a short time in the beautiful Shenandoah valley.

About November 13th we received orders to march, and hurried with all speed toward Rapidan Station. Burnside had moved from Warrenton, destined for Richmond. Then began a race between the two great armies, which ended at Fredericksburg. McLaw's division, composed of Kershaw's South Carolina, Semmes' Georgia, Cobb's Georgia and Barksdale's Mississippi brigades, was under Jackson at the time. It was not a question if we could reach Fredericksburg ahead of Burnside; we were obliged to do so. The weather was very severe. Before reaching Rapidan we crossed two rivers, the North Anna and the South Anna, which formed a junction about a mile below where crossed. Arriving at the North Anna the men removed their shoes and stripped off their trousers. We were told that the south fork was but a short distance ahead; therefore all decided to carry shoes and pants under their arms until they had forded the South Anna.

The Eighteenth Regiment was leading. Soon after crossing the first river the road wound around a hill. Through a skirt of woods we entered a cut in the hill and the road changed direction to the right. Suddenly the head of the column came running back the men in fits of laughter, and seeking places to hide.

The Colonel and his staff were left without followers. They rode back also, their faces wreathed in smiles.

Those of us who had not emerged from the cut had no idea what the cause was, but soon the word was passed along: "Put on your breeches, quick." Between the two rivers there is an elevated plateau about fifteen acres in extent, which rises some ten feet above the surrounding surface.

It was almost square. On the plateau stood a little village, the most

picturesque place the writer remembers ever to have seen. Around the bluff of the little village there was a plank fence, along which the entire population stood, waiting to see Jackson's foot cavalry pass. Therefore, when the head of the column came in view of the people the boys fled in disorder.

We finally arrived at Rapidan and crossed the river. I think it was November 15th. After reaching the south bank the brigade halted in a scrubby woods and stood on the roadside while a brigade of cavalry passed. The Mississippians indulged in every species of exasperating criticisms, and declared there were no Yankees ahead, otherwise the cavalry would not be marching to the front.

The men were in a laughing mood, notwithstanding sleet was falling and the ground was covered with snow.

After the troopers had gone we resumed the march. While watching the cavalry pass our clothing was freezing. It may seem strange how men endured the cold, but they did. The march was kept up almost constantly until we reached Fredericksburg, where Barksdale's brigade went into camp along the edge of a woods, but were not allowed to build fires. It was a desperate night. The ground was covered with snow to a depth of several inches and the trees with sleet. Very few men had blankets and the boys huddled together in piles to prevent freezing.

A few days after reaching Fredericksburg Barksdale's brigade moved into the city and picketed the river from a little place called Falmouth to a point below, where Deep Run creek empties into the Rappahannock. The Federal Army was camped on the opposite shore.

It has been said that "Military history is the repository of inspirations and genius, and also of excessive follies." It may also be said, therefore, that it would be difficult for a commander to commit a blunder which cannot be matched by precedent.

What General Burnside expected to accomplish by taking up position opposite Fredericksburg we do not know, but certainly he did not anticipate such a result as followed. It may be that he expected to cross the river before the arrival of the Confederates, and doubtless could have done so under cover of his 200 cannon when he first reached the scene, because the river was low and fordable, but for prudential reasons, or otherwise, he did not attempt it.

About December 8th the river rose, and he decided to bridge it. During the delay our forces were actively engaged building earthworks and rifle pits, which crowned the heights and surrounding country by the 10th of the month. Burnside, however, made strong demonstrations above and below the city, which necessarily called to each point a part of General Lee's force. Burnside evidently expected to surprise General Lee at Fredericksburg and defeat us before A. P. Hill and Jackson could reach Fredericksburg from their position above and below the town, but the obstructions in his pathway were sufficient to delay his passage until they were there.

Fredericksburg is not a strategic point. On both sides of the Rappahannock there are hills which run parallel with the river. On the south side there is a valley from 6,000 to 1,500 yards wide before the hills are reached, while on the north shore the ridges are near the river. Stafford heights on the north side command the city, and also the river for two miles in each direction. It will, therefore, be understood that the Confederates could not prevent the crossing of Burnside's army, but what they could do, and did do, after he had crossed, constituted a bright page in the world's history. As before stated, Barksdale's brigade occupied the city and built rifle pits along the outskirts. Lieutenant John C. Fiser of the Seventeenth Mississippi, with his own regiment, four companies of the Eighteenth, and three or four from the

Twenty-First Regiment occupied the immediate river front as a picket line, where he also dug rifle pits. It was the evident purpose of General Burnside to make his main attack on the city. Major General Lafayette McLaws, with his division, was assigned to that important position, and Barksdale was given the post of honor for the division.

During the night of December 10th the enemy began to lay his pontoons. We could distinctly hear the noise of launching the boats and laying down the planks. The work was prosecuted with wonderful skill and energy, and by 3 o'clock a. m. of the 11th we could hear them talking in undertone. General Barksdale directed us to remain quiet and offer no resistance until the bridge approached our shore. About 4 o'clock a battery posted on the ridge back of the town fired a few shots at the bridge, then the Mississippians poured a concentrated fire on it. The bridge was doubtless crowded with engineers and workmen, who suffered severely. The pickets immediately along the river, under the gallant Fiser, from their rifle pits, maintained such a destructive fire that the enemy was compelled to abandon the work. Very soon, however, they returned and made repeated efforts to complete one bridge, but the fire of the Mississippi boys was too deadly, and the enemy was forced to withdraw.

When daylight dawned a heavy fog hung over the scene, and the vision was obscured as much as it had been during the night. About 10 o'clock of the 11th Burnside, annoyed because a few skirmishers were able to prevent the completion of his bridge, and, therefore, delay his passage of the river, ordered his chief of artillery to batter down the city. His purpose was to drive the Mississippians from their rifle pits and hiding places.

Assuredly General Burnside knew the wide destruction which would follow his order. Several thousand women and children sat in their homes exposed to the storm of iron. Looking

back upon the event of nearly forty-six years ago it seems that the necessities did not warrant the destruction of that city, and we now regard it as a savage act, unworthy of civilized war. But Burnside concentrated 200 cannon on the city. Suddenly, as it was unexpected, the flash of these guns, followed by the explosions, hurled at the same instant 10,000 pounds of iron into the city. The shells exploded in and over the town, creating the greatest consternation among the people. The bombardment was kept up for over an hour, and no tongue or pen can describe the dreadful scene. Thousands of tons of iron were hurled against the place, and nothing in war can exceed the horror of that hour. The deafening roar of cannon and bursting shells, falling walls and chimneys, brick and timbers flying through the air, houses set on fire, the smoke adding to the already heavy fog, the bursting of flames through the housetops, made a scene which has no parallel in history. It was appalling and indescribable, a condition which would paralyze the stoutest heart, and one from which a man in Barksdale's brigade had not the slightest hope of escaping.

During the hail of iron and brick, I believe I can say that there was not a square yard in the city which was not struck by a missile of some kind. Under cover of the bombardment Burnside undertook to renew his efforts to complete the bridge, but the matchless men of Barksdale's brigade, acting under the immortal Lieutenant Colonel Fiser, concealed in their pits along the river bank, poured a volley first and then a concentrated fire on the workmen and drove back all who survived their deadly aim. During this time the flames were blazing from every quarter, and ladies and children were forced to flee from their cellars to escape death by fire, even at the risk of being stricken down by shells and bricks.

The horror of the occasion was heightened by the veil of fog, which obscured all objects fifty yards distant. About half an hour after the bombard-

ment had ceased the fog cleared away, leaving a picture which riveted every eye and sickened every heart. Mansions that for years had been the scene of a boundless hospitality and domestic comfort lay in ruins and smoldering ashes. Blackened walls and wrecked gardens were all that were left of numerous happy homes. The memory of those scenes will be hard to efface.

Defeated at every turn the Federal commander abandoned his bridges for the time and began to cross in boats. He directed a destructive rifle fire against the Mississippians along the river bank, and also against those in the city. Colonel Fiser continued to dispute this passage, and many of the boats were forced to return to remove the dead and get others to take their places.

After a large force had been landed above and below Colonel Fiser was ordered to rejoin the brigade in the city. The enemy soon formed a line and dashed at the Mississippians, determined to drive them from their rifle pits and other places of shelter. They moved forward in splendid style and perfect military order. Soon the advance was followed by a second and third line. It was a magnificent sight, which won the admiration of the Mississippians. There was no nervousness or hesitation. They may have thought that all the troops in the city were killed, but matters not, they were a fine body of men.

Barksdale's brigade watched them from their hiding places, and awaited their near approach. Suddenly, when within about seventy-five yards of our line, as if by common impulse, a volley rang out from the rifle pits on the cold air, which sounded almost like one gun, and hundreds fell dead in their tracks. The front line of the enemy, paralyzed and dismayed by the shock, fell back in confusion. In the meantime the Mississippians were firing on them as they ran. It was a desperate slaughter, which might have been considered a retaliation for the dreadful bombardment of two hours before.

(To be Continued)

Major General George A. Custer—Stories Told Around the Campfire of the Michigan Brigade of Cavalry

By Samuel Harris, Late First Lieutenant Company A, 5th Michigan Cavalry

IN THE spring of 1863 the Fifth Michigan Cavalry was camped on the Lawyers Road near Fairfax Court House, Va. Colonel Freeman Norval, one of the best colonels in the army, had resigned, and there were several persons doing their best to be made colonel of the Fifth.

One day there appeared among us a boyish looking young man about 21 years old with long flaxen curls hanging down on his shoulders. He said his name was George A. Custer and that he had been two years at West Point. He wanted the officers to sign a petition to Governor Austin Blair of Michigan to appoint him colonel of our regiment.

The officers told him that he was too young to hold such a position.

This was the last I heard or saw of him until Monday, June 29th, about 2 o'clock p. m.

The Fifth and Sixth Michigan Cavalry had the advance of the army and went into Gettysburg about 1 o'clock p. m. on Sunday, June 28th.

General Jubel Early was in Gettysburg with about fifty of his bodyguard. He left as we came near the town, following his corps toward York.

General Joseph T. Copeland was in command of the Fifth and Sixth. We camped in the vacant lots about the town, throwing out a heavy picket as well as patrol on each road. About 3 o'clock Monday morning the bugle blew to horse. We saddled up and formed in line. Very soon we were on the march back to Emmitsburg, where we stopped for dinner of hard tack and coffee and to feed the horses. We were soon on the march again, and after about two miles, as we were

rounding Carricks Knob, we came onto the head of the First Corps with General Reynolds and staff at the head.

We pulled out to the left, and throwing the fence down rode into a patch of woods near by.

I sat on my horse near the fence. Soon two young men rode up to me and asked where the Michigan Cavalry was. I pointed to the woods, telling them they were there.

It was George A. Custer and his brother Tom.

I saw George A. Custer had a star on his shoulder straps, the emblem of a Brigadier General.

It was the same Custer, with the long flaxen curls, which he had curled around a tallow candle every night, with a new black velvet suit, well covered with gold lace with a star. He was not twenty-two years old, the youngest brigadier general in the whole army.

And to his honor it should be known that his promotion was not through any pull, but was actually earned in battle, where he showed generalship and great bravery.

About the twenty-fifth of June, 1863, General Pleasanton, in command of the cavalry corps, was marching along on the east side of the Blue Ridge mountains, keeping along about even with the advance of General Lee, who was marching north on the west side of the Blue Ridge.

About noon General Pleasanton reached Aldie, Va., and halted to let the men make coffee and eat their hard-tack dinner. Also to unsaddle their horses and to let their backs cool off.

Very soon a shell came whistling over his head. On looking up he saw four cannons on the top of the ridge, which the rebels had dragged up there and were shelling our troops.

General Pleasanton looked about to get artillery to silence the rebel cannon, but found none. There were several generals and colonels near by, but none of them rode up to General Pleasanton with an offer to drive off or capture the guns. Custer, hardly twenty-two years old, with a great broad-brimmed black hat and long flaxen curls flying in the air, rode up to the general and saluting him, said: "General, if you will give me two companies of cavalry I will capture those guns." The general told him to go to a colonel near by and tell him to let him have four companies, and to get those guns if he could. Away went Custer to the colonel, who ordered his bugler to blow to horse. Hardly had the bugle ceased sounding, before the regiment was mounted and in line, the first four companies were given to Custer. He started with them for the ridge, when he got to the road which ran along close to the foot of the ridge he halted and ordered one company to make a slight detour to the right and one to the left, then taking two companies he led them straight up the ridge and over rocks, fallen trees and brush, so quick that they got all four of the guns and several prisoners. He ordered several of his men to dismount and drag the cannon down the ridge. Down they went with them, sometimes right side up and as often bottom side up.

Custer waited until they had dragged them all into the road at the foot of the ridge, then taking off his big black hat and swinging it over his head, with his long flaxen curls flying in the air, rode as fast as his horse could run, to General Pleasanton, following at the top of his voice: "General, I have got them."

General Pleasanton had watched his whole maneuvers and was so well pleased with them that he pulled out his order book and wrote like this:

Hon. E. M. Stanton,
Secretary of War:

George A. Custer, with a small force, has just captured four guns. He is just the young man I want to command the Michigan brigade of cavalry. Please send me his commission as brigadier general.

Respectfully yours,
Alford Pleasanton,
Major General.

Calling a trusted orderly, he gave him the letter with orders not to give it into the hands of anyone but Secretary Stanton.

He arrived at the war department about ten o'clock that evening.

The guard refused to let him in and called the corporal and he in turn called the officer of the guard, who reported to Secretary Stanton, who told him to bring him up.

The orderly gave the letter to him. He read it and quickly reached into a pigeon hole in his desk and drew out a commission of brigadier general, and filled in the name of George A. Custer, dated it and signed it (it had been countersigned by President Lincoln). He placed it in a big official envelope eighteen inches long and six inches wide, gave it to the orderly, who left immediately for General Pleasanton's headquarters, up the Potomac, which he reached just at daylight.

The general was asleep, but the orderly called out that he had a big envelope from the secretary of war. The general knew what was in it and called out to give it to General Custer. He rode over to where the staff was and gave the large envelope to him. Several of the staff laughed and called out: "Gold," but when Custer had opened the envelope and showed an actual commission of brigadier general, the laugh was on them. Custer had often said that he would be a brigadier general if the war lasted a year longer. The officers of the staff would often guy him by calling him "General," but now he was a full-blooded one and well earned all by himself.

It was a proud day for him. He soon

reported to General Pleasanton for orders. He told him to go to the advance and find the Michigan brigade of cavalry and take command of same and watch out for Stuart's rebel cavalry and the advance of Lee's army.

He found us near Carrick's Knob, Md. As before stated, off we went to the right and soon found detachments of rebel cavalry, which Custer promptly attacked and defeated, driving them back on their infantry supports.

Late Thursday, July 2d, Custer received an order to come into Gettysburg early on Friday morning and to join on the right of our infantry. About ten o'clock on the morning of the third of July our brigade had reached a point just in rear of Powers Hill, the extreme right of our infantry. The Fifth Michigan was in the advance and Co. A at the head of the regiment. General Custer was just in front of our company. At this moment an orderly came tearing down the side of the column, riding up to General Custer with orders from General Gregg to counter-march. After going back about a mile, we were ordered to throw the fence down on our left and take a line to stop General Jeb Stuart from getting to our ammunition trains.

The "rebs" charged Custer's lines several times, but were driven back by the Fifth with their Spencer seven-shooting rifles, until our ammunition ran out, which was caused by the incompetency of one of our officers.

The "rebs" came down the third time on the Fifth cavalry which Custer had posted dismounted behind a fence. They were compelled to fall back, as their Spencers were useless without their metal cartridges.

This put Custer on his mettle as a general, but he was equal to the emergency. Stuart recalled his dismounted men who had driven the Fifth from the stone fence and mounted them for a cavalry charge on our battery of four guns commanded by Lieutenant A. C. M. Pennington. It took General Stuart a full half hour to remount his troopers and to start on his charge.

This gave General Custer time to bring up the Seventh Michigan cavalry and also to post the First Michigan cavalry at the most advantageous position, not only to protect our battery but from which they could make a charge if the rebels should succeed in getting over the fence.

Custer led the Seventh in a charge, but they were outnumbered and compelled to retreat.

Custer rode as fast as he could go to the First Michigan cavalry bareheaded with his long curls flying, when he reached the colonel he called out: "Colonel Town, I shall have a ask you to charge, and I want to go in with you." "All right," he said. Then Colonel Town's voice rang out: "Draw saber, forward march, trot, charge in quick succession." Away the First went with Custer and Town at the head. The First struck the rebels in the center of their left flank and doubled them all up in a heap, so much so that they were powerless to fight off the boys of the First. When the First struck the rebels, their advance was not over four rods from our guns, Pennington was pouring into them ten shots a minute, each shot was with one charge of grape and two charges of canister.

The charge of Custer with the First cavalry in their flank and the rain of canister in their faces was more than they could stand and they wheeled and went back faster than they came.

When Custer started on the charge with the First cavalry I rode around our battery and up to the side of Pennington and sat there during the whole time.

After the charge had been broken and the rebels were in full retreat, Pennington turned to me and said: "Harris, what do you think of the boy, General Custer, now?"

I answered him that there was hardly another general in the army that could have broken that charge with the force he had to do it with, and it was true.

After the battle of Gettysburg, Gen-

eral Lee fell back to Fredericksburg, our army camped on the heights of Falmoth.

One day when I was in command of the picket line with my headquarters in the Lacy house, about a half mile below the burnt bridge over the river, General Custer rode down and said he wanted to go over the river and have a visit with General Rosser, who was in the same class with him at West Point. I borrowed the general's white handkerchief; holding this over my head, I walked up to the old bridge and called for the officer of the guard. He soon came. I told him General Custer would like to come over to see General Rosser and asked him to send for Rosser. Soon a man rode down to the bank and called out that he was General Rosser. I told him that General Custer would like to come over and have a visit with him if he would guarantee him a safe return.

He said he would bring him back all safe. They sent a boat over and also sent word down the picket line "No firing."

I went back and told General Custer all right and went with him back to the old bridge.

He returned about dusk, saying he had a fine time.

The next big battle that General Custer was in was at Brandy Station, Va. By an error of some one he had been left too far behind as our army was falling back from Culpepper. When he reached Brandy Station he found a force of rebel infantry and cavalry had got in between the rear of our infantry and his brigade.

Custer rode up to the front to see why the column had stopped.

As he came up to Co. A of the Fifth several of the boys called out: "General, if you will lead us we will go through them."

He answered, "Boys, I am not ready to go to Libby Prison just yet; I will lead and we will go right through them." He called a trusted orderly to him and jerking off his coat, vest and hat gave them to him with orders to

fall in about the middle of the column. He quickly made his formation and away he went on a charge that nothing could stand up against.

He went right through the rebels. When the advance had cleared the "reb" lines he turned them back which brought the rebels between two fires, which caused them to run to get out of the way, or surrender.

He saved the whole of his brigade with small loss in killed and wounded.

Not many months after this we find him in the Shenandoah Valley with his brigade under General Sheridan.

After Sheridan had defeated General Early, and driven him away up the valley, he concluded to return down the valley as far as Winchester.

The rebel cavalry under General Rosser were annoying his rear guard a good deal.

Sheridan halted his army at the south end of a large plain.

He sent word to General Custer to get his division ready to fight General Rosser and to give him a good licking or get licked himself.

Custer brought his division up in line of battle, then rode out in front fully ten rods and rising up in his stirrups to his full height, he took off his big black hat and made a bow to General Rosser. He then rode back to his line and gave orders to draw saber, forward march, trot, charge in quick succession. Away the boys went in dead earnest with Custer at the head.

They struck the rebels with such force that they soon broke and never stopped running until they got behind their infantry, with our boys close to their heels.

The rebel cavalry did not bother Sheridan any more. Our boys called this battle "THE WOODSTOCK RACES."

The following story about Custer sounds just like him. I give it here, as it shows the boy that soon made the general:

While in West Point he resented what he thought was an insult given him by one of the non-commissioned

officers and he pitched in and licked him badly.

The commandant called him to an account for it.

The breach of discipline was overlooked upon Custer's promising to behave himself in the future. He had been at West Point about two years when he licked another officer. He was called before the commandant, who told him that he would have to discharge him for flagrant disobedience of the rules of the academy.

Young Custer spoke up promptly and said: "Colonel, don't discharge me, give me leave of absence for one year to go to the front. They need young men like me down there and if you don't hear anything good of me before my leave is out, you can discharge me. If you do hear something real good of me, please let my time go on here the same as though I was present here, and graduate me with my class."

The commandant looked at him a moment and said: "Custer, it's a bargain."

Away he went to the front with his leave of absence and before the year ran out he had, by his bravery and skill, raised himself from practically a private to a brigadier general in about one year.

It should be known without saying it that he was not discharged from West Point, but was carried on the rolls as though he was present and graduated with his class.

STUART'S LAST FIGHT

How the Great Confederate Cavalry
Leader Fell at the Battle of
Yellow Tavern

SOUTHERNER TELLS OF IT

Brilliant Charge by Custer Was an
Incident of the Occasion—
Reunion Talk

THE most brilliant charge I ever witnessed was made by General Custer at the battle of Yellow Tavern,"

said an old confederate cavalryman at the recent reunion in Richmond, according to the New York Sun. "It was near the beginning of what historians now call the Wilderness campaign.

"I was with General Jeb Stuart, General Fitz Lee's division, Wickham's brigade, and General Phil Sheridan's troops were hanging on us like a pack of hungry wolves, nipping us at every turn. We had been marching and fighting pretty steadily for more than two weeks with mighty little rest.

"We left Hanover Junction about one o'clock one night and reached Yellow Tavern before ten o'clock the next morning. You know General Sheridan was not one to let grass grow under his feet when there was fighting to be done and when he was matched against General Jeb Stuart it was nip and tuck.

"We hadn't more than halted at the Tavern when up comes General Sheridan and tries to drive us out. It was a pretty tough struggle, a hand-to-hand fight, and we fell back from the Tavern, but held our positions on the telegraph road leading to Richmond. I was with the battery on the extreme wing and it was two o'clock in the afternoon when the orders came for the whole division, excepting the First Virginia to dismount, but hold positions.

Took Turns at Pipe

"It did seem good, I can tell you, after so many hours in the saddle to stretch out on the ground and take a smoke; that is, all that had anything to smoke. There was one pipeful among that whole battery and the boy who owned it passed it up and down the line and each man took his turn puffing at it.

"When it was gone we all began to speculate on what devilry General Sheridan would be up to next and how General Stuart would head him off. It wasn't long before one man wished for a drink of water.

"You know how it is, when one man wishes for water the whole company

begin to swear they are dying of thirst. Jack Saunders and I took a bunch of canteens and started over the hill to a spring that he had seen that morning during our scrimmage with the Yanks.

"I was on my hands and knees over the spring when I heard Saunders' grunt of surprise. He was staring through the trees.

"There, only a few hundred yards away, was a considerable body of cavalry. Making sure it was our right wing I wondered to see them mounted and in ranks. Just then a voice of an officer rang out: 'Cavalry! Attention! Draw saber!'

"The entire line moved forward at a quick walk, and as the officer wheeled on his horse I saw his face. It was General Custer.

Attacked by Custer's Men

"The situation came to Saunders and me like a flash. We threw down canteens and started back to the battery on a dead run.

"'Trot!' Custer's voice rang out again. The next instant he shouted: 'Charge!'

"With wild cheers his cavalry dashed forward in a sweeping gallop, attacking our entire left wing at the same time. We saw our battery taken, our line broken and our men running like sheep.

"Saunders and I had but one thought, to join our fleeing company. As we reached the telegraph road, above the din of the fight I heard Jeb Stuart's voice.

"There he was, making a stand with a handful of men around him. Thank God, I had sense enough to join them.

"It seemed but a moment before Custer's men were coming back as fast as they had gone forward. They had met the First Virginia. We greeted them with the rebel yell and our last round.

"General Jeb Stuart cheered us on. Ah, how he cheered us. I gave them my last shot and was following with my weapon clubbed when I saw a man who had been dismounted and was

running out, turn as he passed our rally and fire his pistol.

Bullet Hit Stuart

"General Jeb Stuart swayed in his saddle. It was only for a moment. Then his voice rang out, cheering his struggling troops.

"The enemy rallied just across the road and fired a volley into the little band gathered around Jeb Stuart. His horse sprang forward with a scream of agony and sunk down on its knees. As we lifted the general off, the young officer who was helping me, exclaimed:

"'My God, general, you are wounded! Your clothes are soaked with blood! You must leave the field, sir!'

"'No,' General Stuart answered; 'I will not leave the field until victory is assured. Get me another horse.'

"When I returned with the horse he was seated with his back against a tree and when he tried to get up, weakened by loss of blood, he sank back again.

"'Go,' he commanded us. 'I am done for; General Lee needs every man. I order you to go.'

"'We cannot obey that order, general,' the young officer told him, and I'll never forget the look that came over his face when he faced the general. 'We must carry you to a place of safety, however the battle goes.'

Carried From the Field

"'It must not go against us,' General Stuart replied, and the thought seemed to put fresh vigor in his body. 'You must put me on my horse and keep me there. My men must not know I am wounded.'

"We lifted him on his horse and mounting our own we held him in his saddle. When the tide of battle turned, supported between us he made a last effort to rally his fleeing troops.

"'Go back, men! Go back, men!' he cried. 'Go back and do your duty!'

"We felt him sway in his saddle. The young officer turned our horses' heads to the rear and we carried our fainting general from the field, still holding him upright in his saddle. That was Gen-

eral Stuart's last battle and General Custer's most brilliant charge."

Headquarters Third Cavalry Division
Appomattox Court House, Va.,
April 9, 1865.

Soldiers of the Third Cavalry Division:

With profound gratitude toward the God of battles, by whose blessings our enemies have been humbled and our arms rendered triumphant, your Commanding General avails himself of this his first opportunity to express to you his admiration of the heroic manner in which you have passed through the series of battles which today resulted in the surrender of the enemy's entire army.

The record established by your indomitable courage is unparalleled in the annals of war. Your prowess has won for you even the respect and admiration of your enemies. During the past six months, although in most instances confronted by superior numbers, you have captured from the enemy, in open battle, one hundred and eleven pieces of field artillery, sixty-five battle flags, and upward of ten thousand prisoners of war, including seven general officers. Within the past ten days, and included in the above, you have captured forty-six pieces of artillery and thirty-seven battle flags. You have never lost a gun, never lost a color, and have never been defeated; and notwithstanding the numerous engagements in which you have borne a prominent part, including those memorable battles of the Shenandoah, you

have captured every piece of artillery which the enemy has dared to open upon you. The near approach of peace renders it improbable that you will again be called upon to undergo the fatigues of the toilsome march or the exposure of the battlefield; but should the assistance of keen blades, wielded by your sturdy arms, be required to hasten the coming of that glorious peace for which we have been so long contending, the General commanding is proudly confident that, in the future as in the past, every demand will meet with a hearty and willing response. Let us hope that our work is done, and that, blessed with the comforts of peace, we may be permitted to enjoy the pleasures of home and friends. For our comrades who have fallen, let us ever cherish grateful remembrance; to the wounded, and to those who languish in Southern prisons, let our heartfelt sympathy be tendered.

And now, speaking for myself alone, when the war is ended and the task of the historian begins—when those deeds of daring which have rendered the name and fame of the Third Cavalry Division imperishable, are inscribed upon the bright pages of our country's history, I only ask that my name may be written as that of the Commander of the Third Cavalry Division.

G. A. Custer,
Brevet Major General Commanding.
Official:

L. W. Barnhart,
Captain and A. A. G.



PUBLIC OPINION

What the



World thinks

St. Louis, November 12th, 1914.

Editor Illinois Central Magazine,
Chicago, Illinois.

The voters of Missouri set the stamp of their disapproval upon the law passed by their legislature, and signed by their governor, requiring railroads in that state to employ three brakemen on their freight trains, demonstrating that when they are shown what is right the people may be depended upon to do it.

No one who was at all informed as to the movement of freight trains believed for a minute that the third brakeman was necessary. No one who had given the matter thoughtful consideration, but knew that the bill was engineered by labor leaders, and vote-getting politicians—not to insure the safety of life, limb, and property—but to secure from the railroads money for which they would be given no compensating return.

The rank and file of the organization of trainmen naturally want all the money that they can honestly get, but 75 per cent of them,—and I say this advisedly—are absolutely opposed to a legal hold-up. The majority recalling this law was overwhelming, and I believe that a large percentage of the vote was cast by trainmen who were convinced of its iniquity, and consequently unwilling to be the recipients of its bounty.

For obvious reasons, I sign this communication,

A Railroad Employee.

A FULL CREW BILL TEST

MISSOURI has just had what is probably the first test of the so-called full crew bill, with a decisive result.

Some few states have the law, which is defended by its advocates as a measure of public safety, and opposed by the railroads on the ground that it requires them to engage unnecessary employes. It is constantly being pressed upon the legislatures of other states, and several times it has been before our own general assembly, failing either from a lack of votes or the congestion of business in the closing hours of the session.

Usually the trainmen charge its defeat to the influence of corporations,

unduly used, and legislators who vote against it generally are remembered when election day comes around. Because Senator Gueydan refused to vote for the law, some of the trainmen in the Third district the other day voted against him.

The full crew bill was before the last session of the Missouri Legislature. It was represented as a "popular" measure, demanded by the traveling public in the interest of life and limb. The legislators were afraid it might be so and passed it. The Governor, evidently not desiring to antagonize its advocates, signed it.

But when it was referred to the people by the railroads themselves, under a Missouri law which reserves them

this right of a referendum, the electors overwhelmingly voted the bill down, by some 70,000 or more majority, though under the severe Missouri laws it is almost worth a corporation's life to attempt to influence the voters.

The railroads made a strong presentation of their side of the case, showing that the law if put into effect would compel them to employ a great many men they did not need without increasing in the slightest the safeguards of the public. How impressive it was is reflected in the vote.

The law was beaten on its merits. But the vote evidently had even a greater significance than is conveyed by the defeat of the full crew bill. A few years back such a law probably would have been ratified. But times are changing and with them old prejudices. Great railroad corporations are never likely again to possess the dominant influence they once had. But on the other hand the period seems also to have passed when they consider them the ideal subject for legislative oppression. They will continue, from time to time, to be regulated; but it is somewhat clearer than it used to be that they cannot be unduly penalized without making the public also suffer and ultimately foot the bill. The *Daily States*, New Orleans, Thursday, November 12, 1914.

MISSOURI'S DECISION.

Mediator.

The overwhelming defeat of the Full Crew Bill by the people of Missouri emphasizes the importance of an appeal to the public, who can usually be depended upon to decide intelligently and fairly when the facts regarding regulative measures are set before them.

The repeal of all anti-railway laws in all the states would be equal to the advance in rates upon which so much is thought to depend. The I. C. C. has an eye solely for reducing rates and thinks not at all of reducing costs. Yet the reduction of costs and the re-

duction of rates must proceed together.

Federal regulation superimposed on state regulation is an anomaly and relief from this condition cannot be expected through politicians who often misrepresent what the people want, and are last, as a general proposition, to appreciate the change in public sentiment.

The railways have at their command machinery through which the people may be reached, and a thorough and more comprehensive understanding must be had by both the people and the railroads of their interdependence each upon the other.

When the people understand the real facts underlying the present conditions (and they can only obtain that through the railroad leaders who are the only ones who know it), the politician will be held in check.

A number of railroads have their own periodicals which circulate freely among their employes and along their lines. This powerful leverage which could be used to an advantage is being frittered away for the purpose of exploiting the advertiser; the tone of these magazines are remarkable in their lack of policy.

The wealth of the world is approximately \$1,350,000,000, of which our people have about \$450,000,000. This vast wealth is in the hands of the people and is invested through the savings banks and various fiduciary institutions.

The people who own this vast wealth are interested in keeping it at work in channels which will bring a safe and adequate return.

Railroads are facing difficulty in financing. This is due to three well known causes the most important of which is the feeling on the part of the masses of the people of the present day insecurity of railway investments. This feeling of insecurity has been brought about by the pernicious activity of the various politicians, who through the myopic attitude of the press, find a ready publicity which may

be safely classified as sensational and misrepresentative.

No man can remain an enemy of any other man when once they know each other. What is true of men is true of institutions. Our railroad executives and administrators have the esteem and confidence of the stockholders and associates whom they come in personal touch with.

If the future is to develop a restoration of confidence on the part of the public in our men of affairs, it will depend upon a continuity of the personal touch between these men and the public.

In the Missouri case above quoted, each side waged a bitter and persistent campaign, the entire state was thoroughly canvassed resulting in the public for the first time obtaining the *real facts* underlying the situation, and out of 483,678 but 159,593 sided with the labor leader and the politician, as against 324,085 who recognized their personal interest in the question and voiced their disapproval of the selfish law in unmistakable language.

The railroads spend millions of dollars annually in advertising, the purpose being to attract the consuming public. That they continue in this expense is an indication that it pays. The shortsightedness of the daily press, which depends upon this advertising patronage for financial success, is indicated by their editorial attitude.

The railroads are equally negligent in not insisting upon those whom they sustain through their advertising patronage playing fair and telling the truth about the railroad situation and conditions. Intelligent, truthful and direct publicity is the solution of the present difficulty.

It is safe to predict that politicians in Missouri will reflect this vote in their future acts toward the transportation arteries in that state.

The intelligence of the people of Missouri has been vindicated.

The confidence in the people by the railroad managements has been justified.

RAILROADS PAY BACK \$100 OF EVERY \$150 RECEIVED

By B. C. Forbes

New York, Nov. 11.—How many employes have the railways of the United States?

1,848,883.

* * *

Allowing five persons to a family, what would be the total directly dependent upon the railroads for their living?

9,244,415.

* * *

What is the minimum number of workers dependent for employment mainly upon orders from railroads—employes of locomotive companies, car manufacturers, etc.?

More than 1,000,000.

* * *

Multiplied by five to a family this means—

Upward of five million.

* * *

Making the grand total of persons supported by the railways what?

Approximately 15,000,000, or one in every seven of the country's total population.

* * *

How much do the railroads pay to their 1,848,883 employes in a year?

\$1,390,025,286.

* * *

How many cents of each dollar the railroads spend do these employes receive in wages?

Fully 44 cents of each dollar.

* * *

How many cents of each dollar received are paid for materials and supplies for all purposes?

About 25 cents.

* * *

Does labor get any considerable share of this?

The bulk of it goes into the pay envelopes of those who produced or manufactured these materials and supplies.

* * *

What were the gross earnings of

our railroads during the year ended June 30, 1914?

\$3,098,487,696.

* * *

How much was retained at net earnings after paying operating expenses and taxes?

\$716,688,210.

* * *

Who are the greatest taxpayers in the whole country?

The railroads.

* * *

How much did they pay last fiscal year?

\$142,191,880.

* * *

Are their tax levies increasing?

The increase this year over last was \$12,610,402, or at the rate of a million dollars more every month.

* * *

How do tax payments compare with dividend payments?

Exact comparisons for 1914 are not available, but in 1913, 4.14 per cent was paid in taxes and 4.92 per cent was devoted to dividends and surplus combined. Conditions are much poorer now.

* * *

The statement was recently made by anti-railroad people that "as the receipts of the railways are \$3,000,000,000, and as there are 20,000,00 families in the United States, the average expenditure per family for railway transportation is \$150, or one-fourth of its income." Is this so?

The person who indulged in that arithmetic forgot to add that \$2,000,000,000, or \$100 for each family in the country, is paid back by the railroads in wages and materials alone, to say nothing of taxes. In other respects the statement conveys misleading notions.

* * *

How do railway freight rates in the United States compare with those of other countries?

American freight rates are the lowest in the world.

How do the railways spend each dollar they receive? What are the exact details?

The railway dollar is spent thus in cents and fractions of cents:

Labor, 44.05.

Coal and oil, 8.64.

Material, supplies, 9.80.

Miscellaneous expenses, 4.66 .

Taxes, 4.14.

Loss and damages, 2.26.

Betterments, etc., 4.57.

Interest on funded debt, 13.04.

Rents of leased roads, 3.92.

Dividends and surplus, 4.92.

Total, 100.00.

Who are the owners of the railroads, whose capital has built them and maintained them? How many stockholders and bondholders are there? How many security holders are women? Are savings banks, insurance companies, hospitals, colleges and many philanthropic institutions largely dependent upon dividends and interest from railway investments for their income and support? Who suffer when railroads are wrecked by mismanagement?

That opens up another phase of the railways—D. E. F., so to speak—and call for a whole chapter for itself.—The Chicago American, Nov. 12, 1914.

NEW BOILER WASHING SYSTEM AT I. C. SHOPS

Constructive Work Being Done by Former Employe and System is Patent of Another Employe

GREAT SAVER OF BOILERS

Patentee Says Apparatus Will Wash Boiler an Hour and Save Its Cost in One Year's Service

THE new boiler washing system that is being installed at the Illinois Central railroad shops, at an approximate cost of \$9,000, will be ready to turn over to the railroad company in about two weeks. The plant is being put in by the National Boilerwash-

ing company, of Chicago, under the supervision of Mr. Charles Meyers, a former Paducahan, who for about seven years, from 1893 to 1900, was foreman of the pipe shop at the local shops.

Another matter pertaining to the plant that will be of a great deal of interest locally, is that it is the invention of a man named William White, who in 1898 was general foreman of the I. C. shops here from May to November. He is well remembered by many of the men now at the shops, who worked under him at the time.

The boiler washing system which Mr. Meyers is installing is a most ingenious one and will contribute materially to the longevity of the locomotives which are kept clean by it. Formerly when an engine came in off a long trip it would run into the roundhouse, the fire knocked out of its grates, the steam and water blown out of its boilers and a stream of cold water shot into it to wash it out. This stream of cold water, coming in contact with the hot boiler plates and flues, would cause them to contract and in time crack, just as a warm glass does when cold water strikes it. This treatment shortened the life of an engine's vitals considerably, but until Mr. White perfected the system that is now being put in at the local shops no one thought the cold water method could be improved upon and accepted it as a necessary evil. The invention of Mr. White, however, provides for the washing of the locomotive boilers by hot water, eliminating the deteriorating effect of washing on the flues and boiler plates and does it in a most ingenious manner.

With this system, instead of blowing the steam in the heated engine into the air and letting the hot water left in its boiler at the end of the run out into the gutter, it is blown through a system of pipes into the big boiler which is a part of the boiler washing system. The big boiler or tank is divided into two parts; one receives this steam from the engine and the other

the water. The water is immediately filtered and sent back into the engine through additional pipes for the purpose of washing the boiler. The steam goes into the other portion of the tank, where it serves to keep the water for washing the engine hot while it is going through the process of filtration and being sent back to the engine. Thus the steam and hot water, which had cost much coal to get, and which was formerly thrown away, is utilized to wash out the boiler of the engine which generated it. By this method the plant costs very little to operate, the only outside power needed being that for operating two comparatively small pumps, which take the water and steam to and from the engines that are being washed. Mr. Meyers states that it is estimated one of these washing systems will pay for itself within a year by the saving of wear and tear on engine boilers. It will wash an engine boiler every hour.

The plant is built about seventy-five feet north of the roundhouse and it will take a good-sized brick building to house it. This building is now being erected and when it is finished Mr. Meyers will return to Chicago.—Paducah, Ky., Democrat.

CONFIDING IN THE PEOPLE.

GENERAL Manager Foley of the Illinois Central Railroad has taken an advanced step in the wise and modern tendency of railroad management toward taking the people along the lines of his road into his confidence, and making them realize that they are parties in interest. Finding that the number of cattle killed in Mississippi amounted to 74 per cent for the total system, while but 28 per cent of the total mileage is operated in that state, he called upon the farmers to assist him and themselves in reducing the number of accidents of this character. The railroad, he points out, has done everything possible in the way of fencing and the constructing of cattle guards, and it remains for the good

people of Mississippi who own stock to do their part, because while the loss falls primarily on the railroad company, it must ultimately be paid by the patrons of the road, just as all other operating expenses are paid. In addition to the monetary loss, the fact that trains are frequently derailed by striking stock puts the employes of the road, who are mainly Mississippians, in constant and serious peril. The farmers are asked to keep their gates closed, and to keep their stock from roaming at large and trespassing upon the railroad's right of way. The response of the press of Mississippi has been quick and unanimous, as is shown by a pamphlet containing editorial expressions from the leading papers of the state, both city and country, just issued. When the railroads are willing to take the public into their confidence they will always find that the public is fair-minded and disposed to do the right thing.—Memphis, Tenn., Scimitar, Saturday, No. 14, 1914.

HOFFMAN TO DEMAND NEW LAW ON SAFETY

Coroner Would Forbid Trespassing
on Railroads as Chief Cause
of Fatalities

CITES FEDERAL FIGURES

More Than 50 Per Cent of Those
Killed by Trains Are Need-
lessly on Tracks

WITH a report showing an actual saving in life effected by the efforts of the safety commission, Coroner Peter Hoffman yesterday outlined a legislative program which the commission will back for further conservation of humanity.

Trespassing on railroad property, the cause of injuries to many, will be the subject of one bill before the next legislature. The commission will ask that trespassing be made a punishable offense.

5,284 Trespassers Killed

"Of the 10,396 people killed upon railways in the United States, 5,284, more than 50 per cent, were designated as trespassers, men, women and children who paid for their carelessness and heedlessness with their lives," said the coroner's report, which added in regard to trespassers:

"By far the greater number is drawn from the resident population, laborers and others, who make the tracks a thoroughfare on their way to and from work or who walk upon the tracks when the public highways are muddy or to make a 'short cut.'

"There is also the annual toll of children and youths who play upon the right of way or who, as in our cities, go upon the tracks and in the yards to pick up coal for fuel at home."

Cites Life-Saving

On the point of lives already saved, Coroner Hoffman's report called attention to a saving of 108 lives in railroad accidents alone, and a saving of twenty-one lives was claimed by reductions in the street car fatalities this year, as compared with 1913.

The report added:

"An analysis of the character of fatalities on railroads in Cook County indicates clearly the direction which must be taken in the future. Of the 360 deaths in 1913 nine were passengers, 132 were employes and 219 were trespassers.

"It is up to the state and community to eliminate the useless deaths among trespassers. To that end the safety commission has taken steps toward the drafting of an anti-trespassing bill."—Chicago Herald, Nov. 11, 1914.

Dr. Bakewell Writes of Adventure in War.

AT the meeting of the Army of Tennessee Tuesday night W. O. Hart will present to the association the August number of the Illinois Central Magazine, containing an article by the beloved Confederate chaplain, Rev. A. Gordon Bakewell, giving an account of how he was arrested and threatened

with execution as a spy in 1862, while he was in Georgia, and was only saved by the timely arrival of Judah P. Benjamin.

The Illinois Central Magazine is making a specialty of articles on the war between the states and it was at Mr. Hart's request that Dr. Bakewell wrote the article, he having given the substance of it at the last annual meeting of Camp Beauregard. The New Orleans Daily States Nov. 10, 1914.

BUSINESS LETTER WRITER FOR 1915

Model No. 1—Quoting Prices for Goods

From New York Sun.

Smith Manufacturing Company,
Rochester, N. Y.

Gentlemen:

Referring to your letter (see Postal Regulation, p. 126 pp. 44) of the 28th, we (a corporation organized under the laws of Ohio, certificate filed in the office of the secretary of New York state, New York) beg to advise you that we can quote the price of \$20 (see United States revised statutes, laws of 1914, sec. 18) per ton, carload lots (see Interstate Commerce ruling 256; see also dicta in 128 U. S. 264; *Brown vs. Pennsylvania Railroad Company*, 168 Pa. 267). This quotation is special to you (see ruling of department of justice in the matter of *Brown Milling Company*) and is made subject to our right to claim immunity (see N. Y. penal code, pp. 8). If you receive a better quotation from any other of our competitors you will, of course, advise us under the authority of U. S. revised statutes, pp. 2247, sub. 2. We shall be glad to fill your order (subject to rule laid down in leading case of *Jackson vs. Cobb*, 126 U. S. 232) and will ship according to your instructions (see rule 37, New York public utility commission).

Yours very truly,

J. P. JONES,

President Jones Manufacturing Co.

State of Ohio, County of Fairfield, ss.:

J. P. Jones, being duly sworn, deposes and says: That he has submitted the foregoing letter to his counsel, and has been advised that it is legal. That deponent is not a director of any bank, trust company, or transportation company. That the Jones Manufacturing Company has never had its charter forfeited, nor has deponent ever been indicted by either state or federal grand jury.

P. P. WHITE, Notary Public.

KENTUCKY SUIT IN ST. PAUL IS HALTED

Practice of Bringing Personal Injury Cases Here Frowned on by Attorneys

Trial of the \$15,000 personal injury suit of Linnie Reed of Kentucky, administratrix of the estate of her husband, Jerry Reed, against the Illinois Central Railroad Company, was prevented when the case was called yesterday in St. Paul.

Stopped by Injunction

Samuel A. Anderson, attorney for Mrs. Reed, announced that his client had been stopped by a temporary injunction issued by Circuit Judge W. M. Reed of Paducah, Ky., restraining her from further prosecution of her suit against the railroad until certain legal points involving the trial of cases outside the state had been determined. The case was continued by Judge William Louis Kelly.

In its petition for an injunction, the railroad company alleged that it could not receive justice in the St. Paul courts.

Suits Brought Here

During the past two or three years, a large number of personal injury suits, originating outside the state, have been brought to St. Paul for trial. This practice by attorneys was scored at the meeting of the State Bar association here last summer.—Pioneer Press Nov. 25, 1914.

An Unmitigated Outrage

NOTWITHSTANDING the fact that the Federal constitution permits it and the Supreme Court of Minnesota is compelled to sanction it, under the law, the custom of lugging foreign personal injury suits into our state courts is reprehensible in principle and an unmitigated nuisance in practice. Neither principal, in any of these imported cases, is a citizen of Minnesota. The corporation, which is the usual defendant, operates under no Minnesota charter, and there is absolutely no state interest involved. Ordinarily, or certainly frequently, the transplanting of such litigation to the soil of Minnesota is, and is intended to be a travesty upon justice.

It is noted that the state bar association "scored" those attorneys who indulge in this kind of practice. The bar should go further. If the practice is reprehensible, though "within the law," the bar surely might discipline the offenders in those cases where the mere "scoring" fails to get beneath their skins.

Moreover, the Ramsey county district court already is overloaded with legitimate business, and it is an injustice to legitimate litigation to be delayed and crowded out by the injection of this foreign business. Plans have been made to ask the Legislature for two additional judges for this county, so that litigation may be brought up to date. Taxpayers are to be put to additional cost. Is it not a beautiful state of affairs when our already overcrowded courts must take on the additional burden of these alien cases and our people be taxed to support the cost of litigation in which they have not a particle of interest or concern?—Editorial in St. Paul Dispatch, Nov. 25, 1914.

ONE FOR RAILROADS

SCORE one for the railroads!

In these days, when damage suits are brought against railroads for the most trivial reasons, and when exces-

sive verdicts are brought in by juries, it is refreshing to note that the Supreme Court occasionally steps in and sets the verdicts aside as excessive.

This it did in the case of J. Watts Bishop, who sued the Y. & M. V. R. R. for alleged damages sustained.

He sued for a liberal amount and was given a verdict for \$4,750, because he was not shown what he considered due and becoming courtesy by an agent of the railroad company, to whom he declined to hand his railroad ticket when requested to do so, the agent threatening to eject him from the train, according to his own statement.

The Supreme Court held that the verdict of \$4,750 was excessive and reduced it to \$500, considering that sufficient compensation for the talkfest indulged in between passenger and railway employee.

Now-a-days suits are brought against railroads, street car companies and other corporations on the slightest pretext, and often outrageous verdicts are returned by juries which seem to think it right and proper to "stick it to the corporations" at all times.

These damage verdicts are indeed pleasing to parties in whose favor they are rendered, but they work untold injury to the State, as they check investment, development and enterprise, for capitalists will hesitate about putting money into a State when corporations are persistently harassed and annoyed by people having real and imaginary wrongs.

The Supreme Court is to be congratulated on cutting down this outrageous Bolivar county verdict from \$4,750 to \$500. This act is an omen of good for the future.

Railways, street cars and other corporations should be held to strict accountability for their acts, but there is no reason why they should be ruthlessly gouged because they happen to be corporations doing a public service.

They are entitled to just treatment, because by virtue of their large investments, immense payroll, State, county

and municipal taxes, they become part and parcel of the State, and as such are entitled to fair and reasonable treatment by the public, the courts and the juries of the land.—Daily Clarion-Ledger, Jackson, Miss., December 1, 1914.

JUST PLAIN ROBBERY

TICKETS, gentlemen!" was the crisp request of a conductor on a Y. & M. V. passenger train up in Washington county a few months ago.

J. Watts Bishop didn't like the conductor's tone. Perhaps he thought that the railroad company's servant ought to get down on his knees and,

with all possible deference and humility, say, "Please, kind gentlemen, won't you be so obliging as to give me your tickets?" At any rate he refused to pass over his ticket, whereupon the conductor threatened to eject him from the train. For this act of "discourtesy," J. Watts Bishop filed suit in the circuit court of Bolivar county for damages, and obtained a verdict for \$4,750.

The supreme court, in a decision rendered yesterday, refused to countenance this abortion of justice, and reduced the judgment to \$500.

It should have been reduced to nothing at all, and the plaintiff assessed with costs.—Jackson Daily News, Jackson, Miss., December 1, 1914.

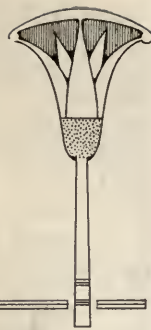


THE ABOVE IS A MONSTROSITY IN KEIFER PEAR CULTURE FROM POSEYVILLE, INDIANA, ON THE ILLINOIS CENTRAL R. R. IT WAS FOUND IN A BARREL OF KEIFERS SHIPPED TO MR. E. L. BURBANK OF THE FREIGHT TRAFFIC MANAGER'S OFFICE, HENCE WE ARE NOT PLAGIARIZING WHEN WE CALL IT THE "BURBANK PEAR." ITS WEIGHT IS 17 OUNCES, ONE OUNCE MORE THAN THE TOTAL OF THE THREE BARTLETT PEARS AND ITS RELATIVE SIZE IS SHOWN BY COMPARISON WITH THE LATTER.



Centralia Ill.

The Capital of "Egypt"



by Verne E. Joy

When the first little wood-burner nosed slowly down from the north along two streaks of steel and into the tall, waving Illinois prairie grass and forests of untouched timber, a station was made at what was considered an ideal location for a town and division point of the projected Illinois Central Railroad 250 miles south of Lake Michigan, and sixty-five miles due east from the booming river-town of St. Louis.

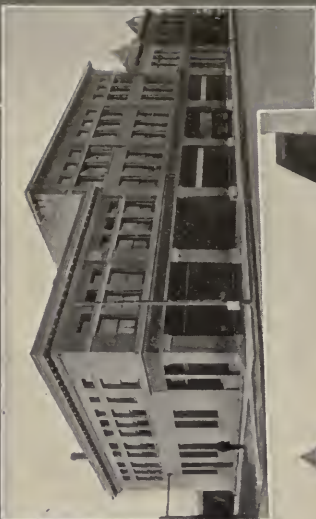
Wriggling across this first path of steel laid in Illinois was a typical Illinois creek, so very, very crooked there was nothing else to do but call it Crooked Creek. On a small bluff just above the overflow region of this creek a town was started, and because of its central location it was called Central City. It was the original intention to make the town there, but an argument arose between the railroad company and the squatting pioneers about land, and the Illinois Central Railroad Company promptly settled the argument by moving their operations two miles south, and there started their division point and shops, calling the location Centralia—still typifying the central location, you will note. A community of two hundred hardy settlers early showed the true Centralia ambition for progress and in 1859 asked and received from the Illinois legislature a special charter to organize an incorporated town.

Today the two hundred have grown to a thoroughly alive, modern and "go ahead" little metropolis of 15,000 people, and become the commercial and industrial capital of that region of south

Illinois known as "Egypt." The lone railroad from the north has the company now of four other lines of railroad, piercing all directions of the compass and making of Centralia probably one of the most ideally located cities for manufacturing enterprises which can be found in this part of the middle west. The Illinois Central divides just north of Central City, one line splitting Illinois in half on its journey to the north and west, and the other line now double-tracked through to Chicago on the Lake. By reason of these two lines converging at this central point, the Illinois Central has expanded close to two million dollars in its great shops and classification yards, adjoining Centralia on the south, and the great traffic destined for the Panama Canal over this great railway system will be handled through these yards. The magnitude of the new yards and shops just moved into last January may be realized when it is known that the roundhouse at these shops is one of the largest in the United States.

And to the great Illinois Central interest in Centralia the shops and eventual division point of the great Burlington System when this road completes its plan for a straight shot from the north-west to the south; the Southern Railway's trunk line from St. Louis to the east and to Dixie, via Louisville; and the smaller roads of the Illinois Southern which is tapping the Ozarks, and the unusual railroad facilities of the Capital of Egypt, with its seventy passenger trains in and out each day, is readily seen. Six miles to the north

Schiller School



Centralia
Ill.,
19.. ..14



Centralia Creamery



runs the B. & O. Railway; fourteen miles to the south the L. & N. Thus it will be seen that the important matter of railroad transportation, which is always a necessary preliminary to rapid industrial expansion, we have here in Centralia, awaiting the discerning eyes of those manufacturing interests which first look to the matter of economical and competitive transportations placed closely enough to the great markets to be of advantage in the shaving of the costs of marketing after production is accomplished. With three routes into Chicago only 250 miles away, and four outlets to St. Louis; situated on the straight line from Chicago to New Orleans and Panama; on direct line to Louisville and the east, with immediate connections with two more great lines east and west, six and fourteen miles away, Centralia forms a veritable hub whence its products can go to all points of the compass, direct. With two of the big systems maintaining large freight and classification yards here, immediate switching and side-track facilities are at quick command, and there are a great many splendid and available factory sites contiguous to all these transportation advantages.

Abundant Coal and Water.

To the splendid railroad facilities of Centralia there is to be added as a factory inducement an abundance of fine steaming coal from Centralia's great mines, two of which together hoist close to 5,000 tons daily with the aid of their highly developed equipment, and some 800 miners. Centralia has been noted for its coal mines since 1873, and the city's industries have always had the benefit of cheap fuel almost right at their door, a benefit which of course extends also to the citizens of Centralia. The coal has particularly good steaming qualities and is shipped all over the country and into Canada. As a further fuel inducement there is crude oil in large quantities near the city, one large oil field being only six miles away, and two producing wells being within the immediate environs

of Centralia, and connected up by pipe lines.

Now add to the railroad and fuel facilities that other necessity for manufacturing growth—unlimited soft water, and the trinity of manufacturing necessities is covered in Centralia. In 1910 Centralia's public spirited citizens formed the Centralia Water Company to handle a \$150,000 reservoir project, it being financed in a unique way by the pledging of the individual credit of the city's leading citizens. The immense project was put through quickly and turned over to the city, it being paid for in annual \$10,000.00 installments by the city, the water department receipts more than paying the up-keep and interest during liquidation. An immense dam 700 feet long was constructed in a natural basin nine miles from the city and an imposing capacity of a billion gallons of pure, soft, uncontaminated surface water has been secured by natural drainage from almost an entire township, the water being brought down in a large pipe line by gravity. The water, upon analysis, has proven unusually soft and exactly fitting for boiler purposes and, best of all, the state water survey pronounces it fit and entirely safe for drinking. As a further preventive of any germ contamination the city has just installed a chemical treating plant, which renders all the water in the mains absolutely pure. With a supply of water large enough to last the city, with its million and a half gallons daily consumption, two years without a drop of rain Centralia may well boast that it is probably the most naturally favored city in the state of Illinois as to pure and unfailing water supply.

With a live Commercial Club to market its great industrial advantages Centralia invites the attention of industry to its exceptional advantages and will meet half way those captains of industry who are looking for just exactly the right place in which to locate a factory, or other industrial enterprise.

The Centralia Commercial Club was formed in 1910 to promote the growth,



Carnegie Library



Centralia Bank



health, happiness and prosperity of this busy community. It has been a real factor in the recent development of the city, and has a substantial financial backing, with money out at interest. A \$25,000.00 creamery is its most recent success, and last year there was located through the club's efforts a large shoe heel factory, which unfortunately shortly after it was in full operation, burned, but this year it was again rebuilt by the holding company acting within the Commercial Club and is now again in operation. In financing the shoe heel factory the club purchased a fine site of ground adjoining one of the railways and laid it off into lots, which were in turn sold to Centralia's progressive people. The profit thus obtained built the shoe heel plant purchased \$5,000.00 worth of stock, and there remains besides some forty lots, and a strip of fine factory site now ready for occupancy by new industries and which the club offers as an inducement for Centralia location.

Centralia also has an abundance of

first class labor, ranging from the experienced mechanic to the girl who is making her own way. There are now some 4,000 workers on the local pay-rolls, and a brisk demand for work. Detailed information regarding any phase of Centralia's advantages can always be had by writing the secretary of the Centralia, Ill., Commercial Club.

Some of the present industries of Centralia besides its five railroads, two shops and coal mines, are one of the largest envelope factories in the United States, an overall factory, two creameries, four ice cream factories, two large capacity ice plants, five cigar factories, large flour mill, two planing mills, sash and door works, three monument works, two bottling works, two cement block works, besides the usual machine shops, printing plants of large output, bakeries doing a large shipping business, and smaller activities, the total output of which exceeds three-quarters of a million dollars annually.

Besides the above there is the shoe heel plant in a modern and new two-



INTERIOR RED CROSS PHARMACY, CENTRALIA, ILL.

story stucco factory building, above referred to as an example of Centralia's willingness to make it to the interest of first class concerns to locate here.

Ideal Residence City.

Centralia is a city of neat and substantial homes, many of them quite pretentious. For many years Centralia has had two strong building and loan associations, and lately a third has been added. These associations have been instrumental in aiding Centralians to own their homes, and the great proportion of Centralia's citizens own their homes. With modern paved streets, both sanitary and storm sewer systems; a thorough electric lighting system furnished by a recently reconstructed and immense capacity electric and gas plant; two lines of street railway; a \$25,000.00 public library; large modern opera house accommodating the large city attractions which find Centralia a convenient and profitable stand; a conservatory of music; modern hospital, well equipped Y. M. C. A., three men's clubs and most all of the secret orders; beautiful new \$75,000.00 post office; well equipped fire department; two large daily newspapers; women's clubs and civic organizations; six hotels, two of them new and modern; numerous beautiful churches with most all denominations represented; in fact Centralia has just about every advantage which goes to make up a successful, thriving and steadily growing city.

The schools of Centralia are worthy of special and more detailed mention than is possible here. Eight school buildings house Centralia's happy young people, some 2,500 of them. The older buildings are being replaced with fine modern and ornamental structures which are the last word in modern school construction, for Centralians have always provided liberally for their school. Under the most efficient instructors the schools have kept quite abreast of the times, and this fall has seen manual training added to the grade schools,

though this is also provided in the high schools. A very large and commodious township high school was erected a few years ago, and the curriculum offers advantages equal to some of the smaller colleges. To the public schools there is also to be added the parochial schools and the business college, their enrollment not being included in the above figures.

For an all the year around average, Centralia's climate compares favorably with the best in the middle states. The town being laid out on what was formerly broad rolling prairie which drained well, beautiful maple and elm trees were early planted and this idea has been kept up with succeeding generations until today the city is noted for its beautiful, shady streets which well temper the heat incident to this latitude in summer. There is no malaria or kindred diseases; the city has never known a serious epidemic, and the city in general is known as a most healthful and attractive spot in which to make a home.

The cost of living is moderate in Centralia, and cottages rent from six dollars a month up. It is not too large to enjoy the benefits of plenty of country produce, but still large enough to enjoy the fancy as well as staple things in market with which progressive dealers in food supplies keep the city well supplied.

The average per capita savings of Centralians is right close to \$200. As the 1910 average in the United States has been given as only \$38 per person, you may well see that it is profitable to live in Centralia. Centralia has no great "swollen fortunes," though, of course, it has its local quota of wealthy men. Neither has Centralia what may be called slums, or abject poverty. The city is inhabited by that prosperous middle-class of people who live well and respectably, and are progressive enough to keep up with the times.

The institutional wealth of the city roughly figures about two and three-fourths million dollars. This counts the resources of the three banks and



Langenfeld Hotel



St. Mary's Hospital



Centralia III.



Hotel Pittenger

three building and loan associations. As an evidence of the strength of our local banks specie payments were not suspended in Centralia during the 1907 panic when cities all over the country felt the cramp and scarcity of actual money. This despite the fact that local railroad and mine pay-rolls called for the passing out each month of about \$75,000 into the channels of trade. Centralia business men gave effective co-operation during the trying period and the money went right back into the banks. This team work is a factor in Centralia, and the Centralia spirit is something of which to be proud. The combined capital and surplus of the city's three banks is \$320,000 and the combined deposits total \$1,245,000.

Centralia has always been envied by its sister cities for its steady and regular large-sized pay-rolls. While an industry has its ups and downs, those in Centralia are of a kind that deal with necessities, principally, and therefore the income sent into the business arteries each month makes a steady stimulus to business, and is dependable. This amount varies between \$200,000 and \$250,000 each month, tak-

ing in all the interests under a careful estimate, and this is what spells steady prosperity for this community. Real booms are unknown, but what is far superior, a steady and conservative growth is recorded each year in population and community wealth.

There have been several explanations as to just why south Illinois is called Egypt, but those who live and prosper here believe it to be "the Garden Spot of the World," abounding in "milk and honey." And, speaking of milk, brings to us the latest development which Centralians are interested in and deliberately and successfully, promoting—that of dairying. It has been said that the vicinity around Centralia offers an opportunity for an ideal dairy section. After experts had given due advice, activities were started along the line of affording first a market for dairy products, and today a \$25,000 creamery stands as a monument to the first year's efforts, and a \$20,000 addition is even now already being built for the manufacture of ice cream and the handling of the milk, while the creamery proper will continue to handle the separated product and give a market for cream.



INTERIOR WM. HUTTER'S, CENTRALIA, ILL.



A SECTION OF ONE OF THE LINES OF ENVELOPE MACHINES, CENTRALIA ENVELOPE CO.

A breeder's association was next formed for the securing of only the highest grade of dairy cows. As a result the farmers are beginning to gradually go into the milk business and it is the confident belief of those who are backing the development that Centralia will in due time be the important center of the coming dairy section in south Illinois. Centralia now has a top price market for milk products, and can take care of several times the amount of milk and cream at present produced. There is encouragement, even financial, waiting for those who will now go out and help lead the pioneer work of opening dairy farms in the vicinity of Centralia. With pasturage later than the north, and therefore longer; with land really low priced; with the market

waiting and city co-operation, Centralia welcomes the dairyman.

While there is some grain raising in this section, fruit growing is really the dominant agricultural pursuit of the farmers. Some of the finest flavored peaches, apples and pears found in the big city markets come from Egypt. The same is true of its berries, Centralia formerly having a reputation as the Strawberry City when car loads of luscious, big red strawberries were shipped from here daily during the season. While there are still many grown, the immense fields of twenty years ago are not longer cultivated but are planted in orchards or given over to general farming. Much of the fruit growing here is in the hands of scientific men who know the business and apply

Centralia Ill.,



Residence Section



highly successful modern methods. Particularly is this true of Perrine Brothers who have established a national reputation for their scientific methods and the practical adaptation of modern theory.

While farm lands are gradually increasing in price owing to more intensive and successful cultivation, there is still a vast difference between farm lands here, selling from fifty to one hundred dollars an acre, and the land further north which ranges from four times as high. Soil experts agree that land in this vicinity by proper treatment with the lime and phosphates generally recognized for fertilization, together with the principles of modern agriculture worked out, as for instance, as taught in our own state university will produce as profitably here, investment compared, as almost any land in the state. There are consequently real openings in this vicinity for the modern farmer who has a business head, as well as for the factory or industry in the city proper.

Centralia has a county fair each year which is also serving to encourage agriculture, as well as affording a week's amusement each fall. The city's natural advantages make it peculiarly adapted to handling crowds, and Centralia has won quite a deserved reputation for itself by its successful entertainment of state conventions and meetings of the various interests. In 1915 the Illinois Music Teachers' Association will be in the city with a three days' musical treat and some 1,500 visitors. The Illinois Pharmaceutical Association and Pharmaceutical Travelers also will meet in the capital of Egypt, in the spring of 1915.

Centralia's business men are an aggressive and progressive lot. Two wholesale grocery houses, wholesale tobacco jobbers, and wholesale commission houses find Centralia a satisfactory business location, and sixty odd traveling salesmen make Centralia their headquarters.

The retail district is comprised of modern stores and well arranged stock,

almost all lines being well covered. The Associated Retailers, a branch of the Commercial Club, has a plan of co-operation whereby they refund the railroad fares every day in the year to shoppers from the nearby towns, and this centers a large amount of trade in Centralia which comes from within a radius of thirty-five miles of this little metropolis.

The Latch-String Out.

The latch-string hangs in Centralia.

A hearty welcome and local co-operation awaits those who would locate new industries in the capital of Egypt, and a comfortable home, a contented mind and a division of Centralia's prosperity is assured those who are looking for a residence city where the benefits and modern conveniences of the city can be found without the distractions and enervating influences of the great metropolis.

For industry;

For business;

For residence;

A good place is—

Centralia.

CENTRALIA TERMINAL

By A. M. Umshler

CENTRALIA terminal, located two miles south of the City of Centralia, Illinois, was opened for the handling of traffic of the Illinois Central Railroad on November 7th, 1912. The new terminal is approximately five miles in length and has a capacity of 3,500 cars. Two miles north of the new Terminal is located the old yard, which has a capacity of 1,500 cars, making the total capacity of Centralia Terminal 5,000 cars. The new yard lies between the southbound main line on the West and the northbound main line on the East, thus doing away with any interference to passenger traffic after freight trains are headed into the yard. There is an inside main line or thoroughfare that runs the entire length of the yard which is used for the movement of engines to and from the round house and for

*Hump engine and crew
of Hump Riders.*



Yard Master's Office



*Looking north from Hump office, showing Hump
Tower and Classification
Yard*



I.C. Mechanical Plant



switch engine movement; the idea being to keep all freight power off the passenger main lines.

The northbound yard consists of two distinct yards, Yard "A" the receiving yard, and Yard "B" classification and departing yard. Yard "A" consists of five tracks, each having a capacity of 80 cars. Freight trains from the south head into this yard at the extreme south end on a lead which holds 80 cars, to the automatic scales, which is located just to clear the south end of Yard "A".

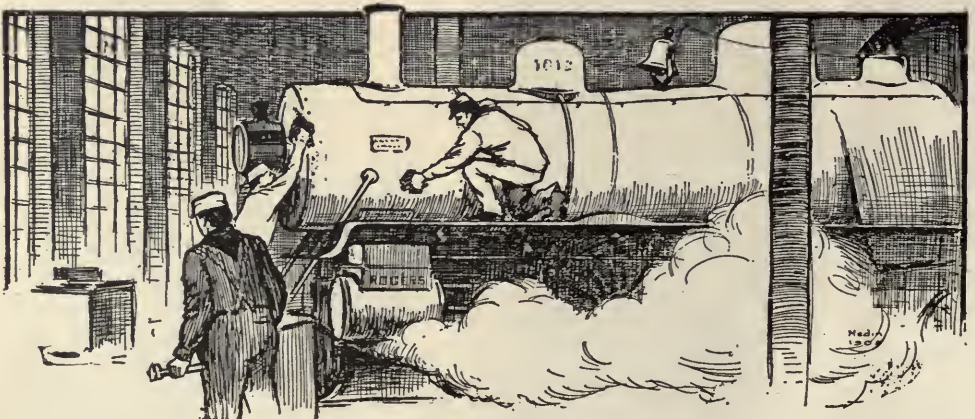
Our Hump yard or classification yard, known as Yard "B" consists of 19 tracks, 17 of which have a capacity of 80 cars each. Two of these tracks known as tracks 18 and 19 have a capacity of 45 cars each, No. 19 being our bad order track and No. 18 our city track. Track No. 17 is our rider or motor track. This leaves 16 tracks for classifications and we have 15 classifications to make for northbound business through this yard. A departing yard is to be later added to the facilities at this Terminal and will be known as Yard "C" having ten tracks with a capacity of 80 cars each.

The equipment of Centralia Hump

is of the latest design and is the Electro Pneumatic type built by the Union Switch & Signal Co. of Swissvale, Pa. This plant has given complete satisfaction at all times, and we have not been bothered with snow and ice in the handling of the switches on the hump.

The southbound yard, known as Yard "E" is located at the South end of the Terminal and is used by all trains of the Illinois and Springfield Divisions arriving from the north. These trains leave the main line at the junction where the north and southbound main lines pass around the yard at the extreme north end of the terminal. A lead approximately one mile long leads to our southbound yard. This yard consists of twelve tracks having a capacity of 80 cars each.

The Mechanical Plant at Centralia Terminal is located one mile north of the General Yard Office. It is admirably situated as regards location, and the tracks and facilities for the prompt handling of power is first class in every detail. The coal chute and cinder pit are in the Mechanical yard making it unnecessary to use switching leads when coaling engines or taking water.

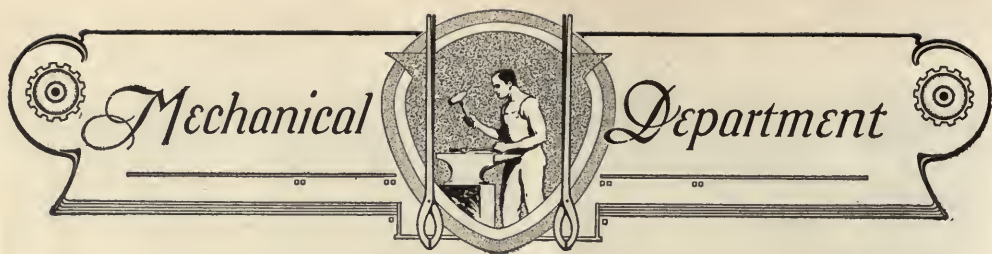




THE RAILROAD Y. M. C. A. BUILDING.

The Y. M. C. A. is doing a good work at Centralia. They have a membership of 296. They have twenty-six beds, three tubs and two shower baths. The following statistics are interesting for the year just closed:

Beds used	7,200
Baths	4,700
Attendance at lectures and addresses in rooms.....	3,300
Attendance at lectures and addresses outside the rooms.....	5,800



Steam

By I. D. Claire,

Steam, that extraordinarily useful product and carrier of energy, the vis viva, which keeps athrob the lifeblood of our internal and maritime commerce, which affords warmth for our houses and destroys germs, which generates power for our factories and serves the purposes of mankind in a multitude of other ways, presents in its appearance nothing to warrant our especial attention; but upon investigation it is found to exhibit, under certain circumstances, a number of interesting phenomena, and to possess properties which have been the object of experimental research ever since the third century antecedent to the birth of Christ. It is, therefore, a fit topic for a monograph of this sort, and, if properly treated, the reader will not find it so jejune as, at first thought, he undoubtedly supposed it would be.

The average person has only a superficial knowledge of steam. From casual observation and every-day experience he has learned something about its more clearly discernible properties. Thus he knows that, under the ordinary circumstances of light, temperature, and pressure that obtain in the atmosphere, it is white, extremely evanescent, and is charged with considerable heat. And, whether he has seen it in the sky, on a fair summer's day, gathered in great masses of cumulus clouds above the horizon, or extending over the ocean

in the form of fog, or rising out of the earth's depths with the ejecta from a volcano, or issuing from the smoke-stack of a locomotive, he knows it is all the same, identical, in point of composition, with the steam, or vapor, that he has seen coming out of the boiling tea-kettle or from his lungs in cold weather. Presumably, the only difference ever noted by him, is that the steam in one place looks whiter and heavier, or more agitated than it does in another place. Perhaps this is the extent of his knowledge regarding it. It may well be doubted whether he has ever seen blue, green, or yellowish-brown steam; yet it is true that steam of such colors can be seen. With the proper apparatus, which is very simple, it is an easy matter to make steam assume any one of these colors. What is white steam? From the spectrological point of view, it is steam that reflects simultaneously from each of the infinitesimal drops which compose it, all of the solar spectrum's rays: hence its lack of color, or whiteness; while green steam reflects only the green rays. Steam that is not somewhat condensed can be neither white nor colored; it is invisible. Naturally, steam is denser and whiter in inverse proportion to its transparency, and the more tenuous it is, the more closely it approximates the state of a gas. It is loosely defined as water in a gaseous state, but the only strictly gaseous

steam is that which is highly superheated; and this is the kind most desired, as a rule, for it possesses the greatest energy.

The density of a jet of steam can be increased artificially in five different ways: First, by creating an electrical discharge in it—this, no doubt, indicates the reason why, usually, thunder is followed by rain; secondly, by increasing the number of dust nuclei in the air; thirdly, by chilling the air; fourthly, by placing obstacles in the jet; and lastly, by roughening the walls of the nozzle or pipe next to the jet. From a practical point of view these phenomena have no significance, but, in the light of natural philosophy, they are not at all unworthy of our attention.

As generally seen and pictured mentally, steam is, in its somewhat condensed condition, of a beautiful, snow-white, cottony appearance, as it pours in "wreathing curls convolved" out of the exhaust pipe a-top a power-house, for instance. This, reader, is dead steam—steam in its corpuscular condition, after it has surrendered most of its energy, and has come in contact with the air; it is very wet, and differs materially from the working fluid behind the piston of the engine.

Steam (or vapor) which is visible, constantly rises from the surface of water when not impeded by impervious inclosures, or by another vaporous medium already saturated with it; and, were it not for this process, we should have neither clouds nor rain. To some persons this is like telling them that George Washington was our first president; but we must not fail to bear in mind the possibility that every reader who has had the patience to wade through this humble dissertation to this point, has not had the educational advantages that others have enjoyed, and such being the case, it is the writers' aim to furnish information and interest for all—the learned and the unlearned alike.

All the kind of steam to which I have adverted, however, have no the-

oretical importance in the study of steam engineering. The mechanical engineer recognizes no more than three different kinds of steam; namely, wet, saturated—frequently called dry and saturated, or simply dry—and superheated steam. The idea of saturation as regards steam, must not be confused with that of a sponge which has been soaked in water; it has very little to do with water. The expression "saturated steam," means steam in that state which is marked by an equilibrium of the attendant conditions, so that a rise in pressure or fall in temperature will cause partial or complete condensation. Steam that is thus partially condensed holds water in suspension, and is called wet steam, in distinction from that which is dry and saturated. Its temperature is the same as that of dry steam, but its "total heat," and consequent capacity for doing work, is less. Superheated steam is steam which, at any given pressure has a higher temperature and greater specific volume (volume of one pound) than saturated steam at the same pressure. Thus, it is removed one step farther from the liquid state than saturated steam, and is practically a perfect gas. Volume for volume, saturated steam contains more energy than the former, but, weight for weight, the converse is true. The superheated state can only be produced by heating the steam after it has left the immediate proximity of water, as by passing it through pipe coils in the stream of flue gases before it enters the cylinder.

In the preceding paragraph the expression "total heat" was used. Why was "total heat" written, in preference to mere "heat?" Evidently, the total quantity of heat in, say, a liter of steam at such and such a pressure is the sum of several other heat quantities, inasmuch as the context points to no other reason for making a distinction. And such is really the case.

In making calculations for the solution of steam engineering or thermodynamic problems which involve the transference of heat—as, for example,

calculating how many tons of coal will be required under specified conditions to produce a certain horse-power—it is necessary to deal with definite units of heat; and those adopted in countries where English is the mother tongue are called British thermal units. Such a unit is defined as the quantity of heat necessary to increase the temperature of a pound of water one degree Fahrenheit.

The heat in steam is accumulated as a result of two distinct processes, namely, the absorption of heat by the water from which the steam emanated, this continuing until the boiling point is reached, and the vaporization of the water, which is not attended with a rise in temperature. The heat absorbed during the former process is called the heat of the liquid, and that absorbed during the latter, the latent heat of vaporization, or simply latent heat. This cannot be measured with a thermometer and is itself divided into two parts, which are the internal and external latent heat. The first, according to the molecular theory of gases, is believed to do the internal work of separating the molecules when the water is transformed into a saturated vapor. The second represents the heat required to do the work of expanding the steam as in pushing the piston in a cylinder.

To sum up: The "total heat" of superheated steam is equal to the heat of the liquid (sometimes called the sensible heat) plus the latent heat, plus the superheat. If the steam is superheated, its heat content is regarded as having this last named part, which is generally expressed in degrees, the number being the difference between the steam's temperature and the boiling point, or temperature of vaporization.

Like straw hats, tobacco, lumber or any other material product, steam has quality, and its quality may be designated with mathematical exactitude. It varies during the steam's expansion in the cylinder, and differs for different generating installations. By some per-

sons it is termed the dryness fraction. Wet steam is a mixture of dry steam and water in suspension, and the proportion of dry is called the quality, or dryness fraction, of the wet steam. Thus if four per cent of the steam is water, its quality is said to be 96 per cent, or 0.96. Dry and saturated steam, therefore, has a quality of 100 per cent, or one. The term quality is never used with reference to superheated steam. This, as before stated, is declared to have so many degrees of superheat, which are determined by calculation.

Quality determinations are of vital concern to the engineer engaged in testing engines and boilers. They are so important that an eminent authority on steam engineering once affirmed that no reliable determination of efficiency could be made without having found out how much water was in the steam; or, to put it differently, without determining its quality.

There are various ways of doing this but the one generally adopted is to use either a separating or throttling calorimeter. Manifestly, such an instrument is invaluable to the mechanical engineer, inasmuch that some persons rank it next in importance to the steam engine indicator. But this is drifting into a digression.

To return, then, to the subject under consideration. The most curious fact that I have ever learned about steam is that high-pressure steam escaping from a small orifice will not hurt the hand, whereas low-pressure steam, which is not so hot, will scald it severely. A statement so astonishing and well calculated to be received with skepticism should not pass without my adducing some reasons in support of its truth. The man from Missouri will say, "You've got to show me," but the writer positively refuses to comply with this imperative demand by an actual demonstration at his own risk; acknowledging, at the same time, a decided preference for ink, rather than steam, wherewith to do his convincing. Accordingly, he will rest con-

tent with quoting the renowned English physicist, Edwin Edser, who offers the following explanation on page 390 of his book entitled "Heat for Advanced Students":

"In explaining this fact, it must be remembered that the cause of the injury to be inflicted by steam is to be traced to the great amount of heat rendered up by that substance during condensation. In cooling from 101 degrees C. to 100 degrees C. (without condensation), the heat rendered up by steam would be comparable with that given up by air during a similar fall of temperature, and this would do no damage to the skin. Hence, as long as steam remains dry, and does not condense on the skin, no burn will result. Now, steam saturated at 100 degrees C. will readily condense, and thus produce burns.

"On the other hand, saturated steam, under a high pressure, will be at a considerably higher temperature than 100 degrees C. In issuing from a small orifice, the work of pressing the atmosphere back is performed by the steam still in the boiler.

"The steam is set in violent motion on issuing from the orifice, and consequently a cooling will occur. But this steam is quickly brought to rest by friction with the surrounding air, and the heat previously lost is thus

regained. Consequently the steam after issuing from the orifice will be at the same temperature as the steam in the boiler, except for the small cooling which takes place on free expansion. It will therefore be unsaturated, and in a perfectly, dry condition. . . .

"When saturated steam performs external work during expansion, part of the steam is condensed. In escaping into the atmosphere from a small orifice, no external work is performed *by the escaping steam*, hence condensation does not take place."

As a fitting conclusion the writer deems it advisable to set forth a few figures bearing on the principal characteristics of steam.

One volume of water will make 1,647 volumes of steam at 100 degrees C.

At sea level, the total heat of dry and saturated steam is 1,146 British thermal units.

At the same altitude, one cubic foot of it weighs 0.038 pounds. Assuming the density of air to be unity, that of saturated steam varies between 0.625 and 0.666, at the same temperatures and pressures, up to 100 pounds per square inch. It is approximately equal to 0.003027 times the pressure raised to the 0.941 power; this formula holding good for pressures up to 250 pounds per square inch.

Roll of Honor

Name	Occupation	Where Employed	Service	Date of Retirement
P. W. Thompson,	Pumper,	Ullin, Ill.	40 years	6/30/14
George Smith,	Tool Room Man,	Waterloo.	42 years	6/30/14
Maurice Reis,	Chief Traveling	Gen'l Mgr.'s		
	Time Inspector,	Office.	43 years	10/31/14
Wm. F. Kelley,	Engineman,	Chicago.	40 years	11/30/14
John T. Fox (Y. & M.V.)	Foreman,	Vicksburg.	25 years	10/30/14





CLEANINGS

from the

CLAIMS DEPARTMENT

*Fragments of a Story
Seldom Ever Told*

Injustice to Railroads

IT IS not very difficult for us to find interesting material to run in our Department of the Magazine. The newspapers along our line have, to a very large extent, relieved us of that responsibility. The following appeared as the leading editorial in the Jackson (Miss.) News of November 24th:

The fallacy of "expert medical testimony" and the injustice often wrought thereby, is strikingly illustrated by the case of W. C. Haynie, a former locomotive engineer employed by the Illinois Central.

In January, 1911, nearly four years ago, a jury in the Lincoln county circuit court awarded Haynie damages in the sum of \$20,350 for alleged personal injuries. The verdict was based chiefly on the testimony of a distinguished oculist that Haynie would be blind within one year as a result of his injuries.

The supreme court affirmed the verdict, and the Illinois Central had to pay the judgment, with interest.

Today, according to the most reliable information obtainable, Haynie is very far from being blind. His eyesight is said to be as good as it was on the day he obtained the verdict.

At the trial three noted eye specialists testified that there was nothing wrong with Haynie's eyes, and that he was in no more danger of going blind than any other man. However, the jury preferred to believe the "distinguished oculist" who testified for the plaintiff. Perhaps they thought it wouldn't hurt the railroad company to pay out \$20,350, and if there was any question of doubt in the case they were willing to resolve it in favor of the plaintiff.

After obtaining his money, Haynie purchased himself a fine home and an automobile, and proceeded to enjoy a life of luxury and ease. He spent money freely while it lasted, and on account of the prominence gained by the conduct of his own case, became popular as an expert witness against railways

in personal injury damage suits. Testifying was his diversion.

To this day, down at McComb, Miss., where Haynie lives, he is pointed out as the man who obtained \$20,350 from a railroad company, upon testimony that he was going blind, and squandered it within a period of approximately two years. Where Haynie is known, his testimony is not so effective as it once was, but that does not help the position of the railroad company, which is still out its \$20,350, plus the interest and the costs of defending the suit, which were large.

There are lots of people willing to place their hands down deep into the treasuries of corporations and extract big chunks of money and hand it over to the Haynies. The wonder is that they do not stop to think that this kind of money does not help the Haynies and is a great wrong to the corporations, whose aggregate wealth is made up by the small investments of the thousands entitled to a fair return upon their money.

The system of raiding corporations has become so advanced that it is beginning to attract nation wide attention because it not only hampers and cripples the common carriers, whose business is to serve the public, but it is also undermining the character of men, and is a temptation to the weak.

We boast in this country of our jury system, which is supposed to be perfect, yet is there a man with gray matter in his head who believes that with a railway on one side and a Haynie on the other, testifying before a jury that he is going blind as the result of some negligence upon the part of a railway, be it imaginary or real, that the railway company can get justice? The result of the trial in the Haynie case answers the question.

Another great impediment with which railway corporations are afflicted, and which is responsible for much of the fraudulent litigation now prevailing throughout the land, is the system of permitting damage suit lawyers to take these speculative cases up-

on a thirty and forty and fifty per cent contingent fee basis, thus making the lawyers almost, if not full, partners with the litigants.

It is quite generally admitted nowadays that when railroads prosper the public also prospers, and that when railroads are hard pressed on account of the constantly increasing cost of operation, including the tax of defending unjust personal injury damage suits, that the public suffers along with them.

When railroads are wrong, they should be corrected and penalized, the same as an individual, but some way should be found to protect them from the onslaught of the Haynies and the damage suit lawyers.

The editorial above quoted from the News called forth a "rise" from the Vicksburg Herald of November 25th as follows:

The Jackson News publishes a good joke on the railroads. It seems a man named Haynie, a locomotive engineer, was awarded \$20,000 damages by a Lincoln county jury for injury to his eye sight, in 1911. The result hinged on the testimony of oculist experts as to the extent of the injury. One of them testified the plaintiff was sure to go blind in a year, while three said the damage was neither serious nor permanent. In spite of the preponderance of evidence the jury awarded and the railroad paid Haynie the \$20,350; and, says the News, "according to the most reliable information Haynie's eyesight is said to be as good as on the day of the trial." But after the manner of easy money, the joke soon passed from the railroads to Haynie—within two years he had squandered all of his share of the swag and is now as poor as ever in pocket and much poorer in reputation. Seriously speaking, it will not do to doubt that the record of the case stands as a reproach which will not be wholly lost on jury conscience; and a probable restraint upon the readiness to find large verdicts against railroads.

VALUE OF THE FRIEND-MAKING EMPLOYEE.

Employees of the Railroad Company, having the interests of their employer at heart, and imbued with the fact that their prosperity depends upon the prosperity of the Company, can accomplish wonderful things by cultivating the patrons of the Company and making friends of them. This applies to all employees, but particularly to ticket agents and to passenger conductors. It is at the ticket window that the passenger gets his first impression of the railroad, and it is always good or bad, according to the manner in which he is treated by the ticket agent. The passenger is entitled to courteous treatment at the hands of the ticket agent. He is entitled to have his questions answered promptly and pleasantly. The Company employs the ticket agent, with the understanding that he will represent it properly, and if he is grouchy and ugly in his manners toward customers of the Company he certainly does not measure up to the standard of what a ticket agent should be.

The next impression a passenger gets of the railroad is from the passenger conductor. People who are unaccustomed to travel, as well as those who are constantly on the road, naturally ask many questions of a conductor, and his replies go a long way toward making the Company either popular or unpopular with the passenger. It is true that passenger conductors, with their multitudinous duties, often become weary of answering questions which seem unimportant to them, but an ugly spirit does not make their task any the less arduous, but, on the other hand, renders it really harder. A pleasant word and a smile, a few little attentions bestowed upon passengers by the conductor, has a far-reaching effect. The passenger conductor's mannerism toward passengers is either an asset or a liability to his employer.

In the Claims Department, we perhaps have better opportunity for noticing these things than other Depart-

ments. We notice that some ticket agents are popular with the public and that patrons whom such representatives meet are frequently complimenting them. We notice that some passenger conductors rarely ever occasion the Company any difficulty or expense in the matter of claims. We notice that others are frequently putting the Company to unnecessary trouble and expense in paying claims and defending law suits. Some of these days, a careful record of these things will be maintained and it will count in favor of the friend-making employee and to the detriment of the employee with the "grouch," who will be relegated to the rear. Such a man should not be placed in a position where he has to come in contact with the very life-blood of the Company—its patrons. He should be provided with a job in some remote and dark corner where he would have ample opportunity to cultivate his "grouch" without disturbance.

FOOD FOR THOUGHT.

That great commoner and humanitarian, Ralph C. Richards, of the Northwestern Railroad, originator of the "Safety First" movement on American railroads, which has swept over the entire country and has been responsible for the saving of hundreds of human lives and thousands of maimed bodies, recently addressed the Western Economic Society at the Sherman Hotel in Chicago, and showed that railway accidents, instead of being the result of defects in equipment, bad methods and bad conditions, are due largely to carelessness.

"We are a nation of chancetakers," he said. "Railway accidents, like all other accidents, result largely from carelessness. Defects in equipment, bad methods and bad conditions, as well as collisions and derailments, cause but few accidents.

"In the last twenty-four years those killed or injured by the railroads totaled over 225,000. The significant feature is that over half of these were trespassers. It would cost the states,

counties and municipalities less to enact and enforce trespass laws than it does to pick up and bury the dead and hold inquests on them.

States Fail to Protect.

"There is no real distinction between loss of life as a result of trespassing on the railroad property and that occasioned by wrecks. Yet everything is done to protect the man riding in the cars and nothing has been done by the states to prevent a man putting his life in danger by walking on the tracks.

"The railways have done all in their power to prevent accidents. They realized that the way to stop accidents is to drill the men in ways to prevent them. The men, not the tracks, cars or machines, are the important part of railroads.

"The only accidents that the railroads can decrease without the co-operation of the public at the present time are those to employes."

HOW A LAW SUIT WAS "NIPPED IN THE BUD."

Centralia district passenger conductor, A. E. Reader, recently had this nut to crack: Our Agent at St. Louis, Mo., had sold to a well dressed gentleman representing himself as an attorney-at-law and on an important mission to Nashville, Tenn., a ticket reading via Memphis and the L. & N. to McKenzie, thence to Nashville. The passenger reached Carbondale on Train No. 203 leaving St. Louis about midnight. Shortly after arriving at Carbondale main line No. 3 came in. Here is where Mr. Reader's part comes in. The passenger approached him and said that his mission was urgent; that he had asked the selling agent to route him the nearest and most direct way; that the ticket he held was a curious one and that he would like for Mr. Reader to advise him. Conductor Reader naturally informed him that the most direct and obviously the proper route would be via Martin, Tenn., and thence over the N. C. & St. L. to Nashville, on our Seminole Limited then about forty minutes before her leaving

time at Carbondale. The gentleman was advised to purchase another ticket at Carbondale, take a receipt therefor and to look to the company for the excess. This the passenger, although an attorney, declined to do. Mr. Reader then undertook to induce the Carbondale Ticket Agent to take up the original and issue a straight ticket to the passenger. This the Agent declined to do, whereupon Conductor Reader bought a proper ticket, presented the same to the passenger and took up the original which had been sold to him at St. Louis. This passenger, although seemingly a well-to-do man, and representing himself as a lawyer, threatened a law suit rather than purchase another ticket and seek a refund from the Passenger Department. He left on the Seminole and seemed to be pleased with Mr. Reader's treatment and suggestions. The interest and loyalty displayed by Conductor Reader toward his employer and its patron is most unusual, but Conductor Reader is the kind of man who tries to solve difficulties at the source instead of permitting them to later be solved by the courts to the detriment of all parties concerned.

FATE OF MIKE DELFRATO.

On June 23rd in the year of our Lord 1914, there arose a cloud in the west. It was rather a diminutive cloud of insignificant proportions and inferior likelihood.

The cloud was in the latitude of Tolo, Ill. The season had been one wherein clouds had become singular objects of interest and curiosity. No man could foresee last June just what a cloud would do when turned loose and permitted to roam at large.

This cloud seems to have been a most unruly one, bent on mischief, as it drove a section gang from duty while working on the track and one man by the name of Mike Delfrato sought refuge beneath the spreading branches of a large tree. As the cloud approached, it sent its shaft of death into the tree and struck down this sub-

ject of the King of Italy as he sat quietly beneath the shades of his chosen retreat.

Far be it from us to think lightly of the going out of a human life, but the ludicrous element creeps into the case from quiet another angle. Several months after the unfortunate affair, a certain attorney made a claim against the Company for heavy damages on account of the death of Delfrato, alleging as negligence that he was not warned of the storm and that he was forced to seek shelter under a tree, which was a dangerous place in time of storm, and that men should not be permitted to remain in places where lightning is likely to strike them.

"A LOOK INTO THE HEART" OF A RAILROAD PROBLEM.

General Manager Foley's unique little pamphlet, relating to the trespassing of live stock on the waylands in the State of Mississippi, which has recently been widely distributed in that State, has created a great deal of interest and comment among the newspaper editors of Mississippi. We regret that lack of space forbids reprinting all of the interesting articles which we have seen relating to the contents of the pamphlet, but we cannot refrain from reproducing here the following from the pen of Editor Birdsall, of the Yazoo City Sentinel:

About four months ago, Mr. J. T. Foley, general manager of the Illinois Central Railroad, issued an appeal to the farmers living along the line of this railroad to co-operate with the road in the matter of reducing the number of railroad wrecks caused by cattle trespassing on the railroad rights-of-way.

Mr. Foley took the people into his confidence, and showed that for years this had been a serious impediment to the operation of trains in Mississippi; that since Jan. 1, 1901, 113 trains had been derailed on the lines of the company in this state alone, resulting in the death and injury of a long list of human beings.

Mr. Foley's plea was printed in most of the papers throughout the state, and it was so altogether reasonable and fair that it elicited the hearty and unqualified endorsement of the press and people throughout the state, thirty-six of the leading papers of the state having not only printed the communication, but endorsed it editorially.

Notwithstanding this practically unanimous endorsement of press and people of this plea of the railroad, there were two discordant notes sounded, one from Mr. Moncure Dabney, an attorney of Vicksburg, and Mr. Walter Virden, of Cynthia. All of these newspaper articles have been collated and printed in pamphlet form by the I. C. Railway, under the title, "A Look Into the Heart of One of the Problems of Railway Operation in the State of Mississippi." These include not only the editorials referred to, but the communication of Mr. Virden in the Jackson News and that of Mr. Dabney in the Vicksburg Post, together with Mr. Foley's reply to both. Mr. Foley's reply to Mr. Virden was recently reproduced in the Sentinel, and it will be recalled that Mr. Foley showed that Mr. Virden had filed some fifteen different suits against the road in Hinds, Madison and Yazoo Counties, on account of alleged damage by fire, to say nothing of other suits for damage for the alleged killing of live stock, one of the suits claiming damages in the sum of \$150 for the killing of a pup! It will also be recalled that the suit brought in Yazoo County by Mr. Virden was non-suited last week, his attorneys evidently learning that he had no substantial grounds upon which his case would stand.

Mr. Foley, in his reply to Mr. Dabney, uncovers the bug under the chip in his case by reciting that Mr. Dabney had brought suit against the road for a female negro client, asking damages in the sum of \$10,000 because the road overcharged her \$2.00 for a ticket to Oklahoma, because of a change in the rate of which the agent had not

been advised, but offering to correct the error as soon as it was discovered.

There is a certain class of lawyers in every town who prey upon the railroads through these fake damage suits, playing upon the prejudice of the people to win verdicts for big damages, but, happily, through a better understanding by the people of the animus of these suits, a new era is dawning in Mississippi in these matters, and it will not be so easy hereafter to win suits of this character as it has been in the past.

Yazoo County has heretofore been the dumping ground for other sections of the state for these railroad damage suits, but now that the people understand that the costs of these foreign suits are added to the local tax-burden, they are not so ready to award damages as heretofore.

TROUBLE CAUSED BY THE FINDING OF A DEAD SOW.

J. F. Miller found a large and valuable brood sow dead on the waylands near Flournoy, Ky., July 8, 1914. The sow had been dead a couple of days when discovered, but no marks were found to indicate that a train had struck her. The owner brought suit and proved that the sow was worth \$100.00, but the proof was not satisfactory to the entire jury and there was a mistrial. Section Foreman William Farmer became very much interested in the case and co-operated with the Claims Department in finding witnesses. Upon the second trial, the jury decided the case in favor of the Company, and the costs which the plaintiff had to pay were considerable. The Railroad Company was also put to heavy expense in the matter, but the activity of Section Foreman Farmer, who was on the ground and who interested himself, no doubt saved the Company from having to pay a judgment and the plaintiff's costs of the trial. This character of loyalty and intelligent assistance on the part of section foremen is a matter of great

importance to the railroad. Where the Company is responsible for the killing of stock, it is willing to bear the brunt of the expense, but where there is no negligence upon the part of the Company and where stock is unavoidably killed, or where it dies of disease upon the waylands, the Company's protection is largely in its section foremen.

THE J. L. GRANTHAM CASE.

Last month the case of J. L. Grantham against the Y. & M. V. was tried in the Circuit Court of Coahoma County, Mississippi, and resulted in a jury verdict against the Company for \$25.00. The plaintiff, a lad of eighteen years of age, boarded train No. 339 at Clarksdale, June 27, 1912, with a ticket to Claremont, a distance of six miles, for which the Railroad Company collected nineteen cents. Upon boarding the train, the plaintiff went to the rear platform of the last coach, and when the conductor reached him, the train was just leaving Claremont, which is merely a pagoda where trains stop as a matter of accommodation. The conductor immediately pulled the bell cord and the train stopped two or three hundred feet beyond the pagoda. It was broad daylight and the sun was shining, but the young man declined to walk back and asked the conductor to back up, which he refused to do and the lad was carried to Mattson, two miles further on, without extra fare. He waited there two hours and got the next train back, paying ten cents. Of course, he claimed that the conductor cursed and abused him. The conductor denied the charge. Fortunately, the name of an outside witness, a passenger, was taken down by the conductor, and he fully corroborated the latter. The trial of the case took up two days and cost the County approximately \$100.00 and the Railroad Company about twice that amount.

WILL THERE BE AN AWAKENING?

D. A. Tandy, an aged gentleman, who had been operated upon for ap-

pendicitis, was placed in baggage car of train No. 121 at Nortonville, Ky., on a cot, ticketed to Dawson Springs, Ky. He claimed that the train crew refused to permit his daughter to ride in the baggage car with him to take care of him, and that as one of the results of failure to have his daughter with him, he was ruptured by reason of alleged rough handling of the train. He waited several months and filed suit against the Illinois Central Railroad Company for a large sum of money as damages. Himself and his attorneys were positive of securing a large verdict. Trial of the case in the United States Court at Paducah, Ky., last month, resulted in a verdict for the Railroad Company. The plaintiff and his attorney expended a lot of time, trouble and means making preparations for trial, as did also the Railroad Company. If lawyers were required to stop harassing railroads with this class of litigation, the road would have more money to expend in improving the service. Some of these days there will be an awakening on this subject.

AN EFFICIENT SECTION FOREMAN.

A negro woman recently sued the Company in Mississippi, alleging that she was injured in getting off a train at a flag stop. It was what we term in the Claims Department a "blind" case. We had not had any notice of such an accident, no report having been made, and, therefore, the filing of the suit was our first intimation of the matter. W. R. Cato, of Sunflower, Miss., one of our most efficient section foremen, was in charge of the section on which the alleged accident occurred and, as usual, he arose to the occasion. When the Claim Agent went around to investigate, he found that Mr. Cato had been "on the job" and he was able to give the Claim Agent a line upon the case, which enabled him to make a most thorough and satisfactory investigation, for which the Claims Department is duly appreciative. The Company is to be congratulated in hav-

ing such a man in its employ as W. R. Cato. He has his ear to the ground in the interest of his employer all the time and, as one of the results, the Company gets along mighty well with its neighbors living along Mr. Cato's section.

"NOVEL, UNIQUE," AND ILLUSTRATIVE

THE account of the case of Newman vs. the I. C. railroad, published in a previous issue, has been rightly referred to as the "most novel" and "unique" damage suit ever brought in the state. The circumstances, in brief, were the killing of Conductor Ansley of the road, in a quarrel, growing out of a performance of his duty, by Newman; the trial of Newman for murder, and his acquittal—after speeches by "several of the ablest criminal lawyers of the state"—under the plea of "self defense."

So far as related above, there was nothing in the case "novel" or "unique." Since men are frequently acquitted of shooting and slaying those who are unarmed, as acting in "self defense," the verdict, indeed, was after the rule. But the next act—in what would have been comedy but for a blood-red background—the bringing of a damage suit by Newman against the railroad for the costs of his trial, \$2,000.00, and \$999.99 in compensation for "the humiliation and embarrassment to which he had been subjected," may be fitly called both "novel" and "unique." It is noted by the Herald, however, not for its novelty, but as an indication of the railroad prejudice and spite, that is being played on by damage suit greed. Bearing in mind that the state and not the railroad was the prosecutor of Newman, we have a striking instance of the extent of the presumption of that industry, upon the warp and demoralization of public sentiment and sense.

Nor is this all of the grotesque and forbidding reflection of the incident. A case so violative of common sense and right should, it seems, have been

submitted to the jury with a peremptory instruction for the railroad. A jury with it in charge, should not, it seems, have taken five minutes to bring in a verdict to that effect. On the contrary, it was not until after twenty-six hours of contention in the jury room that a verdict was agreed upon for the defendant by a Pike county jury. It is not amiss to mention that the Newman who killed the conductor is a son of the famous Dr. Newman of Franklin county; the leader on one side of a county feud that ran on for years, in which he and a half dozen or more others died violent deaths.—Editorial Vicksburg Herald, November 7, 1914.

ABOUT THE LIMIT.

There are a great many claims that the railroad company refuses to settle and a suit becomes necessary but there seems to be a mania for "suing the railroads" and the case which is about the limit of common sense and judicial tolerance is the suit, which we noted in the daily press a few days ago, of a Mr. Newman who is suing the railroad company in Pike county because of his lying in jail and being prosecuted for killing a conductor. Why a judge should not take a brass-toed boot and just kick a case like that out of court, we are at a loss to understand. If the railroad company hired attorneys to prosecute Newman it was but doing its duty and would have been recreant to its duty not to have done so. The filing of suits against the railroad company which are without merit prevents just claims from getting a proper hearing.—The Grenada (Miss.) Sentinel.

"THE BITTER END" OF CASEY'S LAW SUIT.

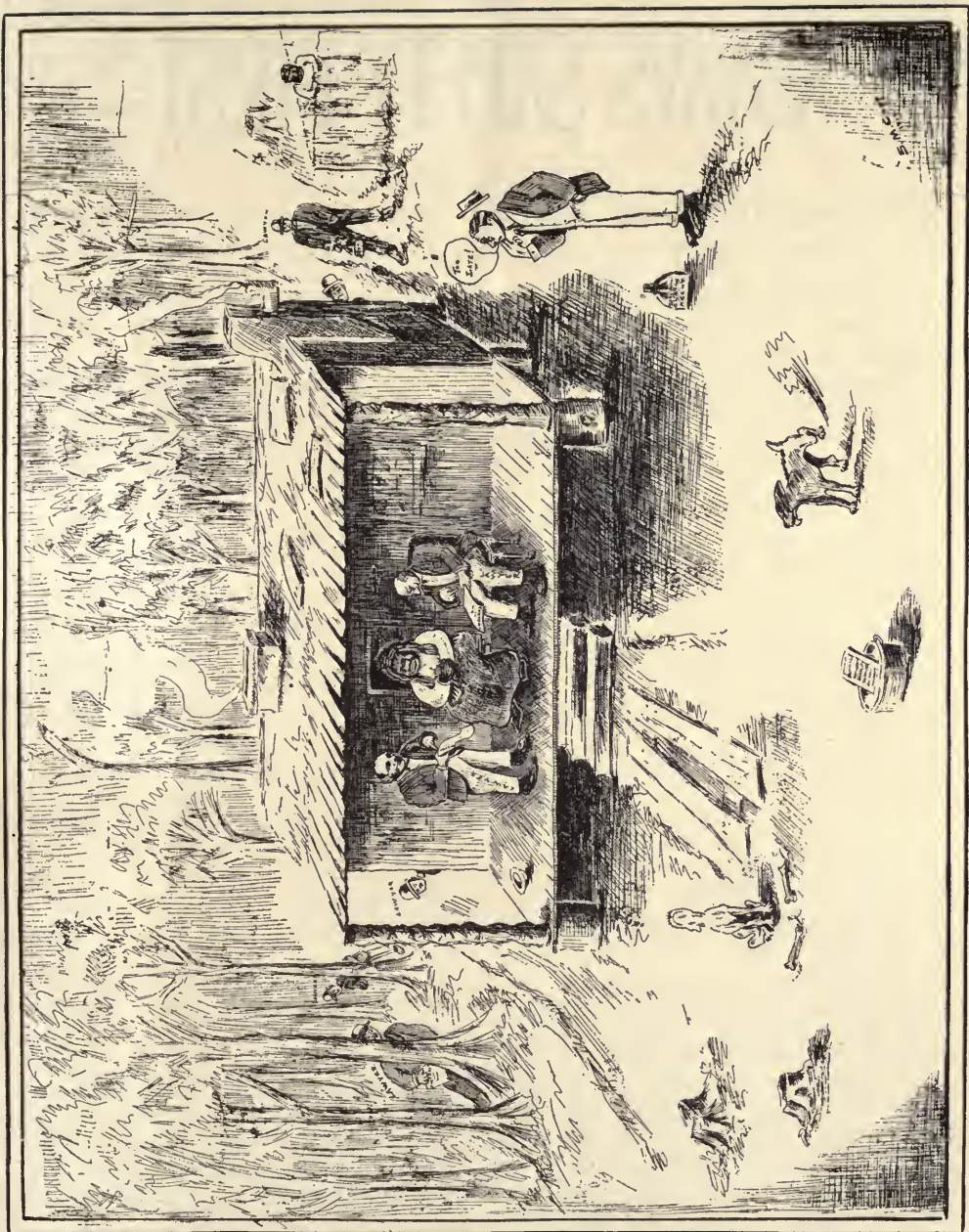
W. P. CASEY grew up on the Wisconsin Division of the Illinois Central Railroad. He commenced as a brakeman and finally became a conductor, and recently was very close to a passenger run, which is the highest position a trainman can attain, but there were other possibilities ahead of him. He is a man above the ordinary in intelligence and of rather strong personality, the kind of a man who attracts people to him, makes friends and retains them. Had he used his capabilities in the right direction, there was no telling what success might have crowned his efforts.

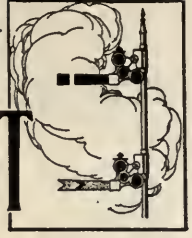
On October 10, 1913, Mr. Casey was conductor in charge of train No. 253, running from Freeport to Madison, Wis., and while engaged in switching cars at Monroe, Wis., five cars were derailed. Mr. Casey and one of his brakemen, Mr. McQuitty, were on top of one of the derailed cars and jumped off, and fortunately escaped without much injury, if any. This accident, however, happened at a time when the solicitors for the St. Paul "ambulance-chasing" lawyers were busy at Freeport, and Mr. Casey fell into their hands, with the result that he filed suit against the Company at Albert Lea, Minn., for \$21,300.00, alleging that he was seriously and permanently injured in the back and knee. He procured a cane and commenced to walk with a decided limp and kept this up most of the time. The bitter end of Casey's law suit was reached at Albert Lea, Thursday night, December 3rd, when the jury returned a straight verdict in favor of the Railroad Company.

After filing his suit against the Company, Casey became the head and front of the solicitors for damage suits in the Freeport (Ill.) territory, representing the St. Paul gang of "ambulance-chasing" lawyers. For over a year he has carried the banner of these lawyers. His chief lieutenant has been McQuitty, the brakeman who was on the car with him when it turned over and who also filed suit at Albert Lea, but his case was continued. Casey stood high as a railroad man and his fall has consequently been great. The loss of more than year's time and his position will not be under estimated, especially at this time when good positions are so hard to find.

OUR CARTOON

In the October number of the Magazine, there appeared an article headed, "Sudden Popularity of a Colored Widow," which attracted considerable attention. The story dealt with an accident in which Felix Handy, a colored brakeman, lost his life at Wesson, Miss., and the efforts of the Claim Agent to adjust the claim with the widow. When the Claim Agent arrived at the little shack of the colored widow out in the country, he found her besieged with lawyers. Our cartoonist conceived the idea of illustrating the story. His effort is submitted without apology. It is very much more realistic than the average person, unacquainted with the methods of damage suit lawyers, can appreciate.





ALWAYS SAFETY FIRST

MINUTES OF MEETING OF THE GENERAL SAFETY COMMITTEE,
Which Convened 10:30 A. M., September 8, 1914, in Office of the Chairman.

Present: S. S. Morris, chairman; A. E. Clift, R. W. Bell, G. G. Dowdall, H. B. Hull, A. F. Blaess, W. A. Summerhays.

Goggles:

The subject of goggles was given due consideration. Shop Superintendent L. A. North reports owing to the use of goggles in Burnside shop, the eyes of at least one-half dozen men have been saved. Recommended: That they be installed in all shops. Mr. Bell will canvass the situation thoroughly and make necessary requisition.

SAFETY IN SHOPS.

Discussed, and Mr. Bell submitted reports from all Master Mechanics, as follows:

Burnside—L. A. North:

Gear wheels, wheels, pulleys, belts, etc., protected with safety guards. Netting guards placed on balcony railing in machine shop and railings around lye vat in tin shop. Elevator walls and floors protected by railings and other like steps taken to protect employes from possible injury in shops and about machinery.

Employes employed in work such as chipping, grinding, or any class of work dangerous to the eye, have been provided with goggles.

Photographs have been placed around in shops showing the number of ways in which employes have been injured from time to time has made quite a strong impression on employes. Printed notices have been posted cautioning employes to exercise greater care in their work.

All employes seem to have caught the idea of Safety First and are doing all they can to promote safety.

Following persons have been most energetic: John Warner, Peter Larson, Rufus Newberry, Ross Erlicher, Rudolph Bedkin, Frank Vacum, James Hill, John Barteley, Andrew Brennan.

Illinois Division—H. C. Eich:

Promotions of safety on car repair tracks made special feature by keeping tracks clear of rubbish. Inspection of lift jacks to insure safety. Locking of repair track and strict observance of Blue Flag Rules. Shop grounds and buildings have been watched carefully and all dangerous features removed or protected. The application of guards on various parts of machines, and all defects given immediate attention.

The appointment of intelligent men on Safety Committees was fruitful of good results in eliminating hazards of accidents. These committees have done good work and excellent results have been obtained. Cannot mention special names; all deserve credit.

Centralia—J. W. Branton:

This is a new shop and is up to date with safety appliances. Safety

Committees do excellent work and any defects noted are reported at once and attended to at once. Roadway has been built from roundhouse to car department, a distance of one-fourth of a mile, to be used as a firm road. Railings have been put around cinder pits, various stairways in power house, and guards on all machines, etc.

Owing to the interest taken by all concerned, a vast improvement has been noted.

Mattoon—J. A. Bell:

We have a decrease in the number of personal injuries, notwithstanding there was an increase in the number of employes, indicating that precautions taken to promote Safety First have been fairly effective.

East St. Louis—O. A. Garber:

Every precaution has been taken to safeguard the employes. Some of the features looked after are: Watching out for nails protruding through boards, keeping yards cleaned up of scrap and refuse, ladders made safe Blue flag rule observance enforced as far as possible; method of handling tools in proper manner drilled into men. Cleaning up coal off of tracks and in yards; safeguarding of machines by applying guards, screens and railings have been effective.

All employes are alive to the Safety First feature.

Clinton—Wm. O'Brien:

All matters with a view to avoid personal injury have been watched carefully, and there have been very few accidents. The Safety Committee is very energetic. Mr. Robt. Rodgers, turret lathe operator, deserves special mention as he has been very energetic.

Freeport—V. U. Powell:

The shop Safety Committee make regular inspection of the premises, make reports of their findings and necessary steps are taken at once to remedy same.

Each member of the Safety Committee deserves special mention as they have been very energetic; their names are Evans, Bowers and Brown.

The decrease in number of injuries is indicative of the efforts put forth to promote safety.

Waterloo—F. W. Taylor:

The shop Safety Committee has been very wide awake at all times and taken great interest in the upkeep of the safety devices and appliances and make reports of their findings, and necessary attention is immediately given same, and there has been a decrease in the number of personal injuries.

Water Valley—S. R. Mauldin:

There are two Safety Committees, one composed of shop foreman and one employe from each shop, the other is the regular Safety Committee, composed of three men selected from the personnel of the shop men.

They are alive to the Safety First interest and are careful and energetic and all defects or recommended improvements are given due consideration and remedies applied at once. These men are: J. W. Harley, W. W. Nash, J. D. Olinger. All of these men as a whole are taking an interest, realizing it is for their benefit as well as of their co-workers.

Jackson, Tenn.—L. Grimes:

We have a decrease in the number of accidents, most of those occurring were to particles getting in eye, finger cuts, hands bruised; in fact, nearly all of minor natures.

The Safety Committtee has been extremely active, investigating every injury and in trying to educate the men as to proper means to be taken to avoid similar and other kinds of accidents.

The Master Mechanic always has a talk with injured employes before permitting them to resume work, and their error or carelessness pointed out to them to prevent a recurrence.

McComb—C. M. Starke:

We have a regularly appointed Safety Committee and hold regular meetings and report all matters pertaining to hazard of accidents and make recommendations for improvements and betterments, which are always given prompt attention.

Everyone seems to be alive to the matter of promoting the "Safety First" feature.

Paducah—J. F. Walker:

There has been a very material decrease in the number of personal injuries. Most injuries are due to carelessness of the employes; all foremen are taking active interest in this subject and talk personally with their men and look out for defects and have them remedied.

Our Safety Committee investigates each injury and action is taken to prevent any further similar accidents.

I think all are alive to the Safety First movement.

Memphis—W. H. Watkins:

The shop Safety Committee has been very active in promoting the safety and welfare of the employes. Foremen are also equally active and remedy defects and offer suggestions and improvements which are given consideration.

During the past year, a campaign was made with a view of improving the protection of machines, saws, electric motors, etc.; ladders repaired, building looked over; in fact, every precaution taken to prevent accidents and to insure safety and comfort of the men.

Foremen instruct the men as to proper manner of handling and working with tools. Blue Flag Rules are brought to attention of all concerned to insure its strict observance.

Each personal injury is investigated and injured party talked to with a view of preventing a recurrence.

While the number of personal injuries has decreased, it is notable that they are of a more minor nature.

Vicksburg—C. Linstrom:

Excellent progress has been made in matters of improvement of shop surroundings, the equipment and machine tools, tending to eliminate all possible chances of accident.

The yards and approaches are kept free from obstructions.

Cinder pits protected by guard railing; the electric lights rearranged, and pits are now safe; drop pits are protected with board covers; in fact, many improvements made in and about the shops that will tend to reduce the number of injuries and safety of employes.

The Safety Committee, and in fact all employes, generally are on the alert with a view to promoting the Safety First movement.

The Shop Safety First Committees are very energetic, and are commended for their good work.

A. E. Clift submitted reports from the following divisions:

Chicago Terminal:

The Safety First Committee meets regularly and is well attended by others as well as members of the committee. Subjects discussed, and many improvements made; employes cautioned, which has been very effective.

Illinois Division:

Great interest is manifested by the Safety First Committee, as well as all employes, and number of accidents to employes shows a decrease.

Indiana Division:

Safety First Committees, very energetic and regular meetings held at which many things are brought to light and immediately corrected, where authority to do so can be obtained, such as installation of electric lights at different points.

St. Louis Division:

Safety First Committees, also sub-committees, very active and are waging a campaign on trespassers and children picking up coal in yards, and proper protection of street crossings. Engineers especially warned to be on the alert.

Springfield Division:

Safety First Committees meet regularly and go over many suggestions that are submitted, and the subject of trespassers especially receives attention by all employes, and all are requested to give attention to children picking up coal in yards and are to be on the alert of moving engines and cars without warning.

Wisconsin Division:

Safety First meetings held regularly, which has brought a great many suggestions, many of which have been corrected. Division officers are on the alert at all times, cautioning employes about using defective tools; allowing material to be piled too close to track; stock chute gates being left open; trucks standing too close to trains, and many other things that might cause an accident.

Minnesota Division:

Safety First Committees meet regularly, and the general safety condition of the division discussed freely, and as many of the subjects are old, they are taken up again for the benefit of the new men. Safety First is a very live subject on this division.

Iowa Division:

Safety First Committees, while not holding regular meetings on account of covering a large amount of territory, individual talks and inspections are made and the subject of Safety First is at all times the object of each and every employe on the division.

Southern Lines.

Kentucky Division:

Safety First Committees and sub and shop committees meet regularly and all are alive to the importance of Safety First at all times and places, especial effort being put forth to eliminate trespassing.

Tennessee Division:

Safety First Committees meet regularly and take up many suggestions submitted, many of which have been acted upon. The large amount of construction work being carried on has made it rather burdensome account new men and inexperienced laborers. However, the subject is a live one with all employes and division officials are constantly giving private talks to men of careless habits.

Mississippi Division:

Safety First Committees well organized and doing good work. Meeting regularly and always have time to talk safety to all employes. Many recommendations have been made and acted upon. The honor roll for this division is large and all are commended for their zeal.

Louisiana Division:

The Safety First Committees meet regularly and sub and shop commit-

tees are always on the alert to forward the Safety First principles. Many of our employes have received favorable mention for meritorious service and their zeal towards safety.

Y. & M. V. R. R.

Memphis Terminal:

Safety Committee well organized and doing good work. Owing to large amount of construction work being done past year, many conditions developed that necessitated immediate action to secure safety, and was always for the prevention of accidents. All employes are talking safety at all times and new men are cautioned.

Memphis Division:

Safety Committees meet regularly and are very active at all times. The use of suggestion cards very general, and recommendations acted upon promptly.

Vicksburg Division:

Safety First Committee meet regularly and the subject of Safety First is at all times a live subject. Recommendations promptly acted upon.

New Orleans Division:

Safety First Committees meet regularly and many suggestions which have been received have been acted upon. The committees as well as the employes are extremely interested in safety, and individual talks are made whenever a few are congregated together.

Mr. Hull discussd clearances, many of which exist at terminals, where the physical condition prevents corrections; this brought about by the adoption of heavier power and equipment in use. However, this matter is kept before the different divisions with a view of elimination, as can be done. Also brought up the subject of more general use of goggles.

Dr. Dowdall coincided with Mr. Hull, and especially the use of goggles; also the sanitary conditions to be kept pace with.

Mr. Blaess reported that several cinder pit guards had been considered, but none that were satisfactory, and that they were still working on plans.

Mr. Summerhays: Nothing of special importance, except his department was doing everything in their power to advance the Safety First proposition.

Mr. Morris: The result of the Safety First Crusade is reflected somewhat in the comparison of the first six months—1913 with 1914—there being a decrease of 17 employes killed, but an increase of 11 seriously injured. This class of injuries after being analyzed showed 80 per cent were caused by employes' own carelessness. The increase of 9 trespassers killed and 21 injured—80 per cent of these cases as reported are of people wholly unable to properly care for themselves, either on account of physical infirmities or intoxication. The decrease of 8 others killed and increase of 5 injured are semi-trespassers, shows that these people are being more careful at least in not getting fatally injured. Take the total decrease of 25 killed and increase of 16 injured with this class and employes, seems reasonable to anticipate a greater decrease at the end of the current year.

For the fiscal year ending June 30, 1914, the chairman has checked each superintendent and terminal superintendents' offices efficiency cards and bulletins; efficiency tests, also each train dispatcher's office for forms of orders, transfers and special instructions. Many made observation tests for efficiency of train and engine men, both on passenger, freight and yard; numerous special reports of accidents and other matters to General Manager.

Inspected all terminal yards, freight houses and many intermediate freight



houses and junction yards,—over 400 passenger stations and waiting rooms.

Inspected every shop and terminal on the system, except McComb.

Made eight talks to school children in Chicago in connection with the public school Safety First Days.

Have distributed and posted over 25,000 pieces of Safety First literature.

Exhibited Safety First films at Council Bluffs, Ft. Dodge, Cherokee, Waterloo, Dubuque, Centralia and Mounds. These films were loaned to the Union Pacific, and were exhibited Omaha to Portland, U. P., O. S. L., and O. W. R. & N., and first week in September have been exhibited three times in southwest side of Chicago in connection with the Chicago Railway Co.'s Safety First meetings.

Since January 1st, have personally examined 10,000 application papers for employment, many having to be returned for proper information and other delinquencies.

THE FOLLOWING LETTERS ARE ADDITIONAL INDICATIONS THAT COURTEOUS TREATMENT OF PASSENGERS BY TRAINMEN IS AN ASSET.

St. Louis, Mo., Sept. 9, 1914.

Mr. E. B. Foster,
1430 E. 67th St.,
Chicago, Ill.

Dear Mr. Foster:

I am sending you today by express a small token, which please accept with my best wishes for the future.

I shall always remember and appreciate your kind act in assisting me to make the Illinois Central last Sunday eve, Sept. 6th, with my invalid mother in her miserable condition.

Such acts between strangers are not often met with in these days.

Sincerely yours,

JOHN O. MILLER.

Greenwood, Miss., Nov. 2d, 1914.

Mr. J. M. Egan,
Supt. I. C. R. R. Co.,
Water Valley, Miss.

Dear Sir:

In early October my wife was a passenger on the south bound train from Jackson, Tenn. Conductor P. F. Cathey, and Flagman B. B. Brasher.

Mrs. Humphrey was taken very sick on the trip and I wish to inform you of the kindness and courtesy shown her by both Messrs. Cathey and Brasher. Such kindness and consideration goes far to beget a friendly feeling on the part of the traveling public toward railroads, and such men on your train crews are bound to be a valuable asset.

Yours very truly,

M. R. HUMPHREY.



Building Construction and Its Hazards

Bulletin No. 1.

A. D. Brooks, Supervisor of Fire Protection

IN making an investment the first consideration is that of safety for the amount invested. The next question is the amount that can be earned on the investment. Then comes the element of certainty that the earnings will be continuous. On the third point many investors in buildings, as a rule, make their greatest mistake. As to the land upon which a building is erected the investment is safe, because it cannot burn, blow away, be destroyed by floods or deteriorate with age, while an investment in a building is subject to all of these possibilities.

The foremost danger is destruction by fire. Under modern methods this danger can be eliminated, but if one desires to speculate, an insurance company will gladly become a partner in the risk.

About one in every 1,000 of the buildings on the system is fire resisting; more than half of them are wooden frame buildings with wooden walls, wooden roofs, wooden joists and partitions, in fact, constructed entirely

of wood and covered over with paint, oil, varnish, etc., which would cause them to burn more rapidly. In addition to these features a large number are arranged with an air space between the studding from cellar to attic which insures a rapid spread of the flames. The other buildings are encased in shells of good material, but the walls are pierced with doorways, windows and skylights and these openings are encased in wood with common glass. All buildings of this class contain the same kind of wooden joists, partitions, paints, etc., as the wooden frame buildings.

The construction of a building with reference to prevention of fire should be studied from the standpoint of its use, which involves the building and its contents. Certain terms are used to denote types of building construction, such as frame; brick or ordinary stone; iron, mill construction and fireproof, including steel and concrete. These terms, however, are very elastic and depend on the locality in which they are used.

Below is a classification of buildings:

Class	Title	Description
Frame	Frame building	Wooden walls covered with boards.
	Frame building	Wooden walls, brick filled or nogged.
	Frame or brick building	Wooden walls with brick outside or veneer.
	Frame or plaster buildings	Wood walls covered with mortar, plaster, stucco or cement.
Brick	Frame and iron buildings	Wood walls covered with iron, usually corrugated iron.
	Brick buildings	Brick walls, ordinary joist floor construction.
	Brick and stone building	Brick walls, stone front (facing or veneering).
Stone	Stone buildings	Stone bearing walls, ordinary joist floor construction.
Iron	Iron building	Iron framing and cover.
	Iron and frame building	Iron frame, wood cover.
	Brick mill constructed building	Brick walls, floors, constructed heavy timbers.
Mill construction	Frame mill constructed building	Wooden walls, floors constructed heavy timbers.
	Skeleton construction	Brick bearing walls, steel or iron frame and incombustible floor arches.
	Cage construction	Steel frame carrying the walls and incombustible floor arches.
Fireproof construction	Concrete construction	Walls and interior construction of concrete.
	Reinforced concrete construction	Walls and interior construction of concrete reinforced with steel.

I will try to make myself clear, but it will be necessary on account of space to be brief in my descriptions.

The importance of this subject becomes more apparent as we study questions involving the resistance to fire, as well as that of fire protection engineering, therefore, I am of the opinion that wherever feasible, fireproof or fire-resisting materials should enter into the construction of buildings. The height and area are important factors to be considered.

Structures of large areas and those of varied purposes, and all adjoining and communicating buildings should be divided by brick walls of standard thickness running up, through and above the roof, cutting off cornices, with all door openings protected by standard automatic closing tin clad doors. In all exposed buildings, windows to be provided with wired glass in metal sash and frame, or standard fire shutters, or both.

Frame buildings should not be built in an exposed position. Frame sheds or small frame buildings should not be erected adjacent to large valuable buildings.

All openings through walls and floors, including elevator shafts, stairways, belt holes, etc., should be protected by doors or traps that close automatically.

Fire-walls, doors and shutters, should be made standard, according to specifications of the National Fire Protection Association.

Fireproof oil and paint stock rooms and houses should be located apart from and not exposed to valuable property.

Care should be used in the construction of flues, chimneys and stacks so as to insure safety from floor joists or other woodwork entering brick work. Chimneys must not be less than five feet above the roof of building of which it is a part or connecting building within fifty feet.

Metal breechings must have the same clearance on all sides from combustible material as required for boilers.

It is recommended when drawing plans and specifications that provision be made for wireways to render concealed wiring in buildings permanently accessible. The channeling and pocketing of buildings for electric light or power wires, telephone, telegraph or signaling system wiring is desirable; all wiring is to be according to "National Electric Code."

Provide substantial fire wall, cut-offs from shaving vaults, dry kilns, and boiler houses to adjoining planing mills or other buildings.

Skylights should be made of wired glass in metal frames in accordance with standard requirements or protected from sparks by screen guards supported on iron frames.

Fireproof or fire-resisting roofing materials are recommended to be used.

The use of wooden unventilated closets for men's clothes and supplies is not approved. Well ventilated metal closets or lockers should be kept away from wooden structural

material and wherever possible are recommended for workmen's clothing and tools.

It is recommended that separate buildings be provided at shop plants for lockers, wash rooms, etc., in order to keep this hazard out of main shop buildings.

CARE OF PROPERTY

Recommendations for Diminishing Hazards

In shops and other large properties or even single buildings a competent employe should be appointed, with authority, who should inspect all parts thoroughly and regularly to see that the premises are kept clean and free from any feature which might cause fire.

Standard covered metal receptacles should be provided for ashes, rubbish, greasy and oily rags and waste, torches and small oil supplies; and rubbish, ashes, and sweepings should not be allowed to accumulate on property, but should be disposed of daily. The use of wood boxes and barrels for these purposes should be prohibited. Oily clothing should be kept hung up.

All machinery, especially the journals, and space underneath should be kept clean; drip pans should be provided for all journals and gear wheels; never use saw-dust for absorbing oils; all belts should be examined to prevent friction, especially against combustible material; all bearings should be watched for heating; the babbitt in loose pulleys should not be allowed to show signs of wear.

All wood working mills should have blower system. The interior woodwork of all shop buildings should be kept white-washed or painted with other fire retardants.

Oil lamps should not be filled and trimmed after dark or near a fire, and care should be taken to keep surroundings, where such work is done, free of oil saturation, by having metal trays or metal covered stands provided on which to do that work.

All oils, paints, varnishes and similar compounds should be kept in special outside building provided for the purpose. A day's supply only should be allowed outside of stock house, kept in metal receptacles. Special provision should be made for storage of gasoline, benzine and other highly volatile oils and explosives, apart from and not exposing main buildings. Avoid the use of gasoline, benzine, etc., as far as possible. If no suitable substitute can be utilized and any highly volatile oils must be used, they should be used only in restricted quantities, by daylight only, and from approved safety cans.

Smoking should be prohibited in all property and signs to that effect conspicuously posted.

The use of "Strike Anywhere" matches in and around buildings should be avoided as much as possible. If carried on the person they should be in a metal case. Employees are requested not to carry them loose in their pockets, hat bands or other exposed positions in clothing. When carried in stock at Division

points they must be in metal boxes provided for that purpose. Safety matches only should be used.

Separate outside structures should be provided for storage of large quantities of fuses and torpedoes—supplies for local distribution should be kept in tight boxes as prescribed under special regulations.

Supplies of clean waste should be kept in metal or metal lined wooden receptacles having automatic closing covers.

All fire doors and shutters should be closed nights, Sundays and holidays or whenever it is not necessary to keep them open.

In large freight houses a metal lined bin should be provided to receive packing material; and the interior of the building as well as the surrounding premises occupied by house tracks should be kept cleared of rubbish.

Special attention should be given to the storage and care of records and paper files.

Telegraph and telephone wires in buildings should be properly insulated and equipped with approved protective devices, including excessive current protectors, and should be installed throughout in accordance with standard requirements.

Employees should see that all defects which tend to increase risk of, or cause fires, should be given prompt attention.

Rolling equipment should not be stored on tracks where it will be subjected to exposure from buildings. Stored rolling equipment should be swept clean and any accumulations of rubbish removed from around same.

Stored cars must have ample facilities for prompt removal in case of fire.

All dry grass, weeds, etc., must be removed if near wooden structures.

Lumber should not be piled within 100 feet of any building.

LIGHTING

The proper installation of all lighting systems is important; electricity and gas are preferred forms of lighting when properly installed.

Other forms of lighting may add a marked hazard (particularly gasoline and acetylene), and when used should be installed only in accordance with standard rules and requirements, and under special permission.

A distinct fire hazard is attached to the use of electricity and various electrical devices; all installation of wiring and apparatus should be well made by competent persons and according to the "National Electric Code," and inspected and approved before current is turned on. They should be regularly examined by a competent electrician and any necessary repairs promptly made to put them in safe condition, or otherwise brought and kept up to standard. Electrical wiring or apparatus should not be tampered with or altered except by electrician who

has proper authority; special care should be taken not to overload systems.

Drop cords should not be permitted between shelves in record rooms; ceiling sockets with reflectors should be used with the switch at entrance to shelves.

Wires must not be hung on nails, gas fixtures, iron hooks, etc., but properly supported by and hung from prescribed and approved insulators. In all wiring, special attention should be paid to the mechanical execution of the work; careful running, connecting, soldering, taping and securing and attaching of fittings.

Gas fixtures should be made stationary; burners should be protected by wire guards or globes to prevent contact with woodwork or other combustible material. Protect woodwork above or alongside gas jets with asbestos board and tin.

Oil lamps, when used, should be rigidly and securely supported on substantial metal hangers or brackets. The use of glass font lamps is objectionable. Metal lamps should be used, and every care taken to keep them away from paper files and woodwork. Paper or paste-board shades should not be used on any light globes. Use metal or porcelain shades.

Do not allow incandescent electric lights to come in contact with combustible material.

The use of torches is attended with danger and every care should be exercised when used, both as to handling and storing. They should be handled by check the same as tools and kept in metal receptacles.

The use of open lights in oil houses, paint houses, planing mills, etc., and where inflammable vapors or dust are present should be prohibited. All electric drop lights in these buildings must have dust-proof globes.

HEATING AND POWER

The proper installation of all heating apparatus is important; the following recommendations are made relating to same:

Steampipes should be properly supported away from woodwork and bushed where passing through woodwork. Greasy and oily waste or other inflammable material such as clothing should not be permitted to hang on or near same. The overhead method of steam piping is preferred.

Stoves should be securely erected and set on either stone, cemented brick or metal mats and nearby woodwork protected by metal and asbestos board; stove pipes should be securely fastened and riveted. All combustible material must have proper clearance and protection from stove pipe particularly where stove pipes pass through walls, partitions, etc.

The use of gasoline and oil stoves or ranges for cooking or heating purposes must be prohibited. Gas stoves, when used, must be connected with gas supply by metal piping.

Chimneys and flues should be substantially and carefully constructed and not build up

from posts or joists. Joists should not be permitted to run into the masonry work. All smoke pipes should run direct from furnace or stove to chimney.

All joists and woodwork should be protected by fireproof covering, metal and asbestos board, or by allowing sufficient space between them and all heaters or furnaces and their pipes.

Boiler plants should be located in separate detached buildings, where practicable, or cut off from main building by division walls, extending through roof, as provided for under special building specifications for this class of property.

The outside brick or concrete chimney or metal stack is preferable. Around boiler stacks, if of iron and if built up from inside building, where passing through roof, there should be a clearance from woodwork equal

to one-half the diameter of stack with properly constructed metal collar extending above and below all woodwork.

Clearance from boiler should be at least four feet to unprotected combustible structural materials above, at rear and at sides and eight feet in front. If these conditions cannot be complied with, all combustible surfaces should be protected by one-eighth inch asbestos board, covered with sheet metal with air space between, arranged to follow the surface of the wood so as to leave no concealed spaces.

Dynamos, motors and electric wiring of all kinds must be installed and maintained according to the rules of the "National Electric Code."

Where fuel oil is used for heating furnaces, the supply tank, piping and pump should be located according to rules and requirements.

(To be continued.)

Mid-Winter Vacation Party to New Orleans

THE Mid-Winter Vacation Tour of the Illinois Central's special party to New Orleans and the Mardi Gras of February, 1914, in connection with which "home-like accommodations at a moderate cost" were promised, went into history with such an enviable record of perfect success that hereafter such parties will be an annual event. Hence, this is to announce the Second Annual Vacation Party, to make the tour in February of 1915.

As an earnest of what it will be in high-grade character, attention is called to the fact that all that was promised for last year's similar party, was not only given in full measure, but even more, and no untoward experiences marred the occasion from start to finish.

The special party that is being formed by the Illinois Central, known as the "Mid-Winter Vacation Party," will, as before, visit New Orleans and the Mardi Gras, including a stop at the Vicksburg National Military Park on the return. The party will be carried on a special train, from Chicago, to which will be added en route special cars from St. Louis, Louisville and Cincinnati, leaving those cities on

Saturday, February 13, 1915. The train will be the home of the party from the time of the start until the return. It will consist of sleeping cars, having compartments, drawing rooms and open sections, the latter consisting of the usual lower and upper berth; also observation car, buffet-library car and dining cars. In this equipment, taken as a whole, it will be observed, are all the essentials for a complete home; it covering facilities and accommodations for lounging, sleeping and eating, and, in the case of the compartments, of privacy and conveniences akin to one's own chamber. When in New Orleans the train will be parked at a convenient point at or near the Union Station, and will serve in lieu of a hotel, as well as being a convenient rendezvous during the day.

The train will be conducted by an Illinois Central representative for the entire trip. He will be an experienced man in the handling of touring parties, and will be available, while in New Orleans, to direct and assist, as far as possible, members of the party in arranging their individual entertainment. While parked in the city a telephone will be installed on the train, and the

latter will be supplied daily with the morning and evening newspapers of the city, as well as with other reading matter; the latter also being available during the entire trip. Arrangements have also been made with a reliable laundry in the city for valet, dry cleaning and laundering, for those who may wish such service, at rates guaranteed not to exceed those prevailing in the city, or possibly better. Access can be had at all times during the day to one's trunk, a train baggage man to be on duty at all hours in the baggage compartment of the buffet-club car. Finally, the dining cars will be parked with the rest of the train, and meals will be served in them a la carte during the stay in New Orleans.

The cost of this Mid-Winter Vacation Trip, which will include all expenses except meals in New Orleans, will vary slightly, according to accommodations on the train.

Specifically, the fares will include the following:

Railroad fare to New Orleans and return.

Sleeping car fare to New Orleans and return.

Sleeping car accommodations while in New Orleans.

Meals in dining car while en route.

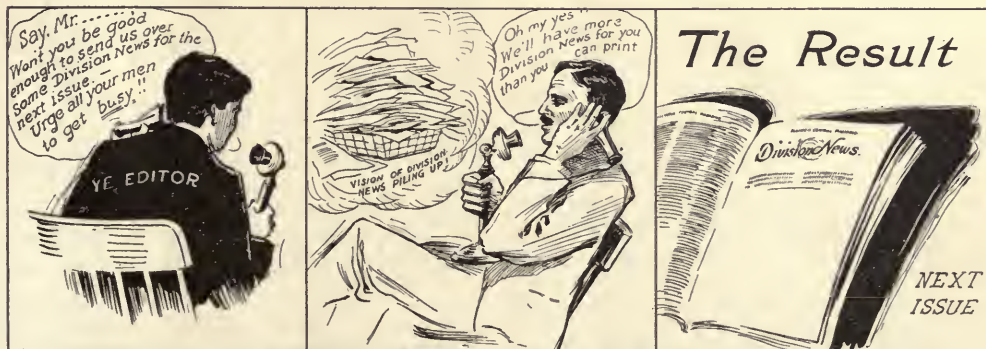
Grandstand seats for three Mardi Gras parades in New Orleans.

Excursion trip from New Orleans on the Mississippi river.

Sight-seeing automobile ride in New Orleans.

Automobile ride through Vicksburg National Military Park.

A special booklet is being prepared giving full details of this mid-winter party. On its receipt agents should familiarize themselves with its features and look about their community for possible patrons. Too much emphasis cannot be laid on the fact that it is desirable for individuals who contemplate joining this Mid-Winter Vacation Party of the Illinois Central to make application as early as possible; hence the importance of our agents getting at the matter promptly.—The Passenger Index, I. C. R. R.



DIVISION NEWS -- OH, MY! YES!



LOSS & DAMAGE BUREAU



WHILE the freight claim payments on lost packages on the I. C. R. R., and Y. & M. V. R. R., have shown a decrease, there can no doubt further reductions be made in this item of expense.

We feel that in order to properly protect ourselves against this loss, we must be very careful in checking freight to and from the public, checking and taking receipt for all freight at time of delivery, and knowing we have in our possession all of the articles enumerated on the shipping ticket before we affix our signature.

We have a letter from the Agent Belzoni, Miss., under date of November 7th, showing how this Agent prevented one claim by checking freight before signing the expense bill. His letter gives us the following information:

ENTER:

A hide buyer who says he has twenty bundles green hides to ship. The Agent handed him twenty shipping tickets and tells him to mark the hides. Agent has portable scales run out on the back platform as he wants to load the hides direct in outbound car. After weighing them up he finds just nineteen bundles and asks where

the other one is. The shipper says: "Just make the Bill of Lading out for twenty bundles, Mr. Watts will bring the other hide tonight. Mr. Watts is going to kill the cow today and bring the hide down sure." Agent endeavored to explain to the shipper he could not issue Bill of Lading until he had the property in his possession, but his explanations were of no avail as the shipper still demanded Bill of Lading for the hide which was still on the cow. He was finally handed his Bill of Lading for the nineteen bundles and when he got abusive account being refused lading for more hides that he had tendered, he was emphatically told to move on, which he did, still protesting he should have Bill of Lading made as he demanded.

The Agent states that during the quarter of a century experience in agency work, having handled almost every imaginable commodity, this is the first time he was ever called to give a Bill of Lading for a hide which the cow was in peaceful possession of and so far as the Agent knows at the present time, the cow is still in possession of this hide.

On November 16th, he again saw the shipper and asked him for the hide, but he was still unable to deliver.





Industrial, Immigration^{and} Development Department



Address of W. L. Park, Vice President, Illinois Central Railroad,

At the Banquet of the Railway Development Association, Held at the La Salle Hotel
November 10, 1914.

Mr. President, Ladies and Gentlemen:

When Mr. Clair, your ex-president, asked me two or three months ago if I would say a few words of encouragement to the Development Association upon this occasion, I felt impelled to do so by reason of a strong personal interest and the interest of the lines I represent in industrial and agricultural development work. I found upon examining my calendar that I would be in Chicago today by reason of other engagements that fixed that date, and accepted the invitation to "talk" to you. I did not, however, contemplate that it would be more than an informal talk. I find upon consulting your program that it has been dignified into an address and that I am one of the principal speakers of the evening; in fact, first on the program.

I am not an orator, but feel that it is a duty at times to talk to and co-operate with organizations of this character. I wish to extend to you personally and in behalf of the Illinois Central, a welcome to this city, in addition to the cordial welcomes you have already received from other sources. I also desire to extend to you the strongest encouragement I am capable of. I believe that your work is of the utmost importance, not only to the railroads themselves, but nationally. I feel that perhaps you have not at times been suffi-

ciently encouraged by the executive officials. (Applause.)

The progressive achievement of the American railroads is the greatest industrial achievement in the world's history. There has been, concurrently, with it a similar achievement in all branches of industry and general development wherever the railroads have reached.

Notwithstanding the fact that for more than four hundred years we have reveled in a wealth of natural resources our agricultural lands, mineral beds and forests were practically untouched before the advent of the railroad. The first exhaust of a locomotive in this country, in August, 1829, ushered in a new era, opened up new opportunities, which grew apace as the means of transportation grew.

Progress was, naturally, slow at first. In 1850 there was in operation in the United States only twenty-three thousand miles of railroads. The only railroad in or out of Chicago at this time was the Galena & Chicago Union, now the Chicago & Northwestern.

For the period of ten months preceding January 1, 1850, its revenue from freight and passenger business was \$28,554. The operating revenue of the Chicago & Northwestern for the past year (1914) was \$83,677,050.79, or \$229,252.19 per day.

The Illinois Central soon followed the Chicago & Northwestern into this city, its charter permitting it to enter along the river, where there was some little prospect of business development.

The mayor owned a home on the corner of Madison and Michigan Avenue; the waves of Lake Michigan cut up his front yard, and for other reasons the Illinois Central was driven to the marsh on the east side, and compelled to protect the city from the lake until the present time, at enormous expenditures and great loss of business opportunities. Mark the irony—it is now frequently accused of having stolen the lake front. (Laughter.)

It is a fact that there was at this time no little speculation as to the benefits of a railroad to the city; there were many prominent people who contended that it would interfere with and retard its prosperity.

Surmounting many obstacles, the railroads gradually increased the mileage. From 1850 to 1860 the Civil War and the period of reconstruction held them back; the next half-century witnessed the tremendous achievements of more than two hundred and twenty-five thousand miles of construction. In the light of subsequent events, they were, perhaps, built too fast. The history of failures, loss of lives, health and fortunes of those promoting and building them will never be written. The successes were few compared with the opportunities opened up and embraced in all other lines of business. The financial methods necessary at the time to carry on these stupendous undertakings are the subject today of unfair criticism. The people were not unwilling to vote bonds and offer other strong inducements to secure transportation, knowing they would get it back many times over in the enhancement of their property and increased business.

The roads in Great Britain and continental Europe found a country already made. Those of America were built in advance of its development; as they stretched across the plains, over the mountains and through the valleys,

they were compelled to create their business by developing the resources of the country.

The first officials who performed the duties you gentlemen are now delegated with were the general superintendent and the general freight agent. In connection with their other duties they sought out industrial locations, opened up mines, located saw mills, established cattle ranches and packing houses. Immigration was encouraged by low rates, both passenger and freight. By their indomitable energy and perseverance, the tide of empire turned toward the west, to the north, to the south.

New towns and cities sprang up everywhere, almost in a night. Commonwealths were founded, counties organized and new governments established. In the words of Whittier, during this period:

"Behind the squaw's light birch canoe

The steamer rocks and waves,

And city lots are staked for sale
Above old Indian graves."

As the growth of the railroads increased, it was necessary to specialize the work of industrial development. Departments were created to expedite this line of railroad activity. The general superintendent and the freight agent ceased to be the Pooh-Bah of the railroads; they could only keep pace with the gigantic strides by confining themselves to operation and construction duties and the handling of traffic.

But the work of development was never for a moment lost sight of. If, as General Sherman said, an army traveled on its belly, the railroad certainly did. It was fed, however, by what it created. Its development agents were alive to every commercial activity that meant present and prospective revenue. The wise builders never lost sight of this essential to their prosperity.

Mr. James J. Hill introduced better grades of seeds of cereals and corn and distributed blooded bulls along the Great Northern Railroad to improve the stock, satisfied with the return upon the investment which must ultimately come. E. H. Harriman came to

the rescue of the farmers in the Imperial Valley of California to protect and increase the revenue of the Southern Pacific, and closed the crevasse in the Colorado River, saving millions of dollars and thousands of homes. This has been done on a smaller scale more recently by the railroads in connection with the Mississippi Valley levees.

The vast copper deposits of Michigan and those of Montana, as well as the metal and coal mines of the west, were developed by the railroads looking for future revenues.

The citrus fruit industry of California was created and made into a great business by the Southern Pacific and Atchison, Topeka & Santa Fe railroads. They now carry a box of oranges across the continent for nine cents. The great banana business from Central America was made possible by the service of the Illinois Central.

The railroads supplied the seed for Rocky Ford melons, and found a market for them, to the extent of hundreds of thousands of dollars. They nourished the planting of pineapples in Florida, where now one million crates is an ordinary crop. The marketing of vegetables from this state is a great industry amounting to millions of dollars per annum, created by the railroads. The railroads have originated and encouraged fruit growing in the Pacific Northwest until the apples from that territory are known and sought after throughout the world.

The immense wheat and corn fields of the west were created by the railroads, to the extent that seed was furnished and great inducements were offered in the way of cheap immigrant rates for families and their household effects and domestic animals.

The cutting and marketing of the southern forests has been aided by the railroads, in building new lines to timber tracts and leasing rails and locomotives and cars to the mills. The great forests of the north are being disposed of in a like manner. The Canadian railroads are opening up vast wheat areas; they are building im-

mense irrigation canals and in other ways are peopling an empire, through their industrial agencies.

Agricultural schools on wheels are sent everywhere by the railroads, to instruct and assist the farmers. In reclamation work the first interest was created by a train of lecturers visiting many points in the south. They are everywhere interested in promoting good roads and the development of legitimate inland waterways.

By aiding irrigation projects in the west, the cattle ranches and deserts have been converted into intensively cultivated farms and happy homes. Governmental agencies were not brought into play until long after the railroads had exploited the fields and demonstrated the possibilities.

While the opportunity for industrial development is greater than ever before, the most important of all at the present time is, unquestionably, the scientific use of the soil. Perhaps the most prominent one feature of agricultural development is the reclamation of waste lands.

There are in this country 74,541,700 acres of land scattered throughout forty-three states that, because they are saturated with water, are not only dormant and unproductive, but a menace to health and a deterrent to immigration. Scientists tell us that this land, composed as it is of the wash brought down by the rivers and deposited in the low places, mixed for centuries with decayed vegetation and the crustaceous elements of shell fish, is, when dried, the most fertile and productive of all land.

A large percentage of this land cannot be reclaimed by state, corporate or individual effort; the work should be done by the federal government. The government will not, however, take up this work of reclamation or its legitimate part of it, until agitation shall force it to do so. The railroads are willing to do their part, but in such stupendous undertakings they must be with the agitators at its inception. Surveys must be made, seawalls built,

navigable canals dug, and waterways deepened by channel work and levees. The only agency that can accomplish this is the government.

The United States government promises to take over from the railroads a part at least of the agricultural development work they have so extensively been engaged in. The Lever bill, with which you gentlemen are familiar, is one of the most valuable legislative enactments passed by Congress.

It is the means by which a scientific agricultural demonstrator can ultimately be placed in every township in this country.

We, as railroad men, are apt to think that our development work is not fully appreciated by the public. I do not take this view. The best asset we have in these troublesome times is our investment in development work. We are hampered, it is true, with unnecessary and unwise laws, rules, regulations and orders from Congress and the legislatures, commissions and municipalities. I have the most sanguine expectation that the well-known official efficiency of the railroads will ultimately throw them off where they encumber and profit by that which is needed in such regulation.

This atmosphere of unrest is not new in our country; listen and be cheered by the words of Daniel Webster, spoken in 1838:

"There are persons who constantly clamor. They complain of oppression, speculation and the pernicious influence of accumulated wealth. They cry out loudly against all banks and corporations and all means by which small capitals become united in order to produce important and beneficial results. They carry on mad hostility against all established institutions. They would choke the fountain of industry and dry all the streams. In a country of unbounded liberty they clamor against oppression. In a country of perfect equality they would move heaven and earth against privilege and monopoly. In a country where property is more

evenly divided than anywhere else, they rend the air shouting agrarian doctrines. In a country where the wages of labor are high beyond parallel, they teach the laborer that he is but an oppressed slave."

Since the commencement of acute political attacks, in 1907, on the railroad credit and efficiency, the greater part of which is pure buncombe, there must, naturally, follow caution on the part of those engaged in this and kindred industries, until the agitators have lost their influence.

There can be brought about another era of prosperity similar to that of the decade previous to the present era of "progressiveness" by the thinking public depreciating any attempt to make political capital out of investigations of business methods.

The government should select men of known ability and conservativeness to conduct such investigations, if they need to be made. The general public must no longer be deceived by spreading broadcast the sensational features and the careful suppression of that which is good.

Those who dance in the limelight of scandal and criminality should be relegated to the rear, and those who modestly believe in American men and methods, who admire and applaud that which has been done, who honor and praise those who have accomplished great things commercially, should be introduced to the public as its moderators. If corrective methods need to be applied, let it be done firmly, but noiselessly.

While the countries of Europe are endeavoring to conquer on the field of battle, it should be our endeavor to conquer in the field of industry. Let us bury the hatchet of dissension and work together for big business. There has been too much of "Predatory Wealth," "Malefactors," and "Ananiases."

The fact that some of our citizens accomplish great things should be a matter of pride and emulation, rather than criticism and disapproval.

While we cannot ship our raw forest products to Europe, let us learn to manufacture them at home; feed to our own stock our own oil cake and retain the fertilizer on our soil, manufacture our cotton and woolen goods, utilize our phosphates, distil our chemicals; foster a merchant marine; push our railroads into South America and in Alaska; better those at home by insisting upon fair rates.

The work you gentlemen are engaged in has been more pleasant than that of some of the other officials who have been compelled to take the brunt of adverse sentiment. You have been continually welcomed in good society; your part of the railroad work is unquestionably universally appreciated; your services are sought after. If there is any turning down of your schemes by the executive officers, you are as much aggrieved as your client. Never-

theless, you must all feel keenly the effect of the present hampering regulations. If you are not moving ahead, you are not moving at all. You must not be discouraged by present conditions. Your work is constructive and the benefits growing out of development work must receive the thanks of posterity. There is a reward in seeing things grow, in the advancement of our commercial interests; the location of industries and the development of new resources are monuments to your energy and efficiency; the obstacles encountered make them the more conspicuous.

With our agricultural and mineral resources practically untouched; opportunities are greater than ever.

The time is here and if taken at its flood tide, there can be no question as to our absolute commercial supremacy dating from this era, to last so long as we may choose.

Diversified Farming and Its Relation at This Time to the Cotton Grower

By J. C. Clair, Industrial and Immigration Commissioner, Illinois Central Railroad

(Read at the semi-annual meeting of the Railway Development Association, LaSalle Hotel, Chicago, Nov. 10, 1914.)

Cotton growing has been the chief occupation of the South since it was first settled. Few industries have reached the magnitude and economic importance and are so far-reaching upon our whole civilization as the cotton industry of the South. This industry has developed states, has erected colleges, has built railroads, and at one time maintained an aristocracy as complete as could exist. It has furnished employment for millions of negroes and, in a great degree, has civilized them. Today, the South's cotton crop will reach upward of fifteen million bales, and yet there are millions of acres of land that can be cleared that would produce many more millions of bales. Heretofore, cotton has been as good security as a bank note. A plant-

er's credit was good in proportion to the number of bales of cotton that he produced. Today, however, with the largest crop ever produced on the Southern farmer's lands and produced at the greatest expense, he finds that his cotton is without a demand. This condition has been brought about by the European war, and while the war continues the crop must be reduced. Regarding the future, however, of this great staple, I am optimistic. Cotton must always be grown in the South. The life and prosperity of cotton is a national, yes, an international question; the whole world calls upon the cotton crop of the South. Consequently, to cripple or destroy southern cotton would have its reflection upon the economic system of all nations.

There has been a campaign of education for the past ten years for the diversification of crops. Agronomists,

business men and industrial men have foreseen the awful plight which the one-crop system would some day bring the South. Farmers, themselves, have in recent years begun to listen with interest to the doctrine of diversified farming. Only an occasional planter has had the temerity to leave off some cotton and grow his foodstuffs on his own farm. Wherever we find a farmer who has been practicing long enough that system of making his farm self-supporting, we find a prosperous farmer, usually a painted home, a fertile farm and a magnificent family. This is an economic truth which obtains in the North and West, as well as in the South. Take the potato grower in the West, who grew nothing but Irish potatoes year after year; he soon impoverished his soil, and in turn, invited poverty to his home. This also is true of the wheat grower of the Dakotas, where nothing but wheat was grown; it is true of the corn grower; indeed, it is an agricultural fact that where the highest priced land is today, there you will also find the greatest variety of crops grown. Usually where you find the one-crop practice, you find a poor, indifferently educated people.

"If the art of agriculture ruins land, the science of agriculture must restore it, and this restoration must begin while some men are still prosperous, because a poverty-stricken people are soon ignorant and at once helpless." So it is with the southern cotton grower today, who has had the benefit of ten fat years to accumulate wealth to sustain him in this trying time of need. We declare the truth when we say that many one-crop farmers are helpless as a result of their folly. Notwithstanding the fact that he has on his hands the largest crop of cotton ever grown, the very prospect of a war or of hard times puts him on the verge of bankruptcy. This shows the false economics of the Southern farmer; yet the farmer has not been altogether to blame, for the business man, the banker, the merchant and manufacturer have required the Southern farmer to

grow cotton in order to receive the backing necessary to make the crop; and this condition exists among a people where Nature's smiles far exceed her frowns; where the chilling blasts of winter are unknown and where the summers are comfortable and right for abundant crop-growing. In fact, flowers bloom the year round, unhoused. Live stock does well and needs practically no protection from the winter winds and the land grows abundant grasses and foodstuffs such as, if the world realized and appreciated, would make the South the live stock center of the world.

Inquiry into this situation in the South, as a result of the doctrine preached by earnest and well-informed agriculturists has brought the Southern farmer to realize that his smoke-house must be at home; that his corn must be raised in his own field; that the horses he works can be best raised upon his own farm and that the future welfare of his family and his land depends upon diversified agriculture.

The Yazoo and Mississippi Valley is the most fertile land in the world and will grow the most prolific cotton of any land yet discovered. It contains a maximum amount of soil fertility to make it produce many times the cotton it now produces; but the Delta farmer is sick of the conditions with which he is confronted and many are preaching the doctrine of no cotton at all. This is not a hatched-up condition to delude mankind and the commercial world, but is because the Delta planter finds himself almost in bankruptcy as a result of his hazardous risk; and we have information that the land that formerly grew cotton solely will now be planted to clovers, corn, cowpeas, oats, etc. Run-down cotton farms will be restored in two years' time to twice their productiveness by this system of diversified farming. And when this practice has been followed for half a decade, it will be hard to write the truth in regard to the Yazoo-Mississippi Delta.

We have found by actual test on the

demonstration farms established by the Illinois Central Railroad, which have been under the supervision of three expert agriculturists, that within three years' time we can increase the production of cotton, by diversified farming, three hundred per cent from the average production. It is hard to believe the fact in regard to the development of such land as I have called your attention to. Take the other great portion of Mississippi and Louisiana, and of the entire cotton growing states, by diversifying their crops—I mean by growing all of the hogs on the farms that are required to feed the men who work that farm; all the cows required to give an abundant supply of milk and butter for the tenants and proprietor to use; all the beef cattle that can be raised upon his worn-out and wasted lands and all the horses or mules that can be used in the farming operations, the planter can still produce as much cotton on one-third of the land formerly cultivated. This is not an idle dream nor an argument that I wish to sound plausible, but is a sound agricultural truth that is accomplished in three years' time, if the Southern farmer will correctly inform himself and meet the conditions upon his own land that are required of a successful farmer. Study the food requirements of plants; take an analysis of Southern soils; learn the amount of phosphorus, potash and other important plant requirements; study the physical condition and the advantages which Nature has abundantly supplied; take into consideration its rainfall, its sunshine, its mild winters and the great number of crops that can be grown profitably and abundantly, and you will see that the great opportunities of the agriculturist of today are to be found in sunny Dixie.

The South will be developed by her own people eventually, because her farmers are following the advice of

trained agriculturists; because farmers' sons and daughters are receiving industrial training rather than classical training; but by whatever people she is developed, they must be intelligent and educated. A highly intelligent and educated class of people will not long grow one crop for all the money they receive in a country that is so well adapted for so many profitable crops. The farmer who grows foodstuffs that are rich in feeding value and who grows his land richer instead of poorer, who makes the greatest and most profitable crop on the most economical basis and leaves the land in better condition to grow a crop next year, is the kind of a farmer that we must look to to develop the South and to put into practice the system of diversified farming, which is going to make the Southland the beacon light of all agricultural sections.

The Southern farmer is fast awakening to his opportunities. Today, registered cattle are to be found in increasing numbers in the South, silos are being built, and I invite your attention to the fact that the grand champion Hereford bull at the International Live Stock Show at Chicago last year was produced in Mississippi. I would also call your attention to the progress of the Southern farmer (and the Southern farmer means the cotton grower) who will soon have grazing upon fields that formerly grew cotton, pure bred beef cattle and pure bred dairy cows that can be produced more economically than anywhere under the sun.

In conclusion, it is my judgment the result of the war now going on across the seas is going to make every Southern planter realize to the fullest extent the value of diversified farming, which will place the so-called cotton growing territory of the Southern States ten years ahead in agricultural progress.

Passenger Traffic Department

Little Talks with the Rambler



The Strategy of Peace

“WELL, how is the war going?”

I said to the Rambler as I slipped into his office in passing and found him with his day's work done, reading the evening paper. That he was interested in the war I knew, and so was not surprised to find spread out on his desk a map of Europe which he seemed to have been consulting as he read. He made no reply at once to my inquiry, but putting down his paper began to pour over the map, running his finger from place to place as if following the movements of the opposing armies as meagerly reported in the day's news. Seating myself on the edge of his table I followed his finger tracing as best I could, waiting for him to fall into his usual talkative mood. But he seemed much engrossed, referring alternately to the paper and the map, and not deigning to pay any attention to me except to sort of growl as he found on the map the cities and towns he seemed to be seeking,—

“I'd give thirty-seven and a half cents if I knew how to pronounce some of these names.”

“Oh, well, you know them all pretty well by sight by this time,” I laughingly said, “and if you can keep their locations in mind from day to day, you are doing sufficiently well for all practical purposes. But what is the latest?”

“Well,” the Rambler said wearily as he settled back in his chair, but with

a mischievous twinkle in his eyes, “I'm waiting here to go out on No. 9 at 8:15, and if you can forego your frugal evening meal until then I'll endeavor to pass along my full store of knowledge as gleaned from the papers of the last few days, including the ‘Five o’Clock Edition’ here.” Then he whimsically began to rattle off the following, while I, falling into his humor, leaned over and pretended to follow on the map his assumed description of the situation.

“First, you should note,” he began, “that, according to official statement ‘the situation remains unchanged’ and that ‘the appearance of reinforcements is postponing a decision of the battle.’ After this you are of course prepared to learn that ‘the battle which has been raging has resulted in the forward movement being checked;’ also several other enlightening and interesting items such as: ‘the general staff announced today that it considered the situation everywhere favorable,’ ‘a violent reconnoitering expedition against our position on the east of the river was made ineffective by our counter attack,’ ‘while comparative quiet reigns along the battle line rumors say something big is brewing behind the scenes,’ ‘the censors have their restraining fingers on the telegraph wires,’ ‘the retreat before the first onslaught was undoubtedly planned to draw the enemy farther from their railroads,’ ‘the capture of ———.’”

"Hold on," I laughingly interrupted, "you have forgotten one important item that you should have told me at once. Why didn't you say 'the army retreated ten miles back to its former base for strategic reasons?'" "I was coming to that," he replied with mock meekness, "but really, there seems nothing new this evening."

I saw that he was not in a talkative humor, and purely to get him started on something I purposely prodded him by remarking, "which means that you probably have somewhere about your desk a little card that you are about to spring on me which reads 'Don't talk war, talk business!'"

I did this because I knew that Rambler, like most men of his usual cheery temperament, had occasional spells when the pendulum of his vivacity swung to the other extreme, on which occasions it was a friendly act to arouse him back into his normal good self. Hence my remark about the card was with some pretended sarcasm. He took it with a smile and sort of air of pulling himself together and retorted, "if I had such a card it would be of little use here. You never talk business as far as I have been able to learn, and if you did it would not be applicable at the present moment, as it's long after hours. If I had such designs on you I think something like this would be the only thing for you," and pondering a moment he with a grin got off the following:

"War talk here is not allowed,

He who insists must seek a shroud."
"But," he continued, now thoroughly himself again, "mentioning strategy brings the thought to mind that there is as much strategy in the marts of peace as in the theater of war. Especially in the solving of the problems of railroading. In fact, railroads owe their existence to the strategy of commerce; and in their different departments peaceful battles of financial gain are fought of no mean strategic order. Even the passenger traffic department has its strategists. I have a case in hand right here, in a letter to our Pas-

senger Agent at New Orleans," and reaching to his basket he took out and read aloud the following:

New Orleans, November 12, 1914.

Dear Sir:

I feel as though I should tell you how thoroughly both my wife and myself enjoyed the trip that you mapped out for us over your lines the past summer, and I earnestly believe that if our people in this city knew more about this trip that a great many would avail themselves of it. The first stop that we made was Louisville, then over to French Lick Springs, then to Chicago, and of course, you know Chicago is always interesting for three of four days, and the weather was delightful. Then only a few hours ride to Detroit. Detroit in itself is one of the most interesting cities in the north, and one that few people here in the south know much about. After we see the civic pride that Detroit displays, we certainly roll out of bed and wake up. We then took a most delightful trip by water on one of those palatial steamers out of Detroit to Buffalo, and after spending a day around Buffalo we drifted over to Niagara Falls, then another boat trip to Toronto, Canada, and these boat trips are delightful. The boats run at the rate of twenty-three to twenty-five miles an hour. Of course, Toronto was very interesting and the weather fine. Then we took another boat trip from Toronto to Montreal through the St. Lawrence and the wonderful Thousand Islands. Going up the St. Lawrence and over the Rapids is something the tourist never forgets. After spending a week at Montreal we took another boat trip down through Lake Champlain and Lake George to Albany, N. Y. Lake George is surely an ideal spot. It was very interesting to us Southerners to see where the wealthy people spend their summers. From Albany we took a day line boat to New York City, and it is a panorama all the way down the Hudson. After ten days spent in New York we took the Southern Pacific Steamship "Creole" back home to New

Orleans, after having enjoyed every advantage of the trip, and I am strongly recommending this trip to all my friends, especially when they know the low price that the railroad company makes.

Very respectfully,

Wil. H. Douglas.

"But," I remarked as he finished reading, "was that strategy or simply helping a customer out in the line of routine duty?" "Dense, as usual," was the dry reply. "The line of duty always includes strategy, or any other legitimate means to accomplish an end, and whether solicited or volunteered the fact that a trip was mapped out, among the hundreds to choose from, that gratified the writer of that letter was strategy of no mean order. But perhaps another case I have in mind will suit you better.

"Take the case of our so-called Mid-Winter Vacation Party to New Orleans and the Mardi Gras, so successfully carried out last winter that it is to become an annual event. Do you think that was merely a lucky guess, born and carried out on, relatively, the spur of the moment? If so, you've another guess coming. That was a full year in its first development and execution, and its embryo inception went even further back. Let's analyze it a bit. The first one was, you know, last February, 1914. At the close of the Mardi Gras business for the year previous, 1913, it naturally followed that, as is our custom in all such matters, an account of stock, so to speak, was taken of the business done in that connection. It was compared with that of previous years, in which varying conditions were given full credit. However satisfactory such an analysis may be it always leads up to the one central thought of how to obtain still greater returns along the same line in the future, based on past experience; for such analysis always involves more than the compilation of comparative figures. It includes a keen survey of the outside field in all conceivable aspects, just as an army Board of Strat-

egy considers the probable moves of its enemy as well as its own. Everything helps, you know, so the consideration of all points, outside as well as in, is necessary for intelligent action to obtain results. For instance, in the case at hand, it was necessary to begin with the Mardi Gras itself. What is it, and its allurements of these many years? Does it still allure to the same extent as in the past, and what class of people are attracted to it? How about New Orleans, the city in which it is held? Granting that the city and the Carnival are inseparable, to what extent does one, or the other, or the combination, influence, or draw northern tourist travel at Mardi Gras times? These questions it was relatively easy to answer in mind as far as a certain class of dependable travel was concerned. That is, the city, the Mardi Gras and the two together could each be depended upon, as in the past, for a certain amount of business, and everything that could be suggested seemed to have been done, and would continue to be done, to maintain and strengthen that business. Then it naturally followed that the thought arose as to whether any of those could be interested for future business whom it was judged had thus far not cared to make the trip to New Orleans and the Mardi Gras owing to conditions from which they shrank. Those who knew that, while hotel accommodations in the Crescent City were ample, at the carnival time it might be necessary to engage ahead for such as they wanted; from which they either recoiled or did not care sufficiently for the trip to take the trouble. Also those who dislike exploring a strange city amid the confusion of an unusually crowded condition; and those who hesitated account of a possible uncertainty as to expense. How, thought one of the strategists of the department, can those, and possibly other objections be overcome and a new class of travel to the Mardi Gras created? So he set himself the task of developing a strategy that should overcome. Why not have those people

have a home of their own when in New Orleans, he thought, or as near an approach to a home of their own as may be possible? A home that shall be such only so far as may be desired without impairing the opportunity to see and experience all that one goes on such a trip for. Then why not go further, and so arrange that all that is desirable to be seen in the city and pertaining to the Mardi Gras can be encompassed easily, and without engendering the feeling that is so common of being 'a stranger in a strange city' and missing a lot because of that fact?

"With such broad theory as a basis, the thought of the 'home features' was disposed of by making the equipment of a special train practically a hotel on wheels; the sleeping cars and dining cars providing the necessary lodging and means of sustenance, and a buffet-club car fitting a certain niche along social lines. In connection with the sleeping car accommodations provision for some latitude of taste and the pocket-book was considered, so that included in them were drawing-rooms, compartments and open sections. To make the so-called 'vacation' all that the term implies, it was figured that its success would depend on the enjoyment of the trip en route as well as the days to be spent in New Orleans. Hence, to add to the pleasure of travel, particularly on reaching the warmer climate of the southland where the out-of-doors feature is so agreeable, an observation car was included in the equipment of the special train that was to carry the party. In addition, as a sort of extra touch after the main feature of the trip had been experienced, the return was to be made via Vicksburg, and the party given a view of the National Military Park located in that city. In New Orleans the train was to be the home of the party by being parked in a convenient place near the station and used as a rendezvous and as a place for sleeping; also as it developed later, a place for meals for

those who desired them on the dining cars.

"All this, however, answered but a portion of the questions that had come to mind in connection with this strategic campaign. There remained after the very essential factor of how to properly provide for a party in the material matters of eating, sleeping and a shelter, the question of how to aid the party to properly see and enjoy the features in New Orleans for which the trip would be primarily made. Therefore, the entertainment feature was worked out with special care, after which came the vital matter of expense. To make a long story short, the plan was matured so that in its entirety it included the following: a special train, with an attractive itinerary as to route and number of days duration of the trip (it covered eight days from Chicago to New Orleans and return) a three days' stay in New Orleans with certain entertainment, homelike accommodations during the entire trip including the stay at New Orleans, with the cost of a ticket to include all expenses except those at New Orleans; said cost to be moderate; for instance, it was \$64.00 from Chicago. It included railroad and sleeping car fares to New Orleans and return; sleeping car accommodations while in New Orleans, and meals in dining cars while en route; grand stand seats for the three principal Mardi Gras parades in New Orleans; an excursion trip from New Orleans on the Mississippi River; a sight-seeing automobile ride in New Orleans; and an automobile ride through Vicksburg National Military Park.

"The strategy being thus determined, it remained to carry out such a campaign by the additional strategy of making it known and of convincing prospective tourists of its merits. Work was in operation along this line for nearly a year, beginning of course somewhat tentatively at first and concentrating toward the end. The entire corps of passenger representatives worked on the matter diligently, in

season and out; it was extensively advertised directly and indirectly, and much labor was given to the working out of all details involved.

"It resulted in a Special Mid-Winter Vacation Party leaving Chicago on a special train of nine cars, to which a sleeping car from St. Louis and three from Cincinnati were added en route, so that south of Fulton the Mid-Winter Special became a solid train of thirteen cars. It arrived in New Orleans fifteen minutes ahead of its schedule, which in a way was a forecast of what followed, as from beginning to end, not only was the party, which incidentally was accompanied by a special representative of the company for the entire trip, given all that it was promised, but more. For instance, while a telephone, the distribution of the daily papers, and other minor features of that nature were furnished as advertised on the parked trains while in New Orleans, it developed that it would be a convenience to have trunks accessible. In consequence, a baggage man was placed on duty at all times during the day, and members of the party were able to have access to their trunks at any time, the trunks being in the baggage compartment of the buffet-club car. In addition, while it was the original intent to have members of the party obtain their meals in New Orleans at the restaurants, it was found, especially in the case of breakfast, that many preferred the convenience and the menu of the dining cars to which they had become accustomed en route, so the latter were parked with the rest of the train and meals furnished from them a la carte while in New Orleans.

"In fact, the party, which included

representative doctors, lawyers, teachers and business men with members of their families, was so well pleased with the entire arrangement from beginning to end that on the return trip a testimonial was prepared in which this significant phrase occurred: 'We wish to extend our heartiest appreciation for the highest point of service which could be rendered to a traveling public in giving a great deal more than any of us expected.'

"There," concluded the Rambler, as he opened his grip and placed therein some papers he had been gathering together as he talked, "that was real strategy for you. And the best of it was, it won its peaceful battle. But that's not all," he added, as he closed his roll top desk and went to the closet for his coat and hat. "The strategy is being worked all over again for this season's party, and based on experience, will be even more far-reaching; especially in the matter of soliciting the business. Furthermore, advantage will be taken of what was learned last year to improve in some particulars. Take the case of the compartments on the train. They proved a most popular feature last year, but were limited in number. That will be remedied on our 'Second Annual,' and our men will see to it that patrons not only know of the fact but that they will be advised of the advantages of that character of accommodation.

"Well," he laughingly remarked as he dismissed the subject by throwing his overcoat on his arm, and picking up his grip started for the elevator, "as everything helps guess I'll go down to the dining room and get a little bit of nourishment."



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 Care of the Teeth

In the words of Hippocrates, there is not one chapter that treats separately of affections of the teeth; similarly, there is no book in which he speaks separately of the diseases of the vascular system or nervous systems, and so on. There are, nevertheless, a great number of passages scattered throughout the Hippocratic collection from which we can adduce very clearly the great importance that the Father of Medicine ascribed to the teeth and to their maladies. It might have been supposed that Hippocrates was ignorant of the fact that the formation of the teeth commenced in the intra-uterine life. This, however, is not the case, for he says "the first teeth are formed by the nourishment of the foetus in the womb, and after birth by the mother's milk." One of the important questions then concerns the hygiene to be observed in order to obtain the development of good teeth. Bunyon works out this principle with vigorous logic and finishes by tracing the hygiene of the mother during pregnancy—of the woman (be she mother or nurse) during the nursing period—and of the nursing itself as well.

How can we afford, then, to neglect the teeth and the cavity of the mouth, when the mouth is recognized as the gateway of life? In it many of the germs are too frequently found that are so detrimental to the health and comfort of the individual. It is very important to preserve the baby teeth until they are ready to be replaced by their permanent successors.

One of the first things to do after a child is born is the careful washing out of the mouth with a solution of boric acid. Attention should be paid to regularly cleansing the baby's mouth, until later, as a child, it is able to brush its own teeth. This will form a valuable habit of cleanliness and insure against diseases of the teeth and mouth. We are all aware that at various times practically every disease germ is found in the mouth and these germs are more likely to be developed under unclean conditions and habits. Teeth that are brushed whenever they are dirty will not decay so rapidly. Sound teeth help boys and girls win success. Sound teeth help physically by aiding in digestion and assimilation, by aiding in building up a strong and vigorous body. Sound teeth help socially in a sweet breath, in good looks, a clean complexion and clear speech. Sound teeth help financially by saving dentists' bills, by saving time, strength and temper. Sound teeth help in all business and professional and social life.

How can we afford to neglect the teeth and cavity of the mouth? The mouth is recognized as the gateway of life, and in it are many of the germs that are so detrimental to the health and comfort of the individual.

The legislature of one of the Southern States recently appropriated \$40,000 for the eradication of the cattle-tick, and but \$10,000 to the State Board of Health, while not one cent was appropriated to the Dental Board. Children's teeth should be examined regu-

larly and particularly before entering the public school. All cavities should be cleaned out and filled. If this were done, the prevention of further decay would be wonderful. It is a well known fact that only a small percentage of the people of this country have the necessary dental work done as required for their physical well-being. It is estimated that only one person in every 225 has the necessary repair work done to his teeth, other than to have them extracted. There are hundreds of people whose teeth have no attention at all. This is due to a lack of knowledge concerning the evils of neglect and the benefits derived by proper care is by far the greatest factor. A knowledge of mouth hygiene will save your teeth, prevent decay, teach you the care of your own teeth and mouth, and will help you to be strong, healthy men and women.

There is a disease of the teeth known as Pyorrhea, which is due to a germ infecting the roots of the teeth. This causes a loosening and falling away from the teeth of that part of the gum which should be there to protect them and as a result the tooth is often sacrificed. This disease has always been very difficult to cure, but in these latter years, dentists are overcoming this infection by the use of serums, and they are having great success in curing it and saving the teeth.

It is customary for patients suffering from Pyorrhea to likewise complain of disorders of digestion, and their nutrition is usually greatly impaired. The relation of the unhygienic mouth to the general health is here shown. So many people must stick to a certain diet. If people were a little more careful about their teeth they would not need to be so careful about their diet.

Most infectious diseases are more readily contracted through the mouth than by any other portal of entry to the body; hence, the importance of keeping the mouth clean. It should be rinsed out at least two or three times a day with some mild antiseptic solution and after each meal the teeth

should be carefully brushed, using some reliable tooth preparation. Children with decay in their teeth or with diseased gums may harbor the germs of some disease and while not ill themselves from that disease, may be capable of communicating it to others. In Brookline, Mass., an examination of the teeth of school children showed that in 18 per cent the teeth were in good condition, 31 per cent fair and in 51 per cent they were in bad condition. In another town, 5 per cent showed good, 36 per cent fair and 58 per cent bad. This is about the proportion to be found all over the country. Dr. Chapin, Health Commissioner for the city of Providence, examined the school children of that city and found that 90 per cent had defective teeth. Personal appearance is a big factor in the fight for success in treating school children and there is no greater embarrassment to personal appearance than diseased and unclean teeth. Sound teeth are a business asset. This is an incontrovertible fact. It is true that thorough mastication plays an important part in the maintenance of health of a healthy mouth, but gum chewing is but an artificial and injurious method of exercising the teeth. The manners, morals and health of the people would be greatly improved, were chewing gum entered upon the prohibitive list, and its makers classified as "non-producers." This habit is as useless as it is disgusting and has no claims whatever upon good society. Parents should educate their children not only to properly clean their teeth and mouths but also to have regular inspection of the teeth every six months and to have repaired any decay in the teeth.

FOOT AND MOUTH DISEASE.

THIS disease is known as Epizootic Aphtha, Aphthous fever, Infectious Aphtha, and more commonly "Foot and Mouth Disease". It may be defined as an acute and highly contagious fever of a specific nature, characterized by the eruption of vesicles or blisters in the mouth, around the

coronets of the feet and between the toes. It occurs chiefly in cattle, sheep, goats and swine, but may occur in other animals and also in man. The disease spreads very rapidly over vast territories, usually causing great economic loss. According to the very accurate statistics collected by the German Empire, there were affected in the epidemic of 1890, 431,235 herds of cattle, 230,868 flocks of sheep and goats and 153,808 droves of swine. This disease which was quite insignificant in 1886 had been gradually spreading until it reached the enormous figures given above in 1890. During the same year it prevailed in France, Italy and Belgium. Unlike most other infectious diseases, Foot and Mouth Disease may attack the same animals repeatedly.

Symptoms. In 3 to 6 days after the exposure of the animal to the infection, the disease makes its appearance. There is a marked chill, quickly followed by fever, which often reaches 106. Following this, small blisters appear on the inside of the mouth, upper surface of the tongue, inside of the cheeks and gums, and the inner surface of the lips.

These little blebs contain a yellowish, watery fluid and gradually become more extensive as the disease advances. Soon after these symptoms appear, there is a swelling and tenderness about the feet, and eruptions similar to those in the mouth make their appearance in a day or two. In the case of milch cows, the udder and teats show the same vesicles and these may develop into a deep, obstinate crack or fissure. The milk from infected cows is yellowish white in color and much thicker than normal milk. The cause of this disease has not been definitely settled, but it is supposed to be due to a "filterable virus." That is, the germ producing the disease is thought to be too small to be seen by the highest power microscope, and has never been isolated, nor can it be reproduced in the laboratory. However, Dr. Simon Flexner of the Rockefeller

Institute for Medical Research, located at Utica, N. Y., is now in Chicago experimenting with the Prize Herd recently infected at the Chicago Stock Yards, in an endeavor to find the particular micro-organism which produces the disease. As soon as this disease has become well established, there is a considerable pain when attempting to eat; often food is refused, and the animal usually opens and shuts his mouth with a smacking sound, while strings of ropy saliva hang suspended from the lips. With the advance of the disease the vesicles or blisters have widened and may reach a diameter ranging from that of a dime to a silver dollar. The attack upon the feet of an animal is frequently manifested in all four feet at once, although there may be exceptions to this. The disease may attack the internal organs before it appears upon any of the external tissues. These cases are liable to prove rapidly fatal.

The duration of the disease varies with different animals. From ten to twenty days are usually required for the recovery of the normal appetite and spirits in mild outbreaks; while the return to a full flow of milk in the case of milch-cows is seldom witnessed before the beginning of the following season. In the severe type it requires from three months to a year for an animal to recover. It is more fatal in young animals that have been fed infected milk and produces death in 60 to 80% of these cases as a result of gastro-intestinal disturbances.

Prevention. To prevent the spread of this infection, we must remember the highly infectious nature of the disease, its ease of dissemination and the liability of the virus to live for long periods. Great care should be observed in keeping healthy animals away from the contagion. When an outbreak occurs in a community, the owner should make every effort to keep other animals from coming in contact with his diseased cattle. This applies to dogs, cats, goats and poultry which usually have access to stables and barn-yards. He should also prohibit per-

sons from coming into his premises, especially an attendant or other person connected with the cattle. This method of quarantine alone, while very satisfactory in many instances, is rather tardy in obtaining desired results. It is much wiser to have all infected cattle slaughtered and carcasses destroyed by cremation. The infected stable should be disinfected by thoroughly cleaning it, scrubbing the floor with soap and hot water and brushing down all dust and dirt from the walls. Then the whole interior of the stable should be covered with a good coat of Lime-Wash which contains four ounces of Formaldehyde, 40% by volume to each gallon. Enough of this solution should be used to thoroughly wet all wood-work. All stock cars which have carried infected cattle or hides should be similarly treated. Hay should be disinfected by fumigation with Formaldehyde. The manure should be burned or spread over ground (other than meadow land) and turned under. No other cattle should be purchased for at least thirty days after the complete disinfection of the premises.

It is by no means uncommon for the

disease to be transmitted to man, but the veterinarian sees the disease more frequently than the physician. However, the disease does occur in the form of epidemic among human beings, the most notable being a severe epidemic in the neighborhood of Berlin, Germany. The disease is found most frequently among children, and is carried by the use of milk from infected cows, or may be carried by butter or cheese, made from such infected milk.

In very young babies, the disease is apt to be fatal. The symptoms are those of modern fever and general prostration, with the appearance of the characteristic vesicles or blisters in the mouth and on the lips and tongue of the infected individual. There is also marked digestive disturbance, and frequently sore throat is the principal symptom complained of. The disease as a rule runs a favorable course. When epidemics are prevailing in cattle, all milk should be pasteurized or boiled. The disease is not conveyed by eating meat from an infected animal, and it is only necessary to see that the milk is properly sterilized to avoid any possible danger to human beings from the disease.

A LETTER TO THE EDITOR.

Tutwiler, Miss., Nov. 17, 1914.

Editor, Illinois Central Magazine,
Chicago, Illinois.

Dear Sir:—

I have always taken an interest in the articles published in your Magazine and would like to call the attention of other employees to a very bad practice some of us are falling into. This practice is the giving of nicknames to trains and to different branches of the road. For instance, that part of the Yazoo & Mississippi Valley which is the Sunflower District is often called the "Yellow Dog," which means nothing, nor does it sound proper.

And again, we have that part of the Tallahatchie District known as the L. E., which is nicknamed the "North

Dog." Why not give it its proper name when speaking about it? If a stranger came to you for information as to which train he should take to reach a certain town or city, would it sound very nice for you to say, "Take the Doodlebug or the Streak of Lean Mr. X?" Mr. X would know no more than in the beginning, nor would your information be correct or satisfactory, nor would it comply with one of the main slogans of the Company, which is Courtesy and Efficient Service. Always of which the Company asks you as an employee to help them maintain. There are several more to which I could call attention, but have not done so because I think this small hint will be enough to all employees who have the company's welfare and interest at heart.

FREIGHT TRAFFIC DEPARTMENT



How to Succeed in the Railroad Service from a Traffic Man's Viewpoint

By R. H. Reeves, Assistant General Freight Agent, New Orleans

THE basis of success in any service is the good character which necessarily means concentration of such elements as, excellent habits—moral, mental and physical—and reliability as well as punctuality and perseverance. As an aid to good character a personal interest in the work at hand and the ability to regard one's work as pleasure—not labor—is quite essential if not a prerequisite to success.

Be on hand when expected and do the job right always, not by the clock but by the requirements of the case. Reasonable hours must, of course, be observed because health in body and mind is the main spring of efficiency, but consider the results and not merely the desire to get the task out of the way. Interest should not lag or lessen as the duties grow easier but one must broaden and qualify himself for other and more responsible work. One also must persevere tirelessly as advancement is not won by length of service but by merit gained through intelligent effort.

The most attractive feature of the railroad service is that the work from that of the beginner to the highest position is graded according to the qualifications and ability of the individual; and, there is always a better position ahead.

Having a steadfast resolution to at-

tain success and being interested in what you are trying to do, learn thoroughly every duty connected with the particular position you fill and endeavor to improve the working system by newer and better methods.

In a large measure success depends upon one's power to become a thinker and faculty to reach sound conclusions. Be practical and continually put forward your best effort with only one end in view at a time. Arriving at a decision, exercise the courage of your convictions to put your ideas into action within reasonable limits of your authority.

Above all things be loyal and faithful to your Company—every employe owes this much to his employer. Remember the Company furnishes the staff of life. Be part and parcel of the organization in words and acts as well as by your place on the payroll.

And always be civil. The Company naturally and quite properly considers that its agents and other representatives possess, above the average, the faculty of being courteous to the public and to each other. Those who cultivate and exercise this faculty are due its congratulations and its thanks; those who do not fully appreciate its importance, should consider:

The principle that underlies courteous treatment of others is simply that

of doing unto others as you would they should do unto you.

In a highly complex and technical business such as that of the railroad there are many things that railroad representatives with their daily experience, understand with perfect familiarity, but which the public does not understand; therefore, it is not proper to assume that the public should comprehend them without asking questions, but when inquiry is made the courtesy of reply should be given just as full and clear as it can be made and without any suggestion of superiority born of a greater knowledge.

Words are only one means of expression and manner is quite as important; hence one should remember that a kindly and gracious manner is not only the sign and mark of a self-respecting man but it is to his words what oil is to machinery in making them move effectively to their purpose.

True courtesy is no respecter of persons. It remembers that "a man's a man for a' that," and gives the civil word and the helping hand quite as readily to the ill-clad stranger as to an official of the Company.

Courtesy is not only something the public has a right to expect, but it pays.

It pays in the friends it makes the

individual personally, and as a representative of the Company.

It pays in minimizing the frictions of one's life, as well as that between the company and its patrons.

It pays in frequently returning to the Company patrons who may have left through some unfortunate misunderstanding.

It pays in raising your standing with the Company.

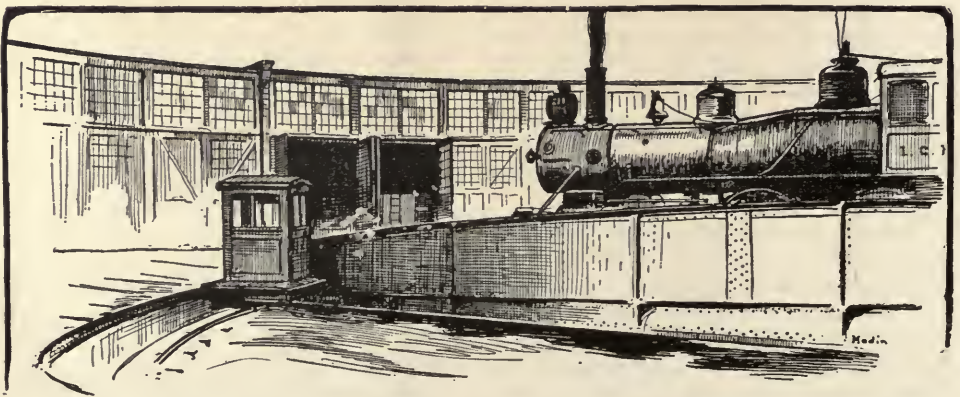
It pays in the personal satisfaction resulting from having done the right and kindly thing by your neighbor.

These suggestions combined with good habits, punctuality, reliability and perseverance will unfailingly spell **SUCCESS.**

Ours is a great and distinctly a first class company—recognized as such alike by competitor and friendly ally.

The educational department provided and maintained by the Management for the mental and manual training of employees offers inducements and opportunities that are as unusual as they are beneficial.

It is but natural, therefore, that the tendency of employees under progressive conditions like these should be to more and more consider it a great privilege to be part and parcel of such an organization as the Illinois Central System.



From the
Law Department

Biographical Sketch No. 10



JUDGE WILLIAM W. BARR
District Attorney of Carbondale, Ill.

District Attorney

Judge William W. Barr of Carbondale, Ill.

William W. Barr was born in Center County, Penn., May 8, 1845; graduated from Bloomington (Indiana) Law School in 1866, and was admitted to the Bar in April,

1867. He commenced the practice of law at Benton, Ill., in Franklin County, and continued at that place until 1876, when he moved to Carbondale, where he has since resided. In 1866 he was appointed Master in Chancery of Franklin County for a term

of two years. In 1870 he was elected as a representative to the General Assembly. In 1872 he was elected States Attorney of Franklin County and served for four years. In 1886 he was elected County Judge of Jackson County, in which position he was continued by re-election until 1894. In 1891 he was appointed local attorney for the Illinois Central Railroad Company for

Jackson County, Illinois, which position he held until November, 1901, when he was appointed District Attorney to succeed Judge William H. Green of Cairo. The company's litigation and other business within Judge Barr's jurisdiction has been ably handled, and with unusual success. He has maintained a high average of verdicts for the Company.

Some Recent Commerce Decisions

Advanced Refrigeration Charges Sustained.—In *Kenner Truck Farmers' Association vs. I. C. R. R. Co.*, 32 I. C. C. Rep., 1 (October 6, 1914), opinion by Mr. Commissioner McChord, the Commission held that the carriers had sustained the advance made on June 27, 1912, from \$30.00 to \$40.00 per car as refrigeration charges on vegetables from Kenner, La., to Chicago, Ill.; that the Illinois Central's practice of permitting shippers of fruit and vegetables from New Orleans to use their own cars, while denying a like privilege to shippers from Kenner was not unduly discriminatory, the Commission stating on this point: "It is well settled both by the decisions of this Commission and of the courts that a charge of undue discrimination cannot be predicated upon conditions which result from controlling competition. So far as appears from the testimony, the situation at New Orleans is one which the Central Railroad cannot control, and we do not find under the circumstances that it results in undue discrimination against Kenner or other points on defendant's line north of New Orleans." The complainant was represented by Mr. E. G. Davies, of Chicago.

Rice Rates Advanced When Commodity Rate May Exceed Class Rate.—In *Rice Rates from Helena*, 31 I. C. C. Rep., 614, opinion by Mr. Commissioner Clark, an increase to 20 cents from 10 cents per 100 pounds on rice in carloads from Helena, Ark., to New Orleans and Vidalia, La., and Natchez, Miss., was authorized. The purpose of the protest was to keep the rate of 10 cents with the view of using it, not on shipments produced at Helena, but on rice previously shipped into Helena under intrastate rates. The

principal ground of the protest was that the commodity rate proposed exceeded the class rate. The Commission held: "While a commodity rate in excess of the at New Orleans is one which the Illinois class rate is regarded as unusual, special circumstances and conditions may justify such a departure from the general rule. This is especially true in the case of a commodity rate which applies from or to a number of points that are grouped or blanketed. It might exceed the class rate from one or more points in the blanket and still be reasonable. Under the circumstances of this case we do not think the existence of lower class rates is of controlling importance. Helena is about midway between the northern and southern extremes of the blanket, and no good reason appears why the same rate should not be charged for the transportation of rice from that point to New Orleans as is charged from other points within the blanket."

Cement Rates Advanced from Mitchell, Ind.—In *Cement Rates from Mitchell*, 32 I. C. C. Rep., 93, opinion by Mr. Commissioner Clark, the Commission authorized (on Oct. 13, 1914), an advance from 12½ to 14½ cents per 100 pounds in the rates on cement from Mitchell, Ind., to New Orleans, La., and held that the 11 cent rate to Memphis had not been reduced.

Through Shipment Versus Two Shipments.—In *Wells-Higman Company vs. St. L. I. M. & S. R. Co.*, Unreported Opinion A-752 (*Traffic World*, September 26, 1914, p. 608), six carloads of stave baskets were sold at Traverse City and St. Joseph, Mich., to the consignees at Horatio, Ark., on a delivered

basis; they were not, however, billed direct from Michigan points to Horatio, but were shipped prepaid from the Michigan points to the shipper's agent at **Memphis**, who took out **new bills of lading** covering the transportation from Memphis to Horatio and prepaid the charges from Memphis. The rate from Traverse City to Horatio was a combination on Sparta, Mich., and from St. Joseph to Horatio, a joint through rate was in effect. The only rate complained of was that charged from Memphis to Horatio. The carriers parties to the through rates north of Memphis were not named as defendants. The Commission held: "The intervention of complainant's agent at Memphis in rebilling the shipments to Horatio did not suffice to make them shipments first to Memphis and then new shipments to Horatio, subject to the local rates from Memphis to Horatio."

Baggage Charges. — In *National Baggage Committee vs. A. T. & S. F. Ry. Co., et al*, 32 I.C.C. Rep., 152, opinion by Mr. Commissioner Hall, the carriers' present charges throughout the country on excess baggage in interstate commerce were not found to be unreasonable; but their charges on baggage of excess **value** were found unreasonable and the Commission prescribed the following, effective December 31, 1914:

"Unless a greater sum is declared by the passenger and charges paid for increased valuation at time of delivery to carrier, the value of baggage, up to and including 150 pounds, belonging to or checked for an adult passenger shall be deemed and agreed to be not in excess of one hundred (\$100) dollars, and the value of the baggage, up to and including 75 pounds, belonging to or checked for a child traveling on a half ticket shall be deemed and agreed to be not in excess of fifty (\$50) dollars; and the value of baggage of a weight exceeding said allowances of 150 pounds and 75 pounds, respectively, upon which charges are paid in accordance with the tariffs prescribing rates for the

transportation of baggage of excess weight, shall be deemed and agreed to be not in excess of 66⅔ cents per pound.

"If the passenger, at the time of checking baggage, declares a value greater than one hundred (\$100) dollars for the baggage of an adult or fifty (\$50) dollars for that of a child traveling on a half ticket, or, in case the weight of the baggage exceeds that allowed under the tariffs in connection with the transportation of a passenger, declares a value greater than 66⅔ cents per pound, there will be an additional charge at the rate of 10 cents for each one hundred (\$100) dollars, or fraction thereof, above such agreed maximum values.

"The minimum charge for increased valuation will be ten (10) cents."

Sleeping Car Rates.—In *Commercial Club of Sioux Falls vs. Pullman*, 31 ICC Rep., 654, opinion by Mr. Commissioner Daniels, the complainant sought a reduction in sleeping car rates of \$2.00 for lower and \$1.60 for upper berths between Sioux Falls and St. Paul, on the ground that for similar distances elsewhere lower rates were applied. The Commission held that the rates have not been shown to be unreasonable; that the reasonableness of sleeping car rates cannot be gauged alone by mileage and that "a night's lodging," keeping intact for the transaction of business the daylight hours, is of greater importance in testing reasonableness of such rates than is the element of mileage.

Allowances to Short Lines of Railroad Serving Industries.—In the original report, 29 ICC Rep., 212, it was held that any allowances to, or divisions of rates with, any of the so-called industrial roads were unlawful. No distinction was made between the industrial roads, though their physical characteristics and the conditions surrounding them varied widely. As a result of that report, though no order was entered, the line haul carriers promptly withdrew all allowances, divisions and demurrage arrangements

with the industrial roads before the Commission in 29 ICC Rep., 212, and also with other similar roads. Protests against the cancellation of such allowances were made and the tariffs were suspended. After the Commission's decision in the **Industrial Railways Case**, 29 ICC Rep., 212, there appeared the Supreme Court's opinion in the **Tap Line Cases**, 234 U. S., 1, in which it was said, among other things, concerning the Commission's decision in the **Tap Line Case**, that: "A perusal of the findings and orders of the Commission makes it apparent that the grounds of decision upon which it proceeded were two: first, that these roads were mere plant facilities; second, that they were not common carriers as to proprietary traffic."

On November 2, 1914, the Commission issued its **supplemental order** in the **Industrial Railways Case**, 32 ICC Rep., 129, reciting among other things that since the Supreme Court decided the Tap Line Cases the Commission has given effect to the Court's decision by fixing the maximum divisions of rates or switching allowances which the Tap Line roads may receive from the Trunk Line carriers, also that the Commission decided the **Birmingham Southern Case**, 32 ICC Rep., 110, and **Manufacturers Railway Case**, 32 ICC Rep., 100, giving effect, in each instance, under the facts there found to the principles announced by the Supreme Court, and the Commission then proceeds with a modification of its earlier decision in 29 ICC Rep., 212 in the following language as reported in 32 ICC Rep., 132, 133:

"Our findings in the original report in the instant case have been given general and substantial effect by the trunk line roads. The withdrawal of allowances to many of these industrial roads seems to have been accepted as proper without much question, but as to a few of them there is instance that our findings invade the legal rights of the so-called industrial roads, and we are urged to issue an order so that those questions may be tested in the

courts. We have concluded, however, that it is our duty to refrain from issuing an order and to avoid the delay which would be attendant upon such litigation. We think that in the light of the decision of the Supreme Court in the Tap Line Cases it is our duty to so modify our findings in the original report herein as to permit the trunk line roads, if they so elect, to arrange by agreement with any of the industrial roads mentioned in our former report which are common carriers under the test applied by the Supreme Court in the Tap Line Cases, and which perform a service of transportation, for a reasonable compensation for such service in the form of switching charges or divisions of joint through rates. Each road that becomes party to such an agreement must file with us immediately upon the consummation thereof a full statement of the arrangement entered into showing specifically the allowances or divisions granted thereby. We shall, in the exercise of the duty pointed out by the Supreme Court, undertake at the earliest available opportunity to inquire carefully into any of these allowances or divisions which may seem to be unwarranted or unreasonable or to effect unjust discrimination."

The further hearing of this case in so far as it relates to the Chicago industrial roads is now (Nov. 30, 1914) in progress at the La Salle Hotel.

Divisions of Lumber Rates From Southwest.—In Rates on Lumber and Other Forest Products, 31 ICC Rep., 673, October 6, 1914, opinion by Mr. Commission McChord, the St. Louis Southwestern proposed an increase in its rates on lumber from points in Arkansas to points in Iowa, Minnesota and other states, because of increased divisions demanded by the lines north and west of East St. Louis; on the cover of the tariff proposing the increased rate the St. L. S. W. published a note to the effect that the increase is necessitated solely by the demands of the western carriers; the operation

of the tariff was suspended and the St. L. S. W. filed an intervening petition in that proceeding, praying that the Commission fix the divisions between the carriers interested under the new rate if it became effective, and under the old rate if continued in effect; on the hearing of evidence as to whether the advanced rate shall take effect, no evidence was offered by any of the carriers in justification of the advanced rate but much was said about divisions; the advance in rate was denied (30 ICC Rep., 37), with the statement that if the carriers could not agree within 60 days the Commission would fix the divisions; the carriers could not agree and the Commission fixed the divisions on October 6, 1914, in 31 ICC Rep., 673, on the following basis:

"In establishing equitable divisions it is necessary to have regard for all the surrounding circumstances and conditions. It is therefore important to consider the conduct of other lines in like situations. It appears that all other lines hauling lumber from the southwestern producing territory to East St. Louis receive from the northern connections a division of 18 cents to St. Louis. Prior to 1908 through rates were made up of the local to St. Louis of 18 cents and the proportionals north. In 1908 the local was increased to 19 cents without change in the through rates. Consequently as to every line except the St. Louis Southwestern the factors of the through rates were then and are now the rate of 18 cents to St. Louis and the proportional beyond. The rates to St. Louis and East St. Louis via the St. Louis Southwestern and other lines are the same.

The St. Louis Southwestern reaches East St. Louis over its own rails and St. Louis by interchange with the Terminal Railroad Association. The other southwestern roads reach East St. Louis from St. Louis over the same road. Therefore, with respect to lumber handled from the producing territory the situation of the St. Louis Southwestern and other southwestern lines is not at variance. It is our conclusion that the through rates should divide 18 cents to East St. Louis and the balance to the lines beyond.

With respect to the divisions of the through rate from points on the St. Louis Southwestern to Des Moines, Iowa, via the Wabash Railroad, the controversy is the same in principle, but requires separate treatment by reason of reductions in that rate made in two instances by this Commission, and the willingness indicated by the carriers to divide the reduction on a revenue basis. The disagreement between them is as to what factors of the old rate should be employed. The rate, originally $27\frac{1}{2}$ cents, was first reduced to $26\frac{1}{2}$ cents and later to 25 cents. As to the general situation, in which no change has been made with respect to the through rates, we have found that the division assignable for the haul south of East St. Louis should be 18 cents. Therefore the proper factors to be used in determining the divisions of the reduced rate to Des Moines are 18 and $9\frac{1}{2}$, or 65.4 per cent to East St. Louis and 34.5 per cent beyond. The result of this is a division to the St. Louis Southwestern of 16.5 cents and to the Wabash of 8.5 cents."

The Railway Educational Bureau

Getting Your Money's Worth From the Bureau

To explain what a man can get from the Bureau, take an imaginary case—Bill Jones. Bill heard about the Bureau, felt that it would be a good thing to take up some course, subscribed for a year's instruction and began studying. Bill got interested in the proposition and the first thing he did was to write a letter to the Bureau asking advice about his prospects, and the best way to prepare himself to deserve promotion and to get it. Letters of this kind are handled personally by the head of the Bureau. Thus, Bill without any extra charge had the benefit of expert advice as to what to study, how to study, what to do, and how to do it, to improve his chances for promotion.

The advice in this letter indicated that Bill should take up another course in addition to the one he had started on, and that he should read specially assigned papers selected from other courses. The second course was furnished and the special papers for reading and studying selected and sent to Bill from time to time.

After Bill had gotten on pretty well with the course he first took up, he wrote to the Bureau suggesting that it might be a good thing for his Superintendent to know about his efforts to improve his work. In such cases the Bureau is always glad to write the proper official under whom the subscriber is working, telling just what the man is doing and just what progress he is making. Such letters without exception are appreciated by the official who receives them, and in many cases such a letter causes an official to become sufficiently interested in the man to remember him whenever there is a chance for promotion.

The next thing Bill ran across was a reference to a book dealing with railroad problems. Bill wrote to the Bureau and asked about this book and where he could get a copy.

It so happens that the Bureau has a remarkably fine library on railroad sub-

jects, and it has always figured that these books would do more good being used than standing on the shelves, and so students are allowed the privilege of borrowing any of these books for a three weeks' period, with the added privilege of renewing the loan for a second three weeks. The book Bill desired was furnished to him, he secured the information he wanted from it, and at the end of two or three weeks returned it to the Bureau.

As time went on, Bill began to get interested in special problems. He felt so well acquainted with his instructor, due to the studying that he had done, that he would write to him, asking him about these problems. In every case where it was possible, even though considerable time and effort was required to get the desired information, the instructor would secure it so that Bill could work out the special problem.

Toward the end of the year, Bill was assigned to some new work. He wrote in to the Bureau and said that it would probably be a month before he could do any more studying on account of breaking into this new job. The Bureau wrote right back and told Bill that an extension of time would be granted him for the thirty days that he was going to be busy, so that he need lose nothing on his subscription on this account.

The question now comes up: How much extra did Bill pay for all these services? That is the point the Bureau is trying to impress upon the student—the fact that there is no extra charge for services of this kind. The Bureau is trying to help its subscribers. The subscription covers one year's privileges of the Bureau, and anything that can be done for the student, in reason, the Bureau is more than glad to do.

Now to sum up and see what Bill got for his \$12.00:

1. Two complete courses of instruction—

probable cost elsewhere from \$75.00 to \$150.00.

2. Expert advice as to ways and means of making progress.
3. Special instruction papers of courses in addition to those being regularly studied.
4. Letter calling attention of superior officer to progress being made.
5. Free use of circulating library of railway books.
6. Advice on special problems.
7. Free extension of time when too busy to study.

Of course, not every man that uses the Bureau gets all of this service, but it is all there for the man who needs it, and can profit by it.

A subscriber who never studied a lesson paper could get his money's worth out of letters of advice about his work or his plans for the future; out of the solution of any special problems that were

bothering him; out of the use of the library books; or out of the Bureau's willingness to supply him a limited number of lesson papers for reading and reference purposes if he neglected to study the lessons furnished or to send in the written answers in the usual manner. In addition to all this, the Bureau stands as a friend to each subscriber. It never wants to grow so big that it cannot take a personal interest in every one of its students. It is never so busy that it is not willing to listen to any man's story if it can be of service to him. It is often able to help men get work or get transferred to work for which they are better fitted.

At the ridiculously low price charged for tuition, there should be no excuse for one single dissatisfied student, nor will there be such students if sufficient time is taken to find out the value of a subscription to the Bureau, and to make use of its privileges.

Meritorious Service

FAVORABLE entry has been made on the records of the following conductors 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, advise 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 A. L. Hoover on train No. 3, Oct. 3rd, lifted employe's trip pass on which the limit had been altered and, being in improper hands, collected cash fare.

Conductor D. F. Cantlin on train No. 305, Oct. 16th, lifted trip pass account of not being properly issued, and collected cash fare.

Conductor J. P. Mallon on train No. 1, Oct. 20th, lifted employe's trip pass

account having expired, and collected cash fare.

ST. LOUIS DIVISION—Conductor A. E. Reader during October declined to honor several card tickets account having expired and collected cash fares. Passengers were referred to the Passenger Department for refund on tickets.

On train No. 2, Oct. 30th, he declined to honor trip pass account being altered and collected cash fare.

Conductor Van Smith on train No. 21, Oct. 26th, declined to honor card ticket account having expired and collected cash fare. Passenger was referred to the Passenger Department for refund on ticket.

KENTUCKY DIVISION—Conductor J. W. Whedon on train No. 102, Oct. 21st, declined to honor excursion tickets from an intermediate station account not being good for stopover, and collected cash fares.

TENNESSEE DIVISION — Conductor S. E. Matthews on train No. 9, Oct. 6th, lifted mileage ticket account being in improper hands and collected cash fare.

Conductor J. W. Robertson on train No. 105, Oct. 25th, lifted employe's trip pass on which passenger had previously secured transportation and collected cash fare.

MISSISSIPPI DIVISION — Conductor N. S. McLean on train No. 124, Oct. 1st, lifted monthly school ticket account having expired, and collected cash fare.

On train No. 145, Oct. 18th, he declined to honor card ticket account having expired and collected cash fare.

Conductor C. M. Anderson on train No. 1, Oct. 22nd, lifted mileage ticket account being in improper hands and collected cash fare.

Conductor S. R. Cain on train No. 1, Oct. 21st, lifted mileage ticket account having expired and collected mileage from another ticket to cover trip.

LOUISIANA DIVISION—Conductor A. E. Broas on train No. 34, Oct. 2nd, and again on Oct. 8th, lifted 54-ride individual tickets account having expired and collected cash fares.

Conductor H. T. Erickson on train No. 6, Oct. 4th, lifted 30-trip family ticket account having expired and collected cash fare.

Conductor J. N. Abbott on train No. 31, Oct. 7th, lifted 30-trip family ticket account being in improper hands and collected cash fare.

Conductor Wm. Trafton on train No. 6, Oct. 16th, lifted employe's trip pass account identification slip having been altered to read for one additional passenger, and collected cash fares.

Conductor R. H. Bowles on train No. 34, Oct. 19th, lifted employe's trip pass account being in improper hands and collected cash fare.

MEMPHIS DIVISION—Conductor J. S. Lee on train No. 334, Oct. 8th, lifted penny scrip book account being in improper hands and collected cash fare.

On train No. 334, Oct. 31st, he lifted

identification slip Form Y 1572 account passenger not being provided with pass. Passenger declined to pay fare and was required to leave the train.

Conductor P. D. Richards on train No. 37, Oct. 9th, lifted mileage ticket account being in improper hands and collected cash fare.

NEW ORLEANS DIVISION — Conductor R. E. Cook on train No. 21, Oct. 5th, lifted Sunday excursion ticket account having expired and collected cash fare.

On train No. 15, Oct. 13th, he lifted annual pass in accordance with bulletin instructions, account being in improper hands. Passenger refused to pay fare and was required to leave the train.

Conductor M. J. Moody on train No. 15, Oct. 1st, lifted mileage ticket account having expired and collected cash fare.

Illinois Division.

Favorable entry has been made on the service record of Conductor W. M. Scott for discovering and reporting I. C. 96714 moving without light weight stencilled on car, Nov. 2, 1914. Arrangements were made to have car stencilled.

Favorable entry has been placed on the service record of Conductor C. H. Martin for discovering and reporting I. C. 55559 without light weight stencilled on car. Arrangements were made to have car stencilled.

Favorable entry has been placed on the service record of Conductor O. H. Norman, Nov. 2, for discovering and reporting I. C. 97252 and 96986 without light weight shown. Arrangements were made to have car stencilled.

Favorable entry has been placed on the service record of Conductor R. H. Cassidy for discovering and reporting I. C. 36466 without light weight shown, Nov. 28. Arrangements were made to have car stencilled.

Favorable entry has been placed on the service record of Conductor C. C. Abelle for discovering and reporting

I. C. 115263 without light weight shown. Arrangements were made to have car stencilled.

Favorable entry has been placed on the service record of Conductor J. W. Knee for discovering and reporting I. C. 85126 improperly stencilled. Arrangements were made to have same corrected.

Favorable entry has been placed on the service record of Conductor A. E. Johnson for discovering and reporting P. L. E car 3086 improperly stencilled. Arrangements were made to have same corrected.

Favorable entry has been placed on the service record of Conductor A. J. Haettinger for discovering and reporting I. C. 86509 improperly stencilled. Arrangements were made to have same corrected.

Favorable entry has been placed on the service record of Brakeman M. L. Stull for discovering and reporting I. C. 171661 improperly stencilled. Arrangements were made to have same corrected.

Favorable entry has been placed on the service record of Yard Clerk Smith for discovering and reporting broken flange on I. C. 96067 as extra 1580 north was pulling out of Champaign yard Nov. 17th, thereby removing possible cause of an accident.

Favorable entry has been placed on the service record of Station Helper Richards for discovering fire on right-of-way near coal mine at Pontiac, Ill. Station Helper Richards' action in this matter undoubtedly averted considerable loss.

Favorable entry has been placed on the service record of Brakeman J. M. Watson for discovering and reporting N. & W. 47943 off center while inspecting train at Matteson, Nov. 1st. Mr. Watson's action in this matter undoubtedly prevented accident.

Favorable entry has been placed on the service record of Switchman H. Kirkman for discovering and reporting entire flange gone from wheel of I. C. car 142369. Switchman Kirkman's action in this matter undoubtedly prevented possible accident.

Minnesota Division.

Favorable entry has been placed on the service record of Agent C. H. Hall, Raymond, Ia., who discovered a bottom rod dragging on a car passing station in train No. 60, Nov. 9th. Agent Hall signalled the train to stop and train crew removed rod, thereby removing possible cause of an accident.

Favorable entry has been placed on the service record of Conductor J. J. O'Hern for discovering a brake beam down on car in train No. 72 when train passed his train at Manchester, Nov. 3rd. Conductor O'Hern signalled train to stop and brake beam was removed, thereby preventing possible accident.

Indiana.

Favorable entry has been placed on the service records of Switchman W. J. Kelley, C. Beck and L. Lacy, Engineer J. L. Newman, and Fireman G. W. Keith for prompt action taken in extinguishing fire in C. & N. W. car 9064, a car of gasoline at Evansville, Nov. 23rd, thereby averting possible loss and damage to property.

Memphis.

Favorable entry has been placed on the service records of Conductor F. B. Bell and Engineer Geo. Rowton on train No. 340 for assistance rendered in saving cotton, seed and equipment when fire was discovered in cotton and seed on the morning of Nov. 8th on the incline platform at Minter City, Miss.

Mississippi Division.

Favorable entry has been placed on the service record of Conductor L. E. Porter for discovering broken rail in yard track at Water Valley, Miss., Nov. 13th, at which time he picked up some of the section men and replaced the broken rail with a good one, thereby removing possible cause of an accident.

Favorable entry has been placed on the service record of Agent C. P. Winn on account of discovering tramps with fire under the bridge just north of Horn Lake, Nov. 16th, at which point it was likely to have set fire to bridge. The tramps were run off Company property and fire was extinguished.

Contributions from ✠ Employes ✠

Sell Your Hammer and Buy a Horn

By A. L. Chapin, Assistant Electrical Engineer

THIS world is composed of two classes of people—pessimists and optimists.

The Pessimist is the party who gets up in the morning, finds fault with everything in the house, scolds the cook, or his wife, who ever is unfortunate enough to be there to provide the morning meal for him, rails at the children, if he is unfortunate enough to have any, goes to work as if his shoes had lead soles, and when he arrives at the office or bench, gives everyone with whom he comes in contact a bad taste in their mouth, and while his associates may not openly acknowledge it, still they have a lurking desire in their heart to take a hammer and “Spencerize” him.

The Optimist, on the other hand, gets out of bed bright and early, is cheerful and happy, praises everything around the house and leaves the home folks looking and waiting for his return. He goes to work as though he was going somewhere and in a hurry to get there, arrives at the office or factory feeling that he is glad to be alive.

His associates, employers and subordinates are glad to see him on the job, and when an opportunity occurs for advancement, if for no other cause than the fact that he promotes a good feeling among his fellow workmen, he is given position above.

A great many people think it shows profound knowledge to assume an austere or a cynical manner in speaking to those that may come in contact with them during the day and go home at night to do the “Bowser” act on the members of the family.

If you will look around you, you can divide the people in this world as stated above, and draw your own conclusion as to which class you wish to associate yourself with, but I believe that if you will advertise your hammer for sale and invest the money received, even though it be small, in a good size horn, and start boosting instead of knocking and growling, you will find that things will be less monotonous both for yourself and those around you.

Try it out and “do it now.”

Experience

By an Employe

THE old expression of “Experience is a dear teacher” is without question a very true expression, so far as the party who furnishes the opportunity for the experience is concerned.

The trouble is, as a rule, that the

more experience we get, the more it costs the other fellow, simply because we get careless, and so used to the handling of our work, that we lose our first idea of caution, and simply get in line with older employes, as we

are easy to learn anything that is easier.

A new employe in any branch of the service usually uses a degree of caution, even to being slow, whether it be in handling freight, or making a coupling, and he gets jacked up, and while he may be making errors, he is not making bad orders, through careless handling, but may through his lack of knowledge in stowing, or in the distance a car will run, as between being loaded, or empty, but this is the time to teach him.

The time to do training is in early youth, just as it should be in the early entering of the service, and instill the safety first idea into the employe, and in time we will have worked wonders towards raising a gang that will have consideration for themselves, as well as others, which means lives as well as property.

The new brakeman will "Go high," or chase cars until he is out of breath,

but the other fellow bats cars to him that he can simply stand and see them go by, as he cannot catch them, and while he started in to use a degree of caution, he now stands complacently by and sees the dust of ages knocked out of them, and never "Bats an eye."

We ought to learn from experience that we cannot throw a bookcase against the wall, or dump a stove, or stand cars on end, without doing, frequently, an irreparable damage, which a little of the caution that we started out with, would have avoided, and would work wonders for ourselves, and we would be a source of income for our employers instead of a daily expense, who already understand that experience is a dear teacher, as well as that teaching is a dear experience.

Try and get the habit, as it ain't much trouble, and while you are getting your experience, consider what it is costing the fellow that is furnishing the opportunity.

A New Method of Using Automatic Brake on Long Freight Trains

By Stanley Baker, Champaign, Ill.

There is nothing more exasperating to the engine man, or more detrimental to the company's property, than to have brakes sticking on the train when trying to start.

The slow rise in brake pipe pressure on extremely long trains is the cause of many brakes staying set after making stop with automatic brake valve, as all the excess pressure in main reservoir is used up before the brake pipe is charged up to the pressure in the auxiliary reservoirs and brake cylinders.

Much of this trouble can be avoided by keeping the brake pipe pressure from dropping below the desired reduction and the purpose of this article is to explain how to keep the brake pipe pressure at the desired amount.

With 70 lbs. brake pipe pressure and standard piston travel the auxiliary reservoirs and brake cylinders equalize at about 50 lbs.

Any reduction below 50 lbs. in brake pipe is a waste of air and retards the release of the brakes as the triples will not move to release position until the brake pipe pressure is raised a little above what the pressure is in the auxiliary reservoirs.

On account of brake pipe leakage the question is, how to keep the brake pipe pressure from dropping below the required reduction to make the stop.

Air from main reservoir does not enter brake pipe with brake handle on lap, therefore the undesired drop in pressure cannot be prevented by the present method of putting brake handle on lap after making desired re-

duction as the leaks in brake pipe keep reducing the pressure all the time brake handle is on lap position.

The following is the only method of keeping the brake pipe pressure up to the desired reduction and insure a quick release after making a stop.

This method applies to engines equipped with the L. T. or E. T. brake equipment, Duplex pump governors and double pressure feed valves.

First have a cut out cock inserted in copper pipe leading to back pump governor, the best place for this cut out cock is where the pipe couples to automatic brake valve.

This cut out cock is very essential as maximum main reservoir pressure is needed to release brakes after making the stop.

Second, set stop pins on double pressure feed valve so when handle is turned against one it will show 70 lbs., and against the other 50 lbs., brake pipe pressure.

Set back pump governor at 90 and the front one at 110 lbs. pressure.

To make a stop with automatic brake, turn double pressure feed valve handle back as much as pressure is to be reduced, that is if the reduction is to be 10 lbs. turn handle half way between the stop pins, of 15 lbs. three-fourths of the way and if a full service application is to be made turn feed valve handle clear back against the 50 lb. stop pin.

Make desired reduction with automatic brake valve and when exhaust quits blowing return the automatic brake handle to running position.

Close cut out cock in pipe leading to back pump governor so that main reservoir pressure will rise to 110 lbs.

If the leaks in brake pipe are very bad it is not necessary to make the reduction with automatic brake valve but it is good practice as the brake pipe leaks may be near rear of train and without the brake valve reduction the train would be unduly stretched on account of rear brakes applying first.

The result of returning brake valve to running position is this, as soon as brake pipe leaks reduce the pressure below what feed valve is set at, the feed valve begins to feed air into brake pipe and will hold brake pipe pressure to what the feed valve is set at.

To illustrate, the feed valve is turned back to 60 lbs., or one-half way between the stop pins, 10 lb. reduction is made with automatic brake valve and returned to running position, the back pump governor is cut out temporarily. Now when the train stops the following pressures are in the brake system.

Main reservoir, 110 lbs.

Brake pipe, 60 lbs.

Auxiliary reservoirs, 60 lbs.

Brake cylinders, 25 lbs. less brake cylinder leakage.

Under the old system of leaving the brake handle on lap it would be very hard to tell what the brake pipe and brake cylinder pressure would be.

It would all depend on the amount of leakage in brake pipe.

With 60 lbs. in brake pipe, 60 lbs. in auxiliary reservoirs and 110 lbs. in main reservoir it is an easy matter to release the brakes.

Move brake handle rather slowly to release position, turn feed valve up against the 70 lb. pin and it is surprising how quick the brakes on entire train will release.

After brakes are released return brake handle to running position and cut in the back pump governor.

The above method applies to any desired reduction between minimum and maximum service stop.

Proper manipulation of the feed valve and back pump governor and return of brake handle to running position is all that is required of the engine man.

The following is a good method to release a long train after being cut off for any length of time as the brake pipe pressure soon all leaks out.

When coupling on train cut out back pump governor and turn feed

valve handle back against the 50 lb. pin. When air is cut in move brake handle to release position, then back to running position and wait until brake pipe has 50 lbs., main reservoir 110 lbs.

The train cannot be started at once, and it is a mistake to try it. When main reservoir pressure is at or near maximum, move brake handle to release position, turn feed valve handle up against the 70 lb. pin.

It will be surprising to one unacquainted with this method how promptly the brakes release.

When brakes are released return brake handle to running position and cut in back pump governor.

There is no danger of one forgetting to turn up the feed valve handle as, if it is forgotten, the brakes immediately creep on when brake handle is returned, to running position.

Reducing Losses from Defective Cars by the Use of Scrap Material

By N. Bell, General Foreman, Waterloo, Iowa

REPORTS covering a period of from July to September inclusive show that the amount charged to operating expenses on account of lad-

The total amount paid out on all commodities on account of damage from leaky roofs and sides of cars for this period was \$12,462.95, or 6 per



ing damaged due to leaky roofs and sides of cars were as follows:

Rice and other products.....	\$ 747.61
Other grain	1,154.43
Flour	1,881.08
Other mill products.....	1,413.74
Hay	549.42

cent of the total amount charged. Taking this period as representative the annual loss of revenue would amount to nearly \$50,000. With this loss in view the writer was much impressed with the necessity of better car building and maintenance. One of

the ways of reducing this loss is shown in the accompanying photograph. An old boiler flue is flattened and bolted to the car, to insure the sheeting from being torn from the sills by the loading of the car. In applying the strips, scrap flues are taken to a steam hammer and flattened cold. They are then painted with asphaltum paint. The

holes are then laid off and punched for $\frac{1}{2}$ -inch bolts, the bolts being long enough to run through the sills. By this means the sheeting is strengthened, and scrap boiler tubes of which every railroad company has an abundance are again placed in revenue producing service. The cost of applying the strips as shown in the photograph is \$2.36 per car.

Appointments and Promotions

Effective Nov. 10, 1914, MR. FRED B. OREN is appointed Train Master of the Peoria and Mattoon Districts with headquarters at Mattoon, Illinois, vice MR. ROLDIN A. BROWN, resigned.

Effective Nov. 10, 1914, MR. MILO M. BACKUS is appointed Road Master of the Springfield Division with headquarters at Clinton, Illinois, vice MR. LEWIS H. BOND, transferred.

Effective Nov. 10, 1914, MR. LEWIS H. BOND is appointed Road Master of the St. Louis Division with headquarters at Carbondale, Illinois, vice MR. FRED B. OREN, transferred.

A Laugh or Two

Easily Adjusted.

A street car inspector was watching the work of the green Irish conductor.

"Here, Foley, how is this?" he said. "You have ten passengers and only nine fares are rung up."

"Is thot so?" said Foley. Then turning to the passengers he shouted:

"There's wan too manny av yez on this cyar. Git out o' here, wan ev yez!"

"What I want," said the speaker, "is reform. I want tax reform, I want police reform, I want social reform, I want temperance reform, I want—I want—" "What you want," called out a listener at the back of the hall, "what you want is chloroform."—B. R. & P. Magazine.

Railroad Phonetic Spelling

Albert Kern, of the Western Union, tells this one:

"Some years ago I was agent at a small station in Texas through which the I. & G. N. ran. One day a typical

backwoodsman was standing on the station platform intently watching, perhaps for the first time in his life, an engine switching cars in the yards. On the tender were the letters 'I. & G. N.' He spelled the letters over slowly to himself and then said: 'I.-&-G.-N. That's a— way to spell engine, ain't it?'"

Scriptural Proof

An old negro, near Victoria, Tex., who was the only Baptist in the neighborhood, always "stuck up for his own faith," and was ready with a reason for it, although he was unable to read a word. This was the way he "put 'em down:" "Yo kin read, now, kain't yo?"

"Yes."

"Well, I s'pose yo' read de Bible, haint yo'?"

"Yes."

"Yo' read 'bout John de Baptis', haint yo'?"

"Yes."

"Well, you never read 'bout John de Mefodis', did you?"—*Argonaut*.

An Interesting 12000 Mile Trip on a Buda Section Motor Car by K. M. Houchins



MONDAY, the 21st, I made the El Dorado district and returned to Carbondale, had supervisor with me. On the 28th I made the Johnson City Branch and to Paducah to tie up. Had supervisor and bridge foreman with me. Bridge foreman was so pleased with the car that he made requisition for one. Crossed the river Brookport to Paducah Ferry Boat and the captain on the boat said this car would not pull grade off cradle of boat. As the river was very low at this time, grade was very steep, being about 12 per cent. I backed car up with four men on it at about twelve miles an hour, started car from stand on high speed position. The captain was one of four men on the car, and was convinced.

Wednesday, the 29th, Paducah, Ky., leaving at noon and going to Princeton, Ky. Had conductor and water service foreman with me. Taking car up in gravel pit at Grand river while waiting for train to try it out on grade to demonstrate to extra gang its ability as a hill climber, this grade being nearly 15 per cent.

Thursday, the 30th, Princeton, Ky., to Horsebranch, and to Owensboro, Ky.; had conductor, supervisor and water service foreman. The following day Owensboro to Louisville, Ky., completing my first month out with the Buda No. 19 car, having thirty-one days of hard work and covering all lines north of the Ohio river and the line from Cairo to Louisville, a total of about 4,000 miles in thirty-one days without missing a stroke or any repairs to car.

Aug. 1st returned to Princeton, Ky. Monday, Aug. 3rd, worked Princeton to Hopkinsville, and returned to Henderson, Ky. Worked Dixon and Providence branches and returned to Princeton. Had conductor and water service man with me. Aug. 5th Princeton to Paducah, Ky., accompanied by Mr. Thomas, trainmaster. As I had worked this district, I had nothing to do but run, and as the trains are so thick you have some of that to do. From Paducah I worked to Memphis, via Fulton. Had conductor and Supervisor Purcell. We had orders on 14 trains be-

tween Fulton and Covington, account of double tracking. The motor car came in very handy, as I had taken quite a few flagmen to next station so the trains could go for water. After a few days working Memphis terminals, I started over the Yazoo & Mississippi Valley, making Clarksdale the first day, Sunday.

Monday returned to Memphis, via Tutweiler. Was delayed on account of rain. From there worked Memphis to Grenada, then to Greenwood over the Yazoo & Mississippi Valley. Had conductor and supervisor. Ran through water over track at Avlon, Miss. Found Buda No. 19 very advantageous, on account of friction drive. Did not have to get off to start car.

Arrived Greenwood 6 p. m. in rain storm. Left Greenwood in a. m. accompanied by conductor and bridge foreman. Picked up Supervisor Carrington at Phillip. Worked Charleston branch. Returned to Phillip, thence to Tutweiler. Taking orders to work train at Tipso met Supervisor Crahen at Tutweiler. Started over the famous Sunflower district. Arrived at Sunflower City 6:30 p. m. Left Sunflower City at 7:30 a. m.; hard day on account of severe storm. Rained all day. Found section foreman with motor car broken down. Towed him to Carter. Arrived at Yazoo City at 2:30 p. m.

Monday, Aug. 18th, 1:30 p. m. left Yazoo City, worked north to Gwin, thence to Durant, back to Gwin, thence to Yazoo City, making 104 miles this p. m., as there were no trains to bother.

Aug. 19th worked Jackson district. Yazoo City to Jackson and return. Had conductor with me, as supervisor was busy with work train. Left Yazoo City next morning, to Greenwood via Kelso, arrived at Greenwood at 5:30 p. m. Made Riverside district via Cahoma and Cleveland. Met Superintendent Porter at Clarksdale, Tenn. Had hard rain from Cahoma to Greenville, ran through water and mud all the way. Had to put car in the tool house at Friars Point, so I could fill tank with gasoline, account of torrents of rain.

(To be Continued)

Division News

Base Ball News: Saturday, November 14th

Superintendent Transportation vs. Auditor Disbursements

In a hard fought contest, the clerks of the office of Superintendent Transportation defeated the fast aggregation of ball tossers of the office of Auditor of Disbursements, in thirteen innings, the score being 2 to 1. Both teams were on edge, and the winners had to extend themselves to overwhelm their sturdy opponents.

Yore and Jordan were in the points for the Superintendent of Transportation's office; while Larson and Kling were in the points for the Auditor of Disbursement's office. Each worked in clock-like fashion, and kept the heavy stickers guessing from start to finish. Yore was in excellent form and struck out 12, allowing 6 hits. Larson was also in rare form, as he struck out 10, and allowed 7 scattered hits.

Kelley, playing left field for the losers, played a stellar game, as he pulled Larson out of the hole several times by spectacular catches. Callahan, in left for the winners, also did clever work, as did Jordan behind the bat, McGrath at the initial sack, and Prueter at the keystone station.

Both sides threatened to score on several occasions, but it was not until the twelfth inning that the Auditor's office scored the first run of the game on a triple by Meinkin, scoring on Kling's out at first. The clerks from the office of Superintendent of Transportation, fighting every inch of the way, came in for their half of the inning, and Prueter, the first man up, laced out a triple to left, scoring on Crotty's hit a moment later, which tied the score.

Innings	.....1	2	3	4	5	6	7	8	9	10	11	12	13:	K.	H.	E.
Supt. Trans.	.....0	0	0	0	0	0	0	0	0	0	0	1	1:	2	7	0
Audr. Disb.	.....0	0	0	0	0	0	0	0	0	0	0	1	0:	1	6	0

Three base hits: Meinkin, Prueter. Double play: Jacobs to Stevens; Jordan, unassisted. Struck out: By Yore, 12; by Larson, 11. Time: 2:15.

General Office.

Mr. S. P. Farley, of the Vice-President and General Manager's Office, is the proud and happy father of a bounc-

ing baby girl,—born November 8th,—weight ten pounds,—name Margaret Mary.

Superintendent of Transportation's—

	R.	H.	PO.	A.	E.
Jordan, c	.....0	0	14	0	0
Yore, p	.....0	1	2	3	0
McGrath, 1b	.....0	1	15	0	0
Prueter, 2b	.....1	1	1	4	0
O'Connell, 3b	.....0	0	1	2	0
Crotty, rs	.....0	1	0	3	0
Quinn, ls	.....0	0	1	2	0
Callahan, lf	.....0	1	4	1	0
Cavelle, cf	.....1	1	0	0	0
McCarthy, rf	.....0	1	1	0	0
	—	—	—	—	—
	2	7	39	15	0

Auditor of Disbursement's—

	R.	H.	PO.	A.	E.
Kling, c	.....0	1	12	0	0
Jacobs, 2b	.....0	1	1	4	0
Stevens, 1b	.....0	1	16	0	0
Larson, p	.....0	1	1	4	0
Kelley, lf	.....0	0	3	0	0
Blythe, rs	.....0	1	2	3	0
O'Neil, ls	.....0	0	2	2	0
Halverson, rf	.....0	0	0	0	0
Wilson, cf	.....0	0	0	0	0
Meinkin, 3b	.....1	1	1	2	0
	—	—	—	—	—
	1	6	38	15	0

ILLINOIS DIVISION.

Mr. S. R. Lentz, agent of this company at Arcola, Ill., is spending his vacation at Hot Springs, Ark. Mr. Lentz entered the service at Pulaski, Ill., as helper in 1867, and since that time has served as agent at various stations. His friends trust that his stay at Hot Springs will be beneficial to his health.

WISCONSIN DIVISION.

On Wednesday, November 14, occurred a very happy event in the marriage of two of the most popular employes of the old I. C. The happy pair are Miss Florence I. Prince, who for the past seven years has been stenographer in the superintendent's office at Freeport and Mr. John M. Peck, who has been in the employ of the machinery department for about eleven years and now holds the position of accountant in the master mechanic's office at this point.

The wedding was a quiet little affair, none but the immediate friends and relatives attending. They departed at once on their wedding journey through the east, visiting friends at Detroit, Buffalo, Cleveland and Canton, returning home a few days ago. Mr. and Mrs. Peck were both born and reared in Freeport, where they have hosts of friends who wish them every joy in their life's journey. They are at home to their friends at 274 Liberty Street, with a hearty greeting.

Miss Bena Ohden, who for the past five years, has been employed as file clerk in the superintendent's office at Freeport, Ill., has resigned. She is succeeded by Paul Donahue.

IOWA DIVISION.

A very pleasing event occurred at the Odd Fellows Hall on the evening of Oct. 28. The occasion being to commemorate the forty years of continuous membership in the B. of L. E. of Brothers C. D. Grieg and W. Z. Wright, and their long and faithful service with the Illinois Central Railroad Company on their retiring from active service.

A number of the engineers and their wives responded to the invitations, and assembled at the hall to do honor to those two veteran engineers, who were to be decorated with the honorary badge of membership in the G. I. D.

Brother W. A. Wallace called the meeting to order, and briefly stated the purpose of the meeting, read letters of congratulations and regrets from those who could not be present. This led gracefully to the introduction of Brother Shannon, general foreman of the mechanical department. Brother Shannon paid a high compliment to Brothers Grieg and Wright, saying that both of these gentlemen have been residents of Cherokee for the past twenty-seven years, they are well known to every one in Cherokee, and that he had known them intimately from the time they entered the service of the I. C. That was many years before they became residents of Cherokee. Both of these gentlemen were recognized as honorable, loyal and worthy citizens, competent as engineers and faithful to the company they worked for. It is not necessary to dwell on their standing or character in the community in which they now reside, as their reputation is well known to every citizen of Cherokee, and anything I might now say in the way of commendation would simply be fullsome eulogy. Both have been members of the B. of L. E. for forty years, and it is due to the character of just such men as these two worthy brothers that the B. of L. E. has been able to maintain its high standard as a labor organization. I am in earnest when I say to you that I am proud of my membership in the B. of L. E. I regard it as the noblest of all labor organizations; it always stood for the betterment and uplift of its members; it commanded the respect and confidence of the public, and railroad managers everywhere. And to my mind one of the noblest sentiments ever expressed was the motto, adopted by our late worthy Grand Chief P. M. Arthur (Let us reason to-

gether). This motto has been the guiding star of the B. of L. E., and if such a noble sentiment as this could have found expression among the so-called enlightened nations of the earth one of the greatest catastrophies in the history of the world might have been averted at this time.

Brother Shannon then said he would revert back to the main purpose of the meeting, namely to confer honors on our two worthy brothers; they have been given a fair trial before an impartial jury of their co-laborers, and the court is now ready to pronounce the sentence.

He then told Brothers Wright and Grieg to please step forward and show cause why they should not be sentenced to wear this honorary badge the balance of their natural lifetime.

After being presented with the badges Brothers Grieg and Wright responded in a few well chosen words expressing their gratitude for the honors conferred on them.

Congratulations and a social hour followed, after which they repaired to the Hotel Lewis, where a banquet was served, and altogether the occasion was made a very pleasant one.

Brother Grieg began firing on the D., L. & W. R. R. between Scranton, Pa., and Northumberland on Aug. 7, 1869, and was promoted in April, 1871. He went to the N. Y., N. H. & H. R. R. in Connecticut in March, 1873, and joined New York City Division No. 105, in March, 1874; went to the Illinois Central R. R. in Iowa, Sept. 14, 1875, and joined Division, No. 114, at Waterloo, Iowa, December, 1876; was a charter member of Cardiff Division, No. 226, when it was organized at Fort Dodge, Ia. Was a charter member of Little Sioux Division, No. 699, when it was organized at Cherokee, Iowa, May 6, 1906. He is still working on the I. C. R. R.

Brother W. Z. Wright was born at Willoughby, Ohio, June 7, 1850. At the age of fourteen he commenced as a news boy, by running between Cleveland and Columbus, and Cleveland and

Toledo. In the summer of 1865 he commenced braking on passenger trains on the old C. and E. Railroad, and broke for two years for Conductor Add Fields, and then went braking on freight for two years. In July, 1869, he came west to Iowa Falls, Iowa, and went to work for the John I. Blair Construction Co., who were building the road to Fort Dodge, Iowa. In August, 1869, the Illinois Central came into possession of this line. Sept. 9, 1869, he went firing for the I. C. out of Dubuque. T. W. Place was then master mechanic. In May, 1871, he went to Fort Dodge as engine dispatcher. In August, 1872, he was promoted to engineer and ran between Waterloo and Sioux City until 1877. Brother Wright was then sent to Fort Dodge as engine house foreman, which position he held until Nov. 1, 1887, except for eight months, from September,



From Weak to Strong

The Physicians of the Murine Eye Remedy Co., Chicago, U. S. A., Oculists of years' standing, carefully prepare the

Murine Eye Remedies

in the Company's Laboratory. These Remedies are the result of their Clinical, Hospital and Private Practice, and they have found from their years of experience with Children's Eyes, that two drops of Murine in each Eye of the Growing Child is of inestimable value. Murine is an Eye Tonic and they know, if it is used regularly, that it Tones the Eye of the Growing Child and in many instances obviates the use of Glasses, and is it not reasonable that Glasses when not required will retard the development of a young and growing Eye?

Murine, through its Tonic effect, Stimulates Healthy Circulation and thus promotes the normal development of the Eye. We do not believe there is a Mother who has used Murine in her own Eyes and in the Eyes of the members of her family who would be without it, or who is not willing to speak of its Merits as The Household Friend.

The Child in the Schoolroom Needs Murine

Murine contains no harmful or prohibited Drugs and conforms to the Laws of the Country.

Druggists and Dealers in Toilet Preparations everywhere will supply Murine and tell you of its gratifying results.

Samples and Instructive Literature cheerfully sent by Mail to interested applicants.

Murine Eye Remedy Co., Chicago, U. S. A.

1884, until May, 1885, he was acting train master at Fort Dodge. On Nov. 2, 1887, he came to Cherokee.

The company was building a line from Cherokee to Sioux Falls, and from Cherokee to Onawa. When the road was finished, he took a run from Cherokee to Onawa, which he held for eight years, and for the past nineteen years he has been on a passenger run between Cherokee and Sioux Falls.

Brother Wright joined Division No. 114, April 24, 1874. Was a charter member in Division, No. 226, about July, 1883. Was also a charter member in Division, No. 699, in May, 1906, and has been railroading about fifty years.

ST. LOUIS DIVISION.

H. R. Jasper, outbound warehouse foreman, East St. Louis, is spending a few days with his parents at Venedy, Ill.

Robert Sprinkle, loading clerk, East St. Louis, has departed for Knoxville, Tenn., to attend the funeral of his brother.

Supervisor H. B. Stuliff and wife, of Pinckneyville, Ill., spent Nov. 22nd with Miss Margaret Moody in Du Quoin.

Mrs. F. S. Conatser and children of Brownfield, spent Nov. 21st and 22nd with Supervisor Conatser, who is filling the vacancy of Mr. Leyerle.

Mrs. Don Davis of Pinckneyville, returned Nov. 21st from St. Louis, where she had been a patient in St. John's Hospital the past few weeks.

Engineer George Stoudt, wife and son, of Pinckneyville, Ill., spent Nov. 21st and 22nd with her parents in Thompsonville.

Fireman Ed Beck and wife, of Pinckneyville, Ill., left Nov. 25th for a week's visit with relatives in Champaign, Ill.

Mrs. M. J. Moffett and son Owen, of Pinckneyville, Ill., returned from Denver,

Colo., Nov. 24th, after a few week's visit. Round House Foreman Chas. Beck of Pinckneyville, Ill., left for Indianapolis Nov. 26th for a vacation.

C. A. Ventriss, piece work checker, at E. St. Louis, has returned to work, after a two months' tour of the West.

Miss Addie Mulconery of the master mechanic's office in E. St. Louis, spent Nov. 15th visiting the family of F. J. Theobald, chief clerk in the master mechanic's office at Memphis.

Engineer O. E. Turner of E. St. Louis, was called away from home recently on account of the death of his brother.

Engineer C. L. Dopp and wife, of E. St. Louis, contemplate a visit with friends in Mt. Vernon, Ill., in the near future.

Free to Our Readers

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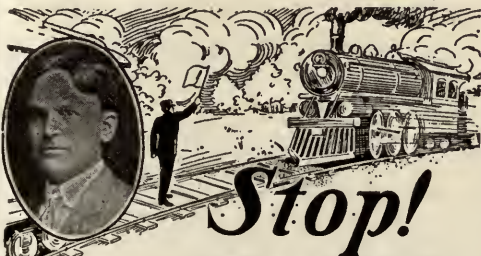
Mr. F. W. Crow, traveling agent of the Refrigerator Service Despatch, was in Car-



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THE WHITE HOUSE

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Mrs. Cora E. White, Proprietress

bondale November 6th, going over icing matters.

H. A. Lightner, general car foreman, E. St. Louis, and family, are visiting old time friends in Antioch, Tenn.

F. J. Theobald, chief clerk to the master mechanic, Memphis, was a visitor at E. St. Louis, Sunday, Nov. 22nd.

District Engineer Mr. P. Laden, was a business visitor in Carbondale October 29th. Agent C. R. Isherwood of DuQuoin, was in Carbondale November 10th.

General Yardmaster A. M. Umshler of Centralia, was in Carbondale November 10th.

Road Supervisor J. W. Kern, Jr., of Mounds, was in Carbondale November 15th.

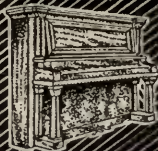
Mr. J. L. Exby of the general solicitor's office at Memphis, visited relatives and friends in Carbondale November 16th.

Miss May Clifford has returned to her duties in the roadmaster's office, after a vacation.

Miss Josephine Clifford has returned to her position in the road supervisor's office at Carbondale, after several weeks' absence.

Conductors G. E. Henderson and A. Spiller, Dispatcher S. A. Snyder and Train Caller D. K. Biggs, went to Reynoldsville on a short hunting trip, November 16th.

Bridge Foreman J. L. Turner of Pinckneyville, was in Carbondale November 22nd.



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ILLINOIS CENTRAL MAGAZINE

EDITION
OF THE
UNIVERSITY OF ILLINOIS
18 JAN 1915

JANUARY 1915





The following letter attests the superiority of

Elgin Railroad Watches

Chicago, Jan. 7, 1914

Elgin National Watch Company,
Elgin, Ill.

Gentlemen :

I have been employed as fireman and engineer on one of the prominent railroads running west of Chicago for the past twenty-eight years. During that time I have carried five different makes of standard railroad watches.

I now carry a B. W. Raymond, 18-size, 19 jewels, Veritas model, whose time-keeping qualities far surpass all other makes in accuracy to the second. If I thought I could not duplicate the watch, money could not buy it from me.

I heartily recommend this Elgin watch to any railroad man desiring a high grade railroad watch at a comparatively low cost.

I bought this watch from stock. It ran from Oct. 2, 1911, until June 13, 1913, when it was eleven seconds slow. Having run the required time it was sent to your factory for inspection where it was cleaned, oiled, and adjusted wherever necessary.

My record of the watch shows it was set November 13, 1911. On Nov. 13, 1912, one year to a day, it was only one-half second slow.

Very respectfully,

Geo. D. Boam
Engineer

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B. J. ROWE
Coal Traffic Manager

BURTON J. ROWE, born LaSalle County, Ill.; entered railroad service March 15, 1889, in the General Freight Office of the H. & St. J. R. R. and K. C., St. J. & C. B. R. R., St. Joseph, Mo.; transferred to the General Freight Office of the Burlington Route in St. Louis, Mo., May 15, 1891. Entered the joint service of the St. L., A. & T. H. R. R.-Illinois Central R. R., October 22, 1894, as General Traveling Agent, St. Louis, Mo. Became Traveling Freight Agent for the Illinois Central R. R. at St. Louis following the absorption by that company of the St. L., A. & T. H. R. R., April 7, 1896. Chief Clerk to Assistant General Freight Agent from January 1, 1897, to November 1, 1899. Commercial Agent at St. Louis from November 1, 1899, to July 1, 1907. Assistant General Freight Agent, St. Louis, July 1, 1907, to May 1, 1911. Assistant General Freight Agent, Chicago, from May 1, 1911, to August 1, 1914. Coal Traffic Manager from that date.

ILLINOIS CENTRAL Magazine

Vol. 3

JANUARY, 1915

No. 7

The Story of the Illinois Central Lines during the Civil Conflict 1861-5

Civil War Reminiscences

By Captain James Dinkins

(Continued from December)

Quickly the second line advanced, firing as they came, and was met by a deadly aim from the Confederates. The column halted in front of Barksdale's men, when the third line rushed to their support and charged headlong into the city.

Whole companies of Barksdale's men were concealed in cellars where they remained, even after the enemy had passed, and emerging, fired into the rear of the Federal line from behind corners of houses and stone walls. The Mississippians began to retire slowly, fighting as they retreated. It was a grand sight, which was witnessed by both armies. Hundreds of brave officers and men fell ere they could reach the city.

General McLaws ordered Barksdale to fall back to our main line on the crest of the hill, which he did soon after dark. The fighting lasted until about that time. The brigade occupied a cut in the side of the hill until 10

o'clock the following day, December 12th. During the night of the 11th the enemy crossed over two divisions, and other troops crossed during the 12th. Barksdale had been engaged continuously for forty-eight hours, and was ordered back for rest and food. We went into camp in a woods behind Marye's Heights, where we remained until the morning of the 13th. General Thomas R. R. Cobb, with his brigade of Georgians took position in the sunken road, or cut, at the foot of Marye's Hill, in front of the city.

When the Mississippians, who had thus far stood the brunt of the attack, marched over the ridge to rest, carrying their guns at right shoulder, cheer after cheer rang out from along the line. Little hope was entertained that any of them would escape that dreadful bombardment, and when they held their ground after the bombardment had ceased, driving back line after line of the enemy the other troops

were struck with amazement and wonder, and felt a pride in their comrades which they could not conceal.

When daylight dawned on the 12th the city and valley were again veiled in fog. It was so dense no object could be distinguished fifty yards distant, and this condition lasted until nearly mid-day. During the afternoon a heavy skirmishing was kept up, but nothing of serious nature occurred.

Saturday, the 13th, the earth was again enveloped by a fog, which did not clear away before 10 o'clock. The whole country was covered with sleet and snow, and the men stood to their places without fires, and with very scant clothing.

McLaws' division was posted from the foot of Marye's Hill, where Cobb occupied the cut, extending toward the south, with Kershaw on his right, and Barksdale on the right of Kershaw, while Paul J. Semmes was held in reserve. The Washington artillery was posted on Marye's Hill, just in the rear of Cobb and behind Kershaw and Barksdale were two batteries of the Richmond Howitzers and the Rock bridge battery of rifled guns.

Soon after the fog had cleared away Federal officers rode boldly out, and examined the ground between the two armies. They rode within a hundred yards of our line, but were not fired on. No one seemed disposed to kill such bold, brave fellows.

Not long after they had retired, a strong line moved towards the right of Barksdale Brigade, but were surprised and driven back by the fire of the batteries just behind us.

Line after line of infantry stood along the valley, and we could distinctly see immense columns of troops on the opposite side of the river waiting to cross on the bridges. We were in a woods, our rifle pits concealed by underbrush, which also obscured our artillery above us.

About 11 o'clock the enemy moved forward, and halted about one hundred yards from the cut where Cobb was concealed. The line was dressed, and

every man stood in his place. It was a formidable column, out for a desperate encounter.

Everything in readiness, they advanced about thirty yards when the artillery back of us opened, throwing grape and shell in their ranks. The Georgians, resting their guns on the bluff, fired a volley which almost destroyed the alignment. The enemy fell back, leaving their dead and wounded. The color bearers threw down their flags, and numbers of the men dropped their guns and fell, outstretched on the ground.

Quickly another line advanced and met the same disaster. A third and fourth line rushed forward, and were driven back with equal slaughter. Charge followed charge until night relieved the scene. The enemy acted with great gallantry, and rushed into our works to meet defeat and death, but others took their places and suffered likewise. There was no occasion during the war when the Federal troops displayed such determination and behavior with greater credit.

During the dreadful engagement, General Cobb was seriously wounded, and died soon afterwards. General Cobb was a distinguished man in peace, and could have won even greater fame in war had he lived.

Soon after he was wounded, General McLaws observed the enemy massing for a final effort, ordered General Kershaw to move his Brigade into the cut also. Hardly had he done so, when the enemy rushed at our line; then it was that hundreds of them fell almost in front of the cut, and numbers fought their way to our line, to be driven back in defeat.

When the last charge was made the dead and wounded were lying so thick in our front that the enemy stumbled over them in their desperation.

The enemy retired to the river and remained along the bank until the 15th, then recrossed, leaving 15,000 dead and wounded behind. The Confederate loss did not exceed 5,000.

Looking back on the scenes of Fréd-

ericksburg, and remembering the conduct of General Barksdale and his men, we are forced to believe that the defense of the city was one of the greatest achievements of the war, and the behavior of the men unsurpassed by any troops of any field.

This courage and endurance challenges comparison with any soldiers in history. No one who did not participate in the defense of Fredericksburg can form an idea of the terrible scenes of destruction and terror, and if hell be more dreadful than that bombardment men had better halt and consider.

A most remarkable circumstance occurred after the battle. It was the night of December 26th, nearly two weeks after the battle. The bands were playing in both armies. After several pieces the enemy played "The Star Spangled Banner." Our bands responded with "Bonnie Blue Flag"; the enemy played "Yankee Doodle"; our bands came back with "Dixie." For a moment everything was quiet, when a lone cornet struck up "Home, Sweet Home." Soon all the bands on both sides joined in, and such a shout was never heard as went up to heaven that night, and many bronzed cheeks were stained with wiping away the tears. I have always thought if the men of those two great armies could have been allowed to get together the war would have been ended then and there.

This is no fairy story; it is absolutely true. I was there, and participated in the shouting.

One day I was on picket with a member of the company along the bank of the river when suddenly a negro popped up before us with a sack on his back. I covered him with my gun, and demanded to know where he came from and what he had in the sack. He stated that he belonged to the Colonel of the Eighth Georgia Regiment; that he had been out foraging and had some potatoes. We made him empty them out, and took half of them for our use. There might

have been a peck for our share, and my recollection now is we ate them raw then and there.

We made no mention of the circumstance to any one that I remember, because we expected that there would be some inquiry made by the negro's master.

About a week afterwards I was told by the orderly sergeant of the company that the Colonel wanted to see me. Colonel Griffin was a very large man, and had a voice like a tug whistle. I expected that he would say something about the potatoes, but I reckoned on the fact that he was a friend and neighbor of my father at home, and would do nothing worse than scold me. He said, however, that General Barksdale wanted me. So far as I knew at the time General Barksdale did not know me, and I could not understand why he should want to see me. I reported to General Barksdale, and he said General Semmes wants to see you, and I will go with you to his camp. I had all kinds of suspicions then, because the Eighth Georgia was a part of Semmes' Brigade. Arriving at his camp General Barksdale said: "Here he is General." I expected trouble right away, but General Semmes relieved my mind by asking if I was the boy who helped him at Sharpsburg. I hesitated, but finally answered, "Yes, sir."

"Well," said he, "I have a nice present for you. Here is a commission as Lieutenant," and handed me an official envelope. It was the first large envelope I had ever seen, and my recollection is it seemed about the size of a candle box. After a short conversation he had with General Barksdale we returned to our camp. We had not proceeded far when General Barksdale inquired: "Did you thank General Semmes?"

"No," I answered.

"Then go back and do so," and I did as he directed, but I had no ambitions to be a Lieutenant. I gave the papers to my Captain, Frank Cassell, who expressed much surprise and

pleasure. He stated that it was a commission as First Lieutenant of Cavalry, and that I would be assigned to some other command. I stated that I would rather remain with the company, but he laughed at the idea. A few days afterwards, with letters from all the boys, I started with my two negroes to Richmond. I had been instructed to report to the Secretary of War, Mr. J. A. Seddon. Arriving at Richmond without a cent, dirty and ragged, I walked into the Spotswood hotel with my negroes. Soon a man came along and addressing me, said: "Get out of here." That night Uncle Freeman found a place in the basement of the hotel and we slept there. The following day we marched up to the capitol. We found a sign which read: "Office of Secretary of War." I knocked at the door, and found a soldier sitting there with a gun across his lap. He inquired: "What do you want?" I answered: "I have a letter for the Secretary of War." "Well," said he, "give it to me. I will hand it to him."

"No," I answered, "I have been instructed to hand it to him myself." Whereupon he closed the door and said: "Go away from here, you dirty little rascal." Uncle Freeman was furious. He walked along the hall and said: "I wonder how many niggers he got. I bet master got more niggers than he got cattle in his neighborhood."

We went back down Main street discouraged. I wanted to go back to Fredericksburg. Passing along I met Dr. W. W. Divine, who knew me and my father. He said: "What are you doing here?" I showed him my papers, and he said: "You come to my office about 10 o'clock tomorrow, and I will go with you."

We knocked at the door, and the same guard sat there, but he jumped up at seeing Dr. Divine, and we passed in. The doctor had some conversation with Mr. Seddon, and then called me in. He inquired about my father, where he lived and so on. They

asked if I had no better clothes. He said to Dr. Divine: "Take him to a certain place and fit him out." As we retired Mr. Seddon said: "And have his hair cut."

When we reached the store I asked Dr. Divine if he would not give Uncle Freeman and Mat some clothes, and after some hesitation he gave both a suit. I evidently was much changed in appearance, because as we passed the Spotswood hotel and looked in the manager said: "Come in, come up and register." Uncle Freeman asked: "What did he say to you." And I asked the manager what he said.

He repeated the request, when Uncle Freeman whispered to me:

"Don't you do it. Master won't like it."

So I stepped up to the manager and said: "I never did such a thing in my life." "Why," he said, "I want to put your name in the book, so I may give you a room."

I had never heard the word before, and had no idea what it meant. The following day I reported to Mr. Seddon, and he gave me transportation for myself and negroes to Canton, Miss., and \$200.

In about a week we reached home, where I spent a few days with my dear mother and the family.

I do not know which one of us was the greatest hero. Uncle Freeman and Mat came in for a full share of admiration from the other negroes. After which I reported for duty to General Chalmers, and began service with the cavalry in Tennessee and Mississippi.

Having been commissioned First Lieutenant of Cavalry in the Confederate States Army I was furnished transportation for myself and negroes to Canton, Miss., and granted a leave of absence for thirty days. My orders required that I report to Lieutenant General Pemberton at Vicksburg. He assigned me to the Fifth Military District, commanded by General James R. Chalmers. When the time came for me to report my father said: "You

may take any one or two of the young negroes, but I am unwilling for Freeman and Mat to be exposed to further hardships." I therefore selected Jim and Burton, two bright boys, each two years older than myself.

Dressed in a new uniform, a beautiful sword and belt, mounted on the handsomest little thoroughbred sorrel I had ever seen, Jim and Burton also mounted on good horses, I rode up to the gallery where my mother and little sisters stood to say good-bye while Jim and Burton remained at the big gate talking to the hundred or more negroes who had gathered there to see us off. Jim was the eldest child of my black mammy. It was a trying scene. We all realized what war was at that time. My mother delayed my departure from time to time, and I could feel her warm tears, coursing down my cheeks, while my black mammy clung to my stirrup, crying and praying for my safe return. My little sisters were crying from sympathy with mother and black mammy. I had faced the battle lines numerous times, had seen my friends killed in battle, but I was never so tried before. I realized that I must go at once, or not at all, and giving the little sorrel a pressure of the knee he bounded off like a deer, followed by Jim and Burton.

The negroes at the big gate halloosed "Good-bye! Good-bye!" My brother, W. L. Dinkins, about 14 years of age, with some twenty little negro boys, sat on the riders of the fence at the horse lot, and cried out in chorus as I passed by: "Day ayn't gwine t' ketch Peter the Great." That was the name they had given the little sorrel. I finally reached Panola, Miss., and reported to General Chalmers. He at first assigned me to his escort company, but early in September appointed me to his "A. D. C." The remainder of 1863 was devoted to organizing his division and watching the enemy about Memphis.

I was daily employed drilling the recruits, men over military age and boys under the military age. The

boys and their horses soon acquired most of the important movements, but the old men knew no more about drilling at the end of two months than at the beginning. It was amusing to watch them, and yet it was pathetic. They could never learn the difference between "Column right" and "Right forward fours right." You could depend on it with certainty when marching in line and the command "Fours right" was given half of them would wheel to the left. About this time an expedition under Major General Mower left Memphis to raid the country in Mississippi. Chalmers met him at Cold Water River and was able to prevent his crossing. Afterwards we went into camp at Como. Colonel Monroe Wallace, a wealthy planter, had moved his negroes and stock to Georgia, leaving a few trusty old servants to take care of the house. Colonel Wallace had given General Chalmers a standing invitation to use the house whenever he was near there. Uncle Steve and Aunt Jenny were very kind in their attention to us. A short time after we had moved from that section a company of Federal cavalry passed the house and demanded of Uncle Steve why he had been so polite to the rebels. Uncle Steve was standing near a well, and they ordered him to hurry up in drawing the water, and finally cursed him. Said Uncle Steve: "My master never abused me in his life, and I will not draw water for you if you curse me." Whereupon a man battered his brains out with his carbine, and left the old man to be buried by his neighbors.

About this time General N. B. Forrest was assigned to command all the cavalry in North Mississippi and West Tennessee. He established his headquarters at Grenada, and ordered Chalmers to recross the Tallahatchie river, Passing through Panola the men straggled about the little town, and the General sent his staff officers to order them along. Several Texans dashed along the street yelling and whirling lassos around their heads. As they

passed an old store, in which a figure of a woman stood, having been used to display cloaks and dresses, the Texan, quick as a flash, threw his rope over the figure and dragged it down the street. Everybody thought he had lassoed a woman. Having caught up with his company he drew in the rope, caught the figure under his arm and quietly rode away.

Forrest with 350 armed men and a battery of rifle guns marched into West Tennessee and established his headquarters at Jackson, Tenn. He remained there four weeks, during which time he collected over one thousand head of cattle, and recruited over two thousand men. He left Jackson December 22nd, 1863, and crossed the old Memphis and Charleston Railroad at La Grange, December 28th. The correspondent of the Cincinnati Commercial at Memphis, in writing up the circumstances stated that "Forrest, surrounded by 40,000 Federal troops, marched defiantly though the lines with a single derringer pistol." The facts are that he was constantly fighting from the time he left Jackson until he reached Holly Springs. An amusing incident occurred after crossing Wolf river near Bolivar. He encountered a Federal cavalry force commanded by Colonel Price, the Seventh Illinois cavalry and squadron of the Ninth Illinois cavalry, some 800 men. Forrest learned that there was a large force at Middleburg extending eastward to Moscow on the Memphis & Charleston Railroad. He therefore resolved to dispose of Colonel Price and his force, and then move by way of Sommersville with his 350 armed men and 2,000 men unarmed. He dashed into the Federals and drove them helter skelter in all directions. In the pursuit after a party of these fugitives a Confederate officer, Lieutenant Boon of Forrest's escort company, as he was about to turn back shouted after them: "Get out of our country, you worthless rascals!" In the rear of the Federals, on a horse rather the slowest of the lot, was a trooper, who turning his head to the

rear, exclaimed in the unmistakable brogue and with the ready wit of his countrymen: "Faith and by Jasus ain't it that same we're trying to do just as fast as we can."

Chalmers made an attack on the force at Moscow to draw the Federal forces there, and afterwards joined Forrest. Then the command moved to Como on the old M. & T. R. R. January 1st, 1864, was the coldest day of which there is any record in the United States. We moved to Senatobia that day under the greatest difficulties and distress. Numbers of our men were badly frost bitten. General Chalmers ordered me to ride ahead as rapidly as I could and impress every negro in the country to build fires at Senatobia. When I reached the depot I was unable to dismount and unable to talk. Finally some men removed me to a room and wrapped me in blankets. After a spell I was able to tell my mission, and the entire force of negroes thereabout was soon cutting down timber and building fires. The command came straggling along leading their horses, and all were nearly frozen. Many of the men never recovered from the effects.

We remained at Senatobia until the blizzard had passed, after which Forrest devoted himself assiduously to the work of organization. But many grave and delicate difficulties had to be met and overcome. There were great contentions and competition for the commissions at stake under the reorganization; and this bred a state of discontent among the men. Hitherto in the habit of staying in the field very much at their own will and pleasure the new men became restless under the restraint imposed by their new commander, and many of them straggled from their colors and returned by squads to their homes. But detachments from the veteran troops were promptly sent to gather them back. Among other disturbing elements fomenting and keeping up discontent was the extreme want of clothing and blankets among the new troops, who had

been brought away so hurriedly from their homes beyond the border. Leaving camp without permission was checked for a time, but afterwards broke out again with renewed violence. Among those who thus abandoned their colors were nineteen, who went off in a body.

Promptly pursued, captured and brought back in ignominy, Forrest gave orders that in consequence of of their defiant desertion the whole detachment should be shot, and he issued the necessary instructions regulating an early execution. Their coffins were made, their graves dug, and the culprits advised to make peace with their Maker.

News of the affair having become bruited abroad, the ministers, prominent citizens and ladies of Oxford waited on the General and made urgent appeals to him to spare the lives of the men. Some even went so far as to inform Forrest of their serious apprehension of a mutinous resistance on the part of the soldiery. But Forrest apparently unmoved by all suggestions and entreaties, adhered to his orders. The men were seated on their coffins and were blindfolded, with the firing party drawn up before them, waiting for the command "Fire!"

The officer in charge gave the command, "Ready! Aim!" and just at that moment Major Strange of Forrest's staff galloped up and shouted out: "General Forrest has granted a reprieve for the men. Let them go to their company."

The lesson was not lost on any one in the command.

It was well understood that no reprieve would be granted on another similar occasion.

Thus stood affairs on February 11th, 1864, when Captain Thomas Henderson, Chief of Scouts, reported a large cavalry force leaving Memphis toward Holly Springs. Chalmers was instructed to concentrate his force at Oxford as soon as possible and confront the movement at Abbeville. It became evident that the enemy was headed

to the rich prairie region at Okalona and southward. Therefore Chalmers was ordered to keep on their right flank. Forrest in the meantime with Bell's brigade, his escort, and the two batteries of artillery, moved from Grenada to West Point on the Mobile & Ohio Railroad.

The bountiful supply of forage which the prairies furnished gladdened the hearts of our hungry horses, whose rations had been of the scantiest. In the meantime the Federal column under Major General William Sooy Smith had passed through Pontatoc, moving toward Okalona and Aberdeen.

Colonel Jeffrey Forrest, a brother of the General, who commanded a brigade of new men was pushed forward to harass and delay the enemy as much as possible. Colonel Forrest had become involved in a series of light skirmishes as they passed his brigade back toward West Point.

Satisfied that the enemy would move down the east bank of the Tombigee River, two regiments under Colonel Barreau was sent to cross the river at Columbus, and move up toward Aberdeen. Forrest marched from Starkville early on the morning of February 20th with the balance of his force. The Tombigee was swollen by the heavy rains at the time, and when Forrest reached the Sookatoncha Creek about five miles south of West Point he found but one bridge, the approach to which was a long narrow, thrown up, dilapidated causeway. The situation was hazardous, nevertheless Forrest pushed forward through, and several miles beyond West Point until he met Colonel Jeffery Forrest holding the Federals at bay in the front. It was not Forrest's policy to fight as yet, but merely to maneuver for delay and reinforcements, therefore he fell back through West Point and behind the creek again. In the meantime the ravages of the enemy, whose track was marked far and wide by a heavy pall of smoke from the buildings, fences, cribs and smoke houses, burned, greatly annoyed Forrest, and he determined

to make an effort to drive them back. That night the whole country northward was illuminated by the burning houses, and our men were inspired to do all in their power to punish such an unmanly method of warfare.

On the morning of the 21st we crossed the creek again and found that the enemy had taken position in some timber about four miles from West Point. We quickly drove them back, having killed, wounded and captured some one hundred men.

We pursued as well as we could through the boggy fields and roads, and found a line of battle across the mouth of a lane. The Federals made a strong resistance, but again gave away. The situation now was desperate, our men mingled with the enemy in hand to hand fighting, and General Forrest was in the heart of it. During the engagement he killed two men with his saber.

The enemy fell back through a woods and the fighting was furious. Finally the enemy gave way, and we pursued them to Okalona, where they gained a position which was highly favorable for defense. They occupied a ridge covered with small timber.

Forrest sent Colonel Forrest with two regiments to attack the front of the line, while four regiments were ordered to gain the flank. The onset was made with splendid spirit, but the enemy resisted desperately. They met our troops with a hissing torrent of bullets, which cut down our men very seriously, among them Colonel Forrest, who fell mortally wounded, shot through the neck within fifty yards of the enemy's line. Forrest informed of the fact, rushed to the spot and dismounted. Jeffrey was the youngest of the family. He was born after his father's death, and the General had raised and educated him. Colonel Forrest was not yet dead, the General raised his head on his arm and kissed him as his last breath expired. Nature had triumphed for a while, but casting aside all reflections which had unmanned him, Forrest was himself again. Remounting, he called on all

those around him to follow, and shouting in a loud voice, "Gaus, sound the charge!" and with a fury of a "Berserk." He fell upon the enemy just as they began to remount to retreat.

His spirit animated all who followed, and there was sore havoc in the Federal mass as it plunged rearward. A running fight was kept up until night ended the conflict. The Federal loss was about 600 killed and wounded and 500 prisoners, while our loss was proportionately severe, some 50 killed and 150 wounded.

As soon as the fighting had ended ladies from Aberdeen, West Point, Starkville and Okalona were thus seeking the wounded, whom they carried to their homes and tenderly nursed. Numerous Federal wounded were given the best attention by these noble women.

General Smith had been sent forth to destroy the corn in the prairie section, which was called the corn crib of the Confederacy. His force was made up of the best troops in the Western Army and General Smith was an officer of distinction in the army.

In 1897 I published my recollections and experiences in the Confederate Army. General Smith was at that time Chief Engineer of River improvement and had his office at Chicago. I was then agent of the Illinois Central at Jackson, Tenn. General Smith had read the book, and returning from New Orleans, where he had been on business, rode with Conductor P. B. Wilkinson, who informed the General that I was then at Jackson. The General spent the day with me, and we talked over the scene of the battle just described, as well as the story of the war generally. General Smith graduated from West Point, and was highly regarded by all who had the good fortune to know him.

In discussing my book the General did not think I did him justice in the chapter devoted to the expedition he led into Mississippi. "Why," I answered, "Did we not defeat you?"

(To be Continued)

PUBLIC OPINION

What the



World thinks

FARMER AND MERCHANT AGREE UNJUST PLIGHT OF RAILROADS BLIGHTS BUSI- NESS GENERALLY.

Typical Small-Town Conversation,
Contributed by J. W. McClain of Se-
dalia, Reflects Sentiment for Rate
Increase, for Sake of Roads and
Trade of the Nation.

J. W. McLAIN of Sedalia, Mo., has sent The Republic a sketch of such a conversation as is being frequently heard just now in the smaller towns, with regard to the need for higher railroad rates.

In recent issues of this newspaper have appeared interviews with leading business men of St. Louis, all favorable to the increased freight and passenger rates. The communication from Mr. McClain indicates the attitude of business men in the smaller towns.

The Republic urges that the railroads be allowed to increase their incomes so that they can employ the usual number of men and make their normal purchases. This would stimulate general business and permit the free soup kitchens to be abolished.

"How's business?" asked George Brown, a prosperous farmer, as he entered Fred Smith's general store and joined the group around the stove.

"It's slim pickin' these days," replied Fred. "Looks to me like the country sure is going to the bowsows."

"Say, Fred, it sure does, and I'll be dog-goned if I can see why," replied

George. "I sold my hogs last week for \$7.50, and Tom Anderson got 10 cents a pound for his steers. Wife is selling her eggs for 25 cents a dozen and her butter for 30 cents a pound."

"Yes, the prices are all right in your line, but the people are pinching, and money is tight as bark on a tree."

The Roads Have a Complaint.

"Well, Fred, I've been reading for some time about the railroads trying to get permission to raise their rates, but up to date I never have been able to learn that they had succeeded. I notice that the railroads are showing big decreases in their earnings; that they have discharged thousands of men and taken off a lot of trains. This has set me to thinking a whole lot, and I have been doing some figuring, and it seems to me that the railroads have some cause for their complaints.

"We know that the prices of lumber, iron, steel and most everything that goes to make a railroad have increased a lot in the past few years. I was talking to my cousin, Henry, the other day—you know he is an engineer—and he said he was averaging \$190 a month, and that a few years ago he averaged about \$140. He said his fireman was averaging \$135 a month and that he used to average \$85 a month.

"The conductors, brakemen, shopmen and other employes are averaging about the same proportion in increased pay, he said. Now, Fred, lumber, iron, steel and men are what make a railroad, the way I figure it. If the railroads are paying out from 25 to 75 per cent more for these things, it would look to me nothing more than

right that they be allowed to increase their rates.

What Rail Equipment Costs.

"Then, Fred, don't you suppose that they are paying more for taxes and a higher rate of interest on money than they use? And look at their passenger trains—finer than silk. They have parlor cars, drawing-room cars, dining cars, sleeping cars, chair cars, club cars and smoking cars which are better than the very best cars for ladies that we used to have.

"Why, Bill Saunders, who works in the car shops over at Barley, told me the other day that one of their high-back seated smoking cars costs \$8,000, a ladies' coach costs as much or more, a parlor car costs as much as \$16,000, and a dining car costs \$20,000, equipped for service.

"And say, I tried one of them eating cars last week, and they don't rob nobody, at least it don't cost any more than it does at a good cafe in the city. I got a sandwich for 10 cents, a piece of pie for 10 cents and the best coffee you ever drank for 10 cents—could have gotten a square meal for about 75 to 85 cents. I was sure surprised, as I had heard it would cost a fellow a dollar to just sit down and smell things for a while.

"Say Fred, about this increase in freight rates—you ought to know—has there been any increase in your rates in the last several years?"

"Let's see, George, I don't believe there has. Just about the same on most of the goods that I handle."

"What do you pay on shoes from Boston?"

"Wait and I'll get a bill and see. It is \$1.40 a hundred.

"All right, \$1.40 a hundred pounds. Shoes average what? About 2½ pounds the pair. Well, that figures 3½ cents freight on a single pair. Now, if the railroad was to increase the rate 10 per cent, those shoes would cost you about 1-3 of a cent more on a pair. What do you pay for your clothing?"

"I get my clothing from Baltimore and the rate is 90 cents a hundred. It takes 12 suits, with packing, to weigh 100 pounds, which means 8 1-3 cents freight on a single suit."

About a Cent a Suit.

"Now, if they increase the freight rate 10 per cent," said George, "the freight would be increased about a cent a suit."

"Well, George, that would not hurt me very much," replied Fred.

"I'll be darned," said George, "if I wouldn't be glad to pay you a cent more for a suit of clothes or a pair of shoes, and let the railroads have 10 per cent more for hauling them, so they would get the cash to employ more men and buy the things they say they want to buy, but haven't the money to do it with."

"You bet it would help," replied Fred, as he scanned the account of a man who had been laid off during the retrenchment period of a railroad, and since that time had been living on credit.

"While the increase would not be felt by the individual, the railroads have tens of thousands of shippers like you and me, and every little bit put together would help them mightily.

"In fact, I see that they have only asked for a 5 per cent increase in the East and that on certain things it has been allowed by the Interstate Commerce Commission."

"Increased Rates, Good Times."

"You haven't said anything yet, Charley Burns. What do you think of it?"

"Well, boys, I have been listening to what you have said and am sure I can say amen to it. One thing I might add and it is this: They say the railroads have no excuse to raise their rates if they would squeeze out the water in their stock. But, boys, I have studied that proposition some, and I think the public overlooks the fact that railroad

property increases in value same as your and my land does.

"A terminal that cost \$100,000 some 25 or 30 years ago is in many cases now worth \$1,000,000. Money has been spent upon them and the cities have built up about them until land is worth dollars per inch where it was dollars per foot a few years ago. Of course, they have a right to issue stock upon this increase. So it is in hundreds of cases with the railroads.

"No, boys, I am for increased rates and good times. I say, turn the big spenders loose. Give them a fair show."—The St. Louis Republic, December 16, 1914.

THE MESSAGE'S MOST CHEERING WORDS.

AGREEMENT will probably be general that the most cheering words in President Wilson's message to Congress are these:

"Our program of legislation with regard to the regulation of business is now virtually complete. * * * The road at last lies clear and firm before business. It is a road which it can travel without fear of embarrassment."

The business men of the United States certainly hope so. And the business men of the United States are not merely the "capitalists" or the "captains" of trade and industry. They are practically all the men of the nation. They are all men who have to think how their livelihood is to be won by keeping business ventures going. They are all of us, whether we pay wages or receive them.

They would like to hear from Mr. Wilson that the administrative attitude toward business is settled as well as the legislative program complete. They would like to hear from him that there is to be an end of the uncertainty there which he deplored and rebuked in another passage:

We have year after year debated, without end or conclusion, the best policy to pursue with regard to the use of the ores and forests and water powers of our national domain, when we

should have acted; and they are still locked up. * * * Because we will and we won't; because the laws we have made do not intelligently balance encouragement against restraint. We withhold by regulation.

How with legislation complete our government "withholds by regulation" is clearly illustrated in the case of the railroads, the industry upon whose efficiency of service all others depend. What delays that relief of the railroads which it is plain must be granted somehow and soon unless there be an administrative design to force them through bankruptcy into an inefficiency paralyzing to all business prosperity?

Not defects in the laws, for they have conferred fullest power of control, even to destruction. The administrative attitude which insists on exploring past offenses instead of considering present needs; which is vindictive instead of constructive in its guiding thoughts.

May we hope for a march forward by the administrative forces of our government, with eyes fixed on the future instead of this perpetual scuffling in circles among the ashes and cinders of the past, now that its legislative program for the regulation of business is complete?

Let us all hope so. Then the most cheering words of our President's message to the nation through its representatives in Congress would take on such meaning as would make the coming year a Glad New Year in very deed.—Chicago Herald, Dec. 10, 1914.

WHAT THE RAILROADS FACE.

THE active and prompt protest of the live-stock men against the proposed increase in railroad rates in Central Freight Association territory brings up before us all the exact situation which the carriers have to face again and again.

A railroad is a common carrier. This means, by a curious twist of inference, that people feel themselves justified in considering rail transportation as a sort of heaven-given natural right, like air or sunlight. They know they have to pay for transportation, but that the basis

of cost has the same distinct limitations as those that lie on any private business enterprise is a fact that many of us blandly refuse to remember.

Thus the stockmen, who may have much technical right on their side, nevertheless seem to lose sight entirely of the fact that a railroad is run to make money, and that if it does not make money it will in time simply shut up shop and go out of business.

Like other individual shipping interests, they are quite content to have the railroads carry along a growing disparity between receipts and operating charges, but object strenuously when an effort is made to make them take a new charge which would in effect but distribute the burden.

Such objections are made again and again. They are powerful, because they are backed by the loosely thought out but popular cry that they are directed against "increasing the cost to the consumer." As a matter of fact, it may be bad to ask an industry to pay a little more freight, but it is infinitely worse to see the whole transportation industry prostrate. It is better that a big plant should raise its prices a little than that it should go out of business entirely.

This is, in effect, the situation in which our railroads are today. Their earnings for October, except in a few cases, were 10 per cent lower than in the stagnate October of 1913. Their securities are held in the war zone by investors forced to get rid of them. The money market has been tight as a drum. Their borrowing power has been cut to the quick.

Therefore, the railroads, which furnish perhaps two-thirds of the buying power in this country, continue "out of the market." And all business stagnates.

This is the fundamental situation, which neither the individual shipping interest nor the Interstate Commerce Commission seems to visualize. Nevertheless, it must be understood before we can look for fundamental improvement in the business situation. A raise in railroad rates would be the first step back to regaining prosperity.—*Chicago Post*, Nov. 24, 1914.

A PLEA FOR THE RAILROADS.

To The Commercial Appeal:

Please give me a little space in your most excellent paper, which I read every day, to say some things in justice to one of the most important institutions in our country. I refer to the railroads.

Why is it that a person who would not think of stealing a pound of sugar in a grocery store, would think it quite proper to use a ticket again that the conductor had overlooked and failed to take up?

A man once said to me, when I asked him the above question, "That is a different thing. The railroads do everybody, and everybody has a right to do them." Of course, we all know that it is our duty to be just as fair and honest in our dealings with railroads as with any other factor in the business world. Another man once said to me, "Railroads have so much watered stock loaded on the people buying from them, and that if you squeezed all the water out of it there would be little real value left." I could not help saying to him, "While I did not indorse wrongdoing by anyone, it was a fact that everything to live and prosper had to be watered, and if he had all the water or liquid squeezed out of him, that with the exception of the bones I could hold all left of him in my two hands."

But to come back to seriousness, there has been a lot of unkind criticism against the railroads in these latter days. It has unfortunately spread from the individual to the community and from the community to the state and from the state to the nation. We have laws innumerable regulating every feature of their business. It is perhaps the most regulated by law corporate interest in the United States. Many persons honestly believe that government ownership is the only logical outcome of this much regulated business.

I recognize the fact that some things wrong have been done by certain officers and directors of the railroads, and that such wrongdoings must be

stopped at all hazards, but many roads have avoided these mistakes, and why condemn all for the errors of the few? As far as the stock jobbing business in railroads is concerned, it is like the wheat, corn, cotton, minerals and every other listed stock, and largely in the hands of speculators, who buy and sell such stocks, but as far as administration and management is concerned, our railroads are in nearly every instance, under the official care of as honest, fair, competent and fine a set of gentlemanly officers and employes for that matter, as will be found in any business on earth.

Now just a word here as to earnings. A railroad has to have a large earning capacity to exist, and with even strict economy and management it is oftentimes difficult to maintain a good surplus. They must show and maintain a surplus, or the end of the life of that road is not far distant.

Every railroad has, I claim, the same right that any other business has, namely, (1) to exist; (2) to earn its greatest income; (3) to meet all of its legitimate expenses; (4) to pay a reasonable dividend to its stockholders, and (5) to lay aside a surplus each year sufficient to provide for improvements, emergencies, etc., and given these five things, with competent management, any railroad can exist and prosper, and do its work properly. Take all or any one of these things away from them, and trouble is ahead and perhaps ruin.

Some may say, why earn a large surplus? The answer is easily given. To take care of bad years' losses, to provide for emergencies and to provide means for extraordinary expenses in improvements, new equipment, etc.

We all realize what a great disaster it would be to the people if our large trunk lines were to have to go into the hands of a receiver; in fact, if our smaller lines also had to do likewise, and yet if we do not let the railroads earn a sufficient income to take care of things such an event is not at all improbable.

What is true of one large or small railroad, as to the necessity for earning and maintaining a large surplus fund, is doubtless true of all of them. They cannot do without it.

Just one illustration, please. You remember the recent tremendous floods in Pennsylvania, Ohio, Indiana and other states; the great loss of life and property. I have before me the report of the president and directors of the Pennsylvania lines west of Pittsburgh, showing the terrible damage done along its lines, which cost them nearly four millions of dollars to repair—to say nothing of loss of time, revenues, etc. Did they need a surplus fund to repair this waste? How could they have in such an incredibly short a time as they did have constructed new bridges, rebuilt tracks, restored traffic, both freight and passenger, and thus restored to the people along the lines and the traveling public the blessing of transportation again, if they had not had the means to do so?

The three great factors next to religion which have more than anything else built up our country, towns and cities, are education, transportation and sanitation. Take our railroads out of West Tennessee, and what would happen to us all; and how much per acre would our lands be worth with no such means to market our crops? Do not be so foolish as to try to impair, injure or kill the goose that lays for us the golden eggs of prosperity, but do all you can to help the railroads to help us and all of our necessary interests.

Just a word in conclusion. You hear it said that "corporations have no souls." It is not true as to railroads. They are intensely humane institutions. They take care of their injured, sick and aged employes. I can never forget the case of my own brother. After years of service on one of our largest trunk lines, he became an invalid. For a long time they paid him his regular salary in full, and then paid him a stated sum every month,

enough to properly take care of him until he fell asleep never to awake on earth again. There are thousands of such cases on and off record.

Where I am known they call me "The Railroad Chaplain." When a mere boy I entered the service of a railroad and earned my first dollar there. I left that work and am now on "the King's business," preaching the everlasting gospel of hope and peace to all men. I love everybody and want them all to love me. Down in the deep of my heart there is a special corner of warm affection for the railroad boys, my earliest fellow laborers as wage earners—some now officers of our splendid systems of travel and some clerks I knew, many of whom are gone to rest in a better life. The men on the track—the flagman guarding the rear end and the engineer looking ahead—God bless them all, and all of us, and protect us here and bring us in safety to the end of our earthly journey, even to the City of God and life eternal.

Very respectfully,

Archdeacon Alexander C. M'Cabe,
Nov. 30, A. D. 1914.

MANY CLAIMS AGAINST THE RAILROAD FOR ALLEGED DAMAGES BY FIRE SPARKS.

**General Manager of Y. & M. V. Road
Refers to the Many Suits Filed by
a Citizen of Cynthia and Efforts
of Company to Prevent
Litigation.**

SOME time since the Daily News gave space to an open letter from Mr. Walter Virden, of Cynthia, in answer to a communication from Mr. T. J. Foley, General Manager of the Y. & M. V. Railroad, in which the latter sought to show that the damage suit epidemic is costly to the general public, as well as to the railroads, and especially that farmers ought to avoid walking on railroad rights of way, and prevent their stock from running

thereon, says the Jackson Daily News. Mr. Virden's letter was rather caustic, and has brought the following reply from Mr. Foley:

Chicago, October 7, 1914.

Mr. Walter Virden,
Cynthia, Miss.

Dear Sir: In reply to your open letter published in the Jackson Daily News of August 31st in which you undertake to throw cold water upon my appeal to the citizens of Mississippi asking their kindly co-operation in preventing the great waste of property and danger to human life flowing from the practice of permitting live stock to pasture upon our waylands within the state of Mississippi, for which deplorable condition you attempt to place the responsibility upon the railroads, thus absolving everyone else concerned from all blame, beg to say your letter constitutes the second discordant note which has been sounded on this subject, while on the other hand, we have been the recipient of assurances from thousands to the effect that our request was both timely and reasonable, and that every effort would be made to assist and work with us in a good neighborly way in bringing about the desired result.

The burden of your communication has reference more to fires occurring along the lines than to the striking of stock on the track. That seems natural and proper (although my published appeal did not touch the subject of fires), because you, of all men, ought to be an expert on fire claims. Our records show that you have filed more claims and law suits based upon alleged damage to property by fire than any other Mississippian, and more than any other resident of any other state in which our lines are located. Therefore you are no doubt fully qualified to discuss the subject from any angle, and I am glad you have entered the field.

The Yazoo district of our system passes through the east side of your property at Cynthia, for a distance of two and one-half miles, and on the

west side one and one-half miles. From your many complaints we judged that you were being inconvenienced, and with the view of aiding you and removing the cause of the trouble, we sent our agents to you repeatedly for the purpose of obtaining your permission for the plowing of fire guards near the right of way line through your property this having proved to be the most effective means of preventing fires from spreading. In each and every instance you declined to grant us this permission. We then offered to pay you for the privilege, which you also declined. Next, we attempted to purchase a small strip of your land immediately adjoining our waylands, but the price you placed upon it was prohibitory, and we had to abandon that plan.

Glancing through our books, I have noticed records of lawsuits in Hinds, Madison and Yazoo counties, in all of which you were the plaintiff, as follows:

Walter Virden vs. Y. & M. R. R. Co., Circuit Court, Hinds county, Mississippi, demanding \$280 on account of alleged burning of lands near Cynthia, Miss., January 3, 1909.

Walter Virden vs. Y. & M. V. R. R. Co., Circuit Court, Hinds county, Mississippi, demanding \$1,851.55, account of alleged burning of land near Cynthia, Miss., January, 1909.

Walter Virden vs. Y. & M. V. R. R. Co., Justice of Peace Court, Jackson, Miss., demanding \$75, account of alleged burning of land near Cynthia, Miss., February, 1909.

Walter Virden vs. Y. & M. V. R. R. Co., Circuit Court, Hinds county, Mississippi, demanding \$1,851.55, account of alleged burning of land near Cynthia, Miss., November 6, 1908.

Walter Virden vs. Y. & M. V. R. R. Co., Circuit Court, Hinds county, Mississippi, demanding \$2,453.36, account of alleged damage by fire near Cynthia, Miss., November 1, 1908, September 26, 1908; October 2, 1908; October 15, 1908; October 23, 1908, and October 28, 1908.

Walter Virden vs. Y. & M. V. R. R. Co., Circuit Court, Hinds county, Mississippi, demanding \$545, account of alleged damage by fire, near Cynthia, Miss., November 9, 1910.

Walter Virden vs. Y. & M. V. R. R. Co., Circuit Court, Hinds county, Mississippi, demanding \$40.50, account of alleged damage by fire near Cynthia, Miss., December 26 and 27, 1910.

Walter Virden vs. Y. & M. V. R. R. Co., Circuit Court, Madison county, Miss., demanding \$960, account of alleged damage by fire near Cynthia, Miss., November 1, 1910.

Walter Virden vs. Y. & M. V. R. R. Co., Circuit Court, Madison county, Mississippi, demanding \$750, account of alleged damage by fire near Cynthia, Miss., October 17, 1910.

Walter Virden vs. Y. & M. V. R. R. Co., Circuit Court, Madison county, Mississippi, demanding \$2,047.88, account alleged damage by fire near Cynthia, Miss., December 3, 1910.

Walter Virden vs. Y. & M. V. R. R. Co., Circuit Court, Madison county, Mississippi, demanding \$973.50, account of alleged damage by fire near Cynthia, Miss., January 31, 1911, and November 6, 1911.

Walter Virden vs. Y. & M. V. R. R. Co., Circuit Court, Madison county, Mississippi, demanding \$4,118, account of alleged damage by fire near Cynthia, Miss., December 31, 1911.

Walter Virden vs. Y. & M. V. R. R. Co., Circuit Court, Madison county, Mississippi, demanding \$1,180, account of alleged damage by fire near Cynthia, Miss., December 10, 1913.

Walter Virden vs. Y. & M. V. R. R. Co., Circuit Court, Yazoo county, Mississippi, demanding \$1,950, account of alleged damage to property by fire, near Cynthia, Miss., January 19, 1914.

In addition to the above you have also sued for the alleged killing of a large number of head of stock, and I have noticed one suit wherein you demanded of this road the sum of \$150 for the killing of a pup.

I will not embarrass you by stating here the amounts you recovered in

each of your law suits, amounts that were awarded to you by jurors in the various counties. I believe the records show that your first eight suits were filed in Hinds county. For some reason you then changed your base of activities to Madison county, where you filed seven suits, enough to thoroughly try out the temper of the jurors of that county. Evidently being dissatisfied with results obtained here, your next change was to Yazoo county, where your most recent suits were filed, and where, I believe, one is pending at the present time.

The right of way through your property is kept in exactly the same condition as on the balance of our system in Mississippi, and other states, and why it is that you have had so much difficulty and have put us to so much trouble and expense, is indeed perplexing to me. If we received at the hands of a large proportion of the owners of abutting property the same treatment you have accorded us it would make it impossible to operate the railroad.

However I should like exceedingly well to satisfy you, if it be possible to do so. It is my earnest desire to get along in a friendly way with all our neighbors along the line, and I am going to make a further effort to get along peacefully with you, and with that end in view I have instructed our representatives to confer with you again for the purpose of trying to decide upon some plan of removing the cause of your complaints, which have proved so annoying to you and so expensive to us. Yours truly,

T. J. Foley,

General Manager, Illinois Central Railroad Company, and the Yazoo & Mississippi Valley Railroad Company.

—The Yazoo City Sentinel, Thursday morning, October 15, 1914.

WHO ARE THE REAL OWNERS OF AMERICAN RAILROADS?

B. C. Forbes for a number of years has been Business Editor of the New

York American. In his "Personal Comment on Finance and Business," Mr. Forbes has this to say on the subject, "Who Are the Real Owners of American Railroads?"

Who are the real owners of America's railroads?

Let me try to answer that question, as promised in a previous article, "An A B C of America's Railroads," which gave full data on the number of workers employed by our railroads, the amount spent directly in wages, the sums spent for materials, for taxes, for dividends, etc.

The railroads of the United States are not owned by the Rockefellers, the Morgans, the Bakers, the Stillmans, the Schiffs, the Carnegies, the Goulds, the Speyers, the Vanderbilts, the Hills, the Harrimans.

When the Government, the Interstate Commerce Commission, State Public Service Commissions, State Legislatures or the public injure the railroads they hurt these multimillionaires much less than they hurt you.

You are probably part owner of the country's railroad system.

You may be drawing profits from railroading without knowing it.

Or you may be deriving other benefits from railroad securities through channels you never suspected.

Let us first deal with the direct owners of railroad securities.

What have the railroads of the United States cost to create?

About \$20,000,000,000—the Interstate Commerce Commission's figure brought up to June, 1906, was \$14,570,421,478.

Who have supplied this vast amount of capital?

Millions of home and foreign investors, millions of citizens who have paid premiums to insurance companies, millions of depositors in savings banks, millions of persons having accounts in banks, trust companies and other institutions.

How many stockholders are there in American railroads today?

Complete official returns are no-

where obtainable, but for many years I have compiled figures supplied me by the principal railroads. Last year seventy-six roads, with a stock capitalization of \$5,489,652,616, reported 477,458 stockholders. On this basis a grand total of 750,000 stockholders (exclusive entirely of bondholders) would seem to be a reasonable estimate.

Is the average number of shares owned very large?

No; the average is 115 shares.

Are many persons of modest means holders of railroad shares?

Yes, and the number is constantly increasing. The Pennsylvania Railroad alone has 20,000 stockholders owning less than ten shares each. All the directors and employes combined own one-twentieth of the company's stock.

Are nearly all stockholders men?

No—emphatically no. The Pennsylvania has nearly 45,000 women stockholders, almost half the New Haven's 22,500 stockholders are women, and other large companies carry thousands of women on their lists of stockholders. A substantial percentage of these women are widows dependent upon the income for their own and their children's living.

How many stockholders are there in our leading railroads?

Here are the latest official figures, supplied me by the head of each company less than a year ago: No. of

Name of Road	Stockholders
Pennsylvania Railroad	90,000
Canadian Pacific	53,000
Atchison	38,000
Union Pacific	27,000
New York Central.....	23,000
Southern Pacific	23,000
New Haven	22,500
Great Northern	19,000
St. Paul	17,000
Baltimore and Ohio.....	15,000
Illinois Central	11,000
Southern Railway	11,000
Chicago and Northwestern....	10,000
Chicago and Great Western....	10,000

How many bondholders are there in American Railroads?

The total has never been ascertained, but information may be obtained before long through the Income Tax Bureau.

Are there more bonds than stocks outstanding?

About the same—in round figures, \$10,000,000,000 of each.

Are the bonds also widely distributed?

Yes, and becoming more so every year.

Who are the largest owners of railroad bonds?

Well, insurance companies hold upward of \$1,500,000,000, savings banks have nearly \$1,000,000,000, universities and colleges are heavily endowed with bonds, hospitals derive a substantial share of their income from these investments, estates left in trust for the benefit of widows, minors, etc., are largely invested in bonds.

How many insurance policy holders are there in this country?

Approximately 30,000,000, each of whom is concerned in having the solvency of our railroads maintained.

And how many savings bank depositors?

More than 10,000,000, all dependent to some extent for their interest payments on the profits earned by the railroads. If the railroads do not earn interest on their bonds they cannot pay interest on them, and savings banks cannot pay you interest if they do not earn it.

Then, roughly speaking, we are all either part owners of our railroads or affected in some way by the good or ill fortune of the railroads?

Yes, that is the only deduction that can be drawn from the facts and figures here presented.

THORNE AND RAILWAY RATES.

The Waterloo Times-Tribune, Tuesday morning, December 1, 1914.—Editorial.

MR. CLIFFORD THORNE of Iowa is true to his last name when it comes to the railroads and their requests for an increase in rates. They feel a pricking in the neighbor-

hood of their ribs when Thorne talks.

The Iowan advances again to the firing line, declaring that the increase asked for by the roads would cost the people \$70,000,000 per year. This is not literally true as the \$70,000,000, giving Cliff. credit for making the right figures, includes traffic in and out of the country.

Mr. Thorne seems possessed of the idea that the railroads are not entitled to anything that we do not want to give them. He seems to think that even if the railroads are starving, it is not proper for the public to save them. A calamity would befall us, he thinks, if every person in the country would have to contribute about 30 cents more per year to the railroads.

At one time it was popular to fight the railroads and many politicians with a gift of much talk greatly profited by it. Thorne seems to think that for ambitious politicians, the railroads are as good picking as ever before.

Elected as railway commissioner for Iowa, Thorne travels about the country, butting into the affairs of not only state organizations but into the affairs of the interstate commerce commission. We are at a loss to understand how he gets his bills paid, but he does.

There was reason, some years ago, for the agitation against the railroads in state and nation. An aroused public demanded a fair deal and enacted laws with the purpose of getting it. Every state and the federal government sought to regulate the business of the railroads—until the point was reached where the railroads began to show losses. Now it is the railroads who are demanding a fair deal. Has the regulation of railroads by states and by nation gone too far? Thorne thinks not. He claims they can make money at present rates and all they have to do is run their business properly. Thorne isn't a railroad man, but that makes little difference to Thorne. There is quite a difference between regulation and strangulation.

The facts are that the railroads have quit making improvements. They are

buying no rolling stock (except what is absolutely necessary), they are buying no new rails; they are taking off trains; they are running down in equipment, in road bed and curtailing so much everywhere that the service is getting poor.

It was never intended by fair minded people that the railroads be ruined. It was intended that the rates be so arranged that they have a reasonable profit. And now if it is necessary, if the railroads can show, that \$70,000,000 more per year must come to them in order for them to live properly, why, they will get it—it matters not what Clifford Thorne, in his jumping-jack act, says or does.

Some of the newspapers who are applauding Thorne, wanting to run him for congress and for governor, would "make Rome howl" if Thorne were privileged to make their advertising and subscription rates for them.

IS RAILROAD RELIEF IN SIGHT?

MR. DANIELS of the Interstate Commerce Commission is reported to be writing the decision of that body in the latest appeal of the roads for an increase in rates. There is a hopeful sound in this report.

It was Mr. Daniels who, some months ago, advanced the intelligent opinion that "a living wage is as necessary for a railroad as for an individual." The fact has been overlooked, we fear, by many who oppose an increase and by members of the commission who have given too ready an ear to what they supposed to be a popular outcry against the railroads.

And other important facts have been overlooked—notably, that if the railroads are denied a living wage thousands of individuals are apt to be denied any wage. You cannot starve the arterial system of the nation without starving hundreds of dependent functions.

Give the railroads fair leeway and more will be done to overcome the effect of various depressing influences and to restore prosperity than by all

the tariff changes and anti-trust legislation that can be devised. Let us have a little of the "new freedom" for the common carriers.

In another column we print a letter from another business man upon the tremendous burden which the inefficiency of the Interstate Commerce Commission is putting upon the business of this country.

As Mr. Thomas Kane points out, the purchasing power of the railways is greater than that of any other industry. It reaches out into, perhaps, 75 or 80 per cent of the business of the country.

This immense motive power is now inactive. The delay of the Interstate Commerce Commission to make a ruling on the rate increases paralyzes the dynamic force which might set in operation again not only the wheels of locomotives but also the wheels of American business.—Chicago Post, Dec. 10, 1914.

TWEEDLEDEE AND TWEEDLEDUM.

HON. MONCURE DABNEY, the Vicksburg attorney who got into the limelight some time ago through an article in the Vicksburg Post denouncing the Illinois Central and the Yazoo & Mississippi Valley railroads, and was replied to by General Manager Foley, is before the public again in a statement over his signature, which appeared in last week's edition of the Yazoo Sentinel. The only new thing injected into the controversy is the claim of Mr. Dabney that the Yazoo & Mississippi Valley Railroad Company did not offer him \$125 in compromise of the Joyce drainage suit, but that he proposed to accept that sum before submitting the case to a jury, which awarded him \$75, the importance of which being about equal to the difference between tweedledee and tweedledum.

We do not know whether the Honorable Moncure is seeking public office or not. His persistency in trying to keep himself before the public as

the enemy of railway corporations, which is so characteristic of the average Mississippi politician, would indicate as much. But be that as it may, we should like to say, for the enlightenment of the Honorable Moncure, that he is liable to wake up some morning and find himself on the unpopular side of the railway question.

The people are tired of listening to the cheap eloquence of damage suit lawyers and politicians against railroads and other corporations, which have done so much toward the development of Mississippi. They are earnestly interested right now in the question of the best and quickest way to bring about a return to prosperity. The anti-corporation howlers have had things their own way in the past. They have brought us to the rock of hard times. The dawn of a brighter day, in which we are all so intensely interested, and for which we are looking hopefully, does not seem to lie in the direction of following the lead of the self-serving politicians, who think they can make war upon corporations and use that as a vehicle upon which to ride into office.

No better illustration of this fact can be found than what recently happened in the state of Missouri, erstwhile a corporation-hating state. The politicians in the Missouri legislature concluded that the railroads ought to have one more man employed on each one of its trains, and a bill known as the "Full Crew Bill" was overwhelmingly passed by the legislature and approved by the governor. No doubt the politicians thought they could go back to their respective homes and be acclaimed with popular approval for having put over the "Full Crew Bill," but in that they were mistaken. They evidently felt they were on the popular side of the question, for politicians are always trying to get on that side, but they woke up to a realization that they were not. In the referendum vote at the election on November 3, the people of Missouri rejected the "Full Crew Bill," passed

by the state legislature, and approved by the governor, by one of the greatest majorities ever registered in the state on any question, the vote having been 324,085 in favor of rejection, and 159,593 against. In other words, the voters of Missouri stamped with their disapproval the action of their representatives in the legislature by a majority of 164,492 votes, more than two to one.

The same conditions which obtain in Missouri, as indicated by the vote on the "Full Crew Bill," are manifesting themselves in the state of Mississippi. If the politicians still feel that it is popular to fight the corporations doing business in this state, they have a great disappointment in store for them. If we mistake not, in the future the people of Mississippi are going to stand for progress and development of the state. They are going to follow the lead of hard-headed men of affairs possessing constructive ability, and the little fellows who get upon the stump and attract attention unto themselves by trying to tear down corporations and industries, simply because they are big, are going to have the cold shoulder turned toward them. Their "hobby-horse" of making war upon railroads and playing upon the prejudices of the people is all but broken down and is now about ready for the scrap pile.

It has been proven, beyond peradventure of a doubt, that the policy of fighting corporations on every pretext does not promise anything of value, but, on the other hand, it means walking in the shadows of adversity and poverty for the common people.—Editorial from Jackson (Miss.) News, December 21, 1914.

THE RAILROAD REVIVAL.

THE announcement from Washington that the Interstate Commerce Commission had decided to grant a 5 per cent increase in freight rates to the railroads, is commented on favorably by nearly all the daily newspapers.

There is some opposition in the West in the name of agriculture, but it

is not of more than local importance, and the indications are that the farmers have reached a correct understanding of the matter. Very few of them are under the impression that the increase will have to be paid out of the pockets of the raisers of the crops rather than by the consumers. The great thing visible is the recognition of the fact that the general industries of the country must languish until the railroads are put on a sound basis, which cannot be done while they are prohibited from earning enough to make improvements and justify capital in making further investments in their securities.

It is safe to predict that the action of the Interstate Commerce Commission will result in the trade of the country feeling a reviving influence of the greatest importance. It is already known that the iron trade will be stirred to great activity, and along with better times for the iron men will come help for all the departments of labor into which iron enters as a large element.—New Orleans Daily States, December 21, 1914.

GIVE THEM A SQUARE DEAL.

RAILROADS as a rule are made to bear the heaviest burden in damage suits, for almost invariably the complainant wins out. This is not occasioned by any lack of intelligent judicial proceedings, but more from the fact that sentiment is against public corporations. In our sister State of Mississippi the Illinois Central has expended enough money defending damage suits and in paying judgments rendered against it to have built a railroad from Memphis, Tenn., to the gulf. The fact that the Illinois Central has been imposed upon needs no contradiction if one only reads the Illinois Central Magazine, a publication devoted to employes of the great system. Not long since a certain employe of the road, while in the discharge of his duties, was injured, and after severing his connection with his employer, for the express purpose of bringing suit, filed his

claims with his attorney and soon a judgment in excess of \$20,000 was obtained. It was brought out at the trial that the complainant would lose the sight of one eye within twelve months, this evidence being submitted by a "prominent oculist," who of course received a dividend when the fat judgment was rendered. The railroad paid the claim, but has lived to see the beneficiary thereof mingling with tramps. Instead of investing this snug fortune, the former railroad employe squandered it and was soon without a change of clothes. The moral is: That a man never reaps the benefit of ill-gotten gain.

Railroads are our greatest asset in the upbuilding of communities. Without them we would be poor indeed. It therefore behooves us to treat them in the light of benefactors instead of a bunch of thieves, as some few narrow-minded persons feel contented to do.—Editorial, *The Florida Parishes, Amite, La.*

A DELAYED ACT OF JUSTICE.

THE recent decision of the Interstate Commerce Commission granting railroads in certain parts of the United States permission to advance their freight rates, may well be regarded as a long delayed act of justice. For about four years the petition of the railroads for this authority has been pending before the Commission, and a most exhaustive hearing has been given to arguments both for and against it.

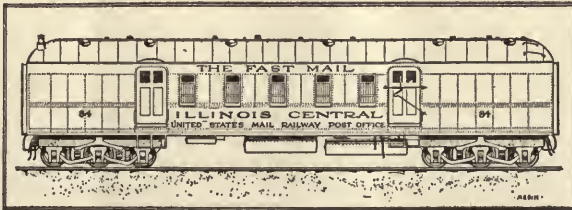
Meanwhile numerous fights have been kept up for specific reductions of rates, extra crew laws have been adopted, salaries of employes have been raised, and sundry other things have been done to decrease the income and increase the expense of the roads.

The result is that the quality of service given the public has been lowered by the discontinuance of trains, the stoppage of outlays for needed repairs, and improvements and the discharge of many employes.

The impression has long been very generally prevalent that the Interstate Commerce Commission's chief duty was to "hammer" the railroads and see to it if possible that they were not run at a profit; and some of the rulings of the Commission have justified the conclusion that its members shared in this impression. It is gratifying therefore to note that by this ruling its members at last seem to realize that they, in a sense, constitute a court of equity, and that it is no part of their duty to prosecute the railroads to the borders of persecution.

Of course it is politic and popular to say that "the people pay the freight," and that when freight rates are increased the "predatory plutocrats" are robbing the "toiling masses"; yet the man who favors robbing investors in railroad properties of a fair return on their investments, invites the suspicion that he would, if opportunity offered, unhesitatingly swipe any surplus pennies that "the toiling masses" might accumulate.—*Madison County Herald,*

Dec. 25, 1914.





Overflow Situation at Cairo, Illinois, During the Years 1912-1913

By M. P. Black, Assistant Engineer

(Continued from November Issue)

THE City of Cairo and the Drainage District, immediately north of it, being situated at the junction of the Ohio and Mississippi Rivers, was endangered and partially damaged during the excessive overflows of 1912 and 1913. The Illinois Central R. R. located in this territory also received considerable damage, as described in November issue.

The damage to property and the danger incurred during these two overflows demonstrated the necessity for extensive and substantial improvements, on the part of the city and the I. C. R. R., to prevent a recurrence of this situation.

The City and Drainage District, having derived from the State and Federal Governments, together with a bond issue, a total of \$1,000,000, immediately proceeded with a comprehensive plan to insure the territory against overflow.

The earth levees protecting Drainage District were raised to an elevation of fifty-seven feet on the Cairo gauge, and on slopes of three to one, all weak places in the levees caused by porous material were excavated and refilled with good material. This work was done under U. S. Government supervision, and was pushed to an early conclusion, being completed in the latter part of the year of 1913. Specifications provided for a shrinkage of 25 per cent on steam shovel earth work and 15 per cent on team work. A new pumping station has been installed where Cottonwood slough empties into Cache River to take care of the

surface water in the Drainage District.

The protective line of the levees around the City of Cairo proper has been raised to an elevation of sixty feet, on the Cairo gauge. All of the earthen levees have been raised and strengthened, the toe of slope, where exposed to wash, has been supported by concrete retaining walls, and the river slope heavily rip rapped.

The old concrete sea wall, extending from Halliday elevator on the Ohio River in the southeast portion of Cairo to 18th Street, has been raised to an elevation of sixty feet and strengthened by a reinforced concrete jacket extending down the river face of the wall to the footing. To intercept seep water, which has previously been a source of much trouble during high water periods, a single line of steel sheet piling was driven at the foot of the concrete wall which was sealed at the top by the new concrete jacket.

The face of the old sea wall was thoroughly scrubbed with steel brushes and the new reinforcement was anchored to the old wall by means of expansion hook bolts.

Small drainage ducts were provided in the lower portion of this wall which would permit any seep water to leave the fill immediately behind the concrete wall as the water receded in the river. A pipe connection was made with these ducts extending to the top of the wall to which a hose can be attached and the ducts thus

Dirt train unloading to the south of Mounds.



False work driven, preparatory to raising Cache River Bridge



Bank sloper at work



flushed. In addition to the improvement of the old wall, a new concrete wall was constructed from 18th Street to the north end of the Illinois Central Railroad elevator on the Ohio front, the plan of construction being similar to that employed on the other portions of the wall. At points where the old sea wall, particularly at the foot of the 14th Street, did not extend low enough to intercept leaks in the old earth levee behind it, the old wall was removed and an entirely new wall constructed, based on the natural surface of the ground.

The contractor handling this work, rigged wheel barrow concrete mixers on an elevated platform on flat cars from which, by means of a track laid immediately adjoining the sea wall, he was enabled to pour directly from the mixer to the forms. His sand and stone were handled from cars into a large hopper spanning a standard gauge track, by means of a clam shell, and the material, in turn, dropped into a hopper rigged on flat cars, which hoppers were provided with slide bottoms, high enough above the bed of the car to permit small steel dump cars to pass under. In this way the cost of handling the raw material was reduced to a minimum and greatly facilitated the work, the entire sea wall being completed about the first of the year 1914.

The city of Cairo also constructed a large steel bulk head at Sycamore subway, under I. C. tracks, which is the main thoroughfare between Cairo proper and the Drainage District. This bulk head is sixty feet in length, and operates on counter balances. It can be lowered during times of high water and absolutely prevent the passage of water either from Cairo into the Drainage District or vice versa, should either one or the other be overflowed.

The general plan of the Illinois Central Railroad, after the overflow of 1913, was to construct an embankment of such elevation and dimensions as would prevent overflow of its tracks and the passage of water from one river to the other, in case of the overflow or destruction of the levees on either side, through the Drainage District.

This work was started June 30th, 1913, and was completed June 30th, 1914, the top of the rail now being at an elevation of fifty-nine feet on the Cairo gauge throughout the Drainage District, with exception of the interlocking plant at Cairo Junction, which is constructed at an elevation of sixty feet, for additional protection to electric switch appliances on the interlocker. The earth for the new embankment was obtained from Villa Ridge, Illinois, where it was excavated from a new alignment which will ultimately reduce the grade on what is known as Villa Ridge hill, from forty-five feet to seventeen feet to the mile, the maximum haul on this dirt being ten miles.

Three steam shovels were used, working night and day shifts, from the early part of July, 1913, to June, 1914.

The embankment was constructed with a crown width of thirty-four feet and side slopes of two to one. The grading quantities on this work amounted to approximately eight hundred thousand yards.

These flat slopes were made by means of a long boom constructed of two 7x16 timbers laid flat and bolted together, the upper end being attached by a pinion to a body of a flat car and dragged by means of cables at an angle of about sixty degrees with the track. The cables were so rigged, that at the end of a run they could be rapidly adjusted for the return move, with very little trouble. At point where the Cache levee crosses the embankment of the Illinois Central, a muck ditch six feet wide and six feet deep was constructed transversely across the railroad embankment, so as to remove the porous material which had been a source of seepage during previous overflows. This muck ditch was back filled with impervious material and raised to the elevation of the levees.

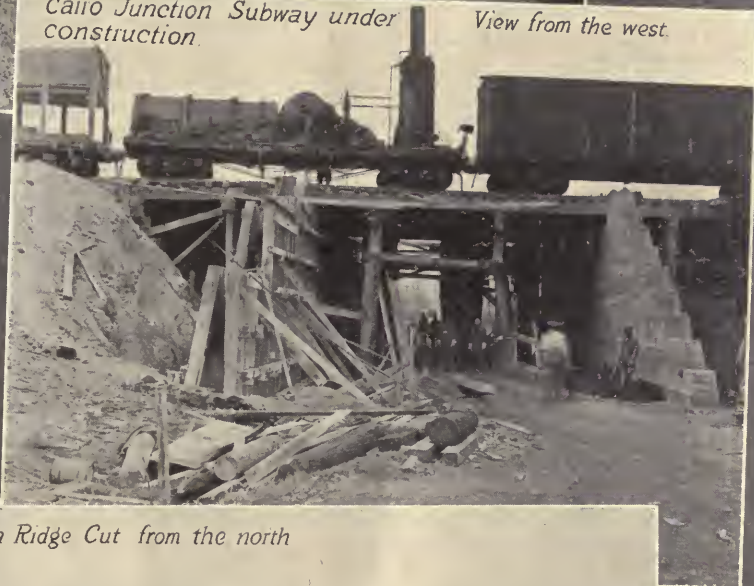
What was known as Parsons Subway (two miles north of Cairo Junction) was closed with long easy grade approaches. This was considered val-

*Steam Shovel on
grade reduction in
Villa Ridge Cut*



*Cairo Junction Subway under
construction.*

View from the west.



Villa Ridge Cut from the north



uable, in that it prevents possibility of water breaking through at this point.

The forty-eight inch cast iron pipe at Cottonwood slough was caulked throughout its length and provided at each end with water tight cast iron flap gates set in heavy concrete head walls. In this manner the water can be prevented from passing through the embankment from either direction during high water periods, and thus eliminate a washout at this point.

At Cairo Junction, where it was necessary to maintain an under crossing, a new concrete structure was constructed.

Excavations were made to a depth of eight feet below the surface of the natural ground and twenty feet creosoted piling, placed. A solid reinforced concrete superstructure was placed thereon, the spans being made with reinforced concrete slabs, water proofed and ballast decked.

To protect against a possibility of the water passing through the embankment at this opening, a concrete curtain wall eight feet in depth was placed across the east end of the opening, extending from the north to the south abutment. This curtain wall, as well as both abutments, was slotted to permit the reception of bridge stringers laid flat, which are to be placed during times of high water and made water tight by caulking or other means.

An entirely new interlocking plant, electrically controlled, has been installed at Cairo Junction, and considerable change made in the track arrangement, by which the movement of all trains through the plant is greatly facilitated.

Since a solid embankment was provided between Cache levee and Cairo Junction, which would not permit of the passage of water during overflow of the levees, it was necessary to provide additional waterway at Cache River, immediately north of the Drainage District. In view of the fact that at times the flow of water at this

point, in either direction, is excessive and will be increased on account of being obstructed in the Drainage District, also on account of the low iron of the Cache River bridge being submerged four feet during the last overflow, it was decided to raise this steel structure six feet, thus placing the low iron two feet above high water and beyond damage by drift.

To provide the necessary additional waterway, a one hundred foot extension was constructed at this opening, which extension was composed of five twenty-two foot spans bridged by concrete slabs, supported by reinforced concrete piers resting on twenty foot creosoted pile substructure. The slabs were water proofed and ballast decked. The main channel piers, on account of the raise in the elevation of the bridge, were raised three feet and the difference between this and the six foot raise, taken up with pedestal blocks, which permits of standard steel structure being placed on the finished piers at a later date.

The old stone piers were jacketed with a one foot three inch reinforced concrete jacket. The piers were first thoroughly scrubbed with steel brushes and then dowelled with expansion hook bolts to which the reinforcement was attached. The jacket was supported by a single row of untreated piling; both of the old piers were extended east to provide for fourteen foot track centers, when a new structure is installed. This bridge was raised entirely under traffic with hydraulic jacks, each bearing point being raised a foot at a time, and the track on the embankment being simultaneously raised by track gangs. There was approximately twenty-eight hundred cubic yards of concrete used in the masonry construction on this work.

Traffic was handled during the work of raising the track between Mounds and Cairo Junction by means of a series of double track junctions. A telegraph office was placed at each end of an approximately one mile section of track, with two crossovers at

each end of this one mile block; one main track was then taken out of service and raised to grade, while traffic was being handled throughout this one mile on single track. This track, after being raised to final grade, was ballasted with cinders and used by work trains for a period of several days, developing the weak places, after which it was turned over to through traffic. As the raise on these tracks averaged five feet, it was necessary to maintain a slope of one to one on the side adjacent to the other main track. This slope extended from the end of ties on the track being raised to the end of ties on the low track, the track centers being maintained at fourteen feet. Traffic was at no time obstructed by reason of earth falling from the upper to the lower track. The other track was then handled in like manner.

At Mounds, Illinois, the main lines were moved from their old location to the eastern extremity of the waylands and raised to the same elevation as the track in the Drainage District, thus providing a levee on the east side of the Mounds yard. A levee was also constructed on the south side of the Mounds and Olive Branch, from its junction with the main line to the west property line of the Railroad Company, and from thence due north on the west property line to the foot hills, thus providing complete levee protection for the terminal facilities at that point. These levees were constructed mostly by teams, and have a slope of two to one on the outside and one and one-half to one on the inside, with an eight foot crown, and top elevation of fifty-seven feet on Cairo gauge. The greater portion of the sur-

face water naturally draining into the area protected by the new levees, was diverted by means of a ditch constructed just west of the west levee and carried south to Trinity slough.

The surface water inside of the levee and the discharge from the ice plant was taken care of by means of a twenty-four inch and forty-eight inch cast iron culvert provided at the outer end with a water tight cast iron flap gate set in a heavy concrete head wall, which can be closed during high water, excluding all overflow water from the terminal. A rearrangement of the yard at Mounds was effected by these changes, whereby three additional tracks of sufficient length to accommodate a northbound tonnage train were provided immediately east of what was formerly the receiving yard. The receiving yard was then converted into a classification yard, and the west of classification portion of the yard was made the receiving portion. The tracks serving the banana shed were extended two hundred feet, so as to accommodate a larger number of cars.

At Villa Ridge the existing main lines were moved east approximately one hundred feet, on practically the same level, and traffic was maintained over these new tracks while excavation for the grade reduction was being made on the site of the old main lines. There are still three hundred thousand yards of excavation to be made to complete this grade reduction.

The management of the I. C. R. R. and the officials of Cairo feel that they have done what is necessary to protect from overflow the property in their charge insofar as can be reasonably anticipated.



FREIGHT TRAFFIC

DEPARTMENT



The Bunker Coal Trade Through the Port of New Orleans



By B. J. Rowe, Coal Traffic Manager

THE foreign trade of the United States in coal has two definite expressions. There is a certain amount of cargo coal shipped to foreign countries, and a certain amount of bunker coal is disposed of at our own ports for use as fuel; and while both of these may be classed as foreign trade, they are quite different in character.

For American cargo coal to compete successfully in the foreign market necessitates elaborate arrangements such as the organization of a foreign selling agency, foreign financing, storage and distributing plants, and agencies in the various foreign countries to receive and deliver the coals.

The sale of bunker coal is less complicated, the requisites being an ample supply of high-grade coal that will store indefinitely without danger of ignition through spontaneous combustion, first-class transportation to the port and facilities for handling the coal from cars to vessels.

The Illinois Central Railroad Company has provided elaborate up-to-date, electrically operated mechanical facilities for the transfer of this coal from cars to vessels at the port of New Orleans.

The plant is located about a quarter of a mile downstream from the present incline in its Harahan Yard, and consists of two principal parts; first, a double track reinforced concrete hopper

to receive the coal from the cars which are spotted by the switch engine over the hopper pit; second, a belt conveyor to carry the coal out over the river to a point where it can be delivered to barges.

The plant is designed to handle 300 tons of coal per hour, and in order to permit the handling of this amount of coal it is necessary to unload the cars at the rate of one car every ten minutes.

The barges which receive this coal are anchored to the fender or cluster piles on the river side at a distance of 205 feet from the nearest track to the river, and when the coal is being discharged into barges it is necessary to use a tug for shifting the barges up and down the river in order to properly balance them while they are being loaded.

The cluster piling consist of ten clusters, each containing seven piles, each pile being 80 feet long and securely drawn together at the top.

The conveyor pit is 28 feet wide and 38 feet long, and the conveyor consists of a rubber covered belt 36 inches wide, supported on the loaded side by troughing rollers 4 feet center to center, and on the return side by rollers spaced 10 feet center to center. All the conveying machinery is carried on piling and timber trestle work, and the conveyor portion is substantially housed in, there

being also a house built over the hopper pit, extending 12 feet each way beyond the pit itself.

The rise and fall of the river at the point where the barges are loaded is 20 feet 6 inches between extreme high and low water, and in order to meet this variable stage of water, the outer end of the conveyor is carried on a 53-foot steel boom. This boom is provided with an electric hoist and concrete counterweight, and it is so constructed that it can be adjusted to the elevation of the water; the hoist being operated from the operator's house, which is 16 feet by 22 feet, which also houses the 35 H.P. driving motor, switchboard and other operating machinery.

The Roberts & Schaefer Company of Chicago, furnished the detailed drawings of this plant and furnished and installed the machinery. The hopper pit, conveyor supports, operator's house, housing, and boom were furnished and installed by the Railroad.

There were no railroad coal piers or tipple at the port of New Orleans to handle rail coal as is the case at other ports where coal is transferred direct from cars into vessels, and as coal tributary to the port of New Orleans is making rapid inroads on the bunker coal trade which heretofore has gone largely to the Virginia fields, or been furnished from stocks of river-borne coal, our Company installed these modern facilities.

The owners of the coal also own a fleet of tugs and bunkering lighters which tow the barges from the tipple to the various points in the New Orleans harbor where the coal is wanted, and hoist and load it directly into overhead or side bunkers of steamers. This is separate and distinct from the service performed by the railroad over its tipple, and all cost of barging, towing, trimming, wharfage, docking or other charges in the New Orleans harbor is performed, or the expense assumed, by the coal company.

The use of this facility need not nec-

essarily be confined to bunker coal, as cargo coal may also be handled over this tipple, and this class of the foreign coal trade through the port of New Orleans shows every indication of increasing. Thus far, the bunker trade at New Orleans is the more important factor of the two, and is steadily increasing, amounting in 1913, which is the latest date for which statistics are available, to about 500,000 tons, of which 418,526 tons were for steamers engaged in foreign trade and the remainder for steamers engaged in the coastwise trade.

The increase in the bunker coal trade is largely with steamers engaged in foreign trade. Formerly these vessels, particularly those engaged in European trade, thought it to their advantage to take on about 200 or 300 tons of bunker coal at New Orleans and the remainder—800 to 1,000 tons, farther on the route, usually at one of the Virginia ports. Two reasons were assigned for this, one that the eastern coals are lower in volatile matter than the coals supplied at New Orleans; another, that the eastern coals produced more heat, consequently less space was required to store a quantity sufficient to complete the trip across the ocean, and that through the use of this coal it enabled them to take on two to three hundred tons more of revenue cargo, which in a measure compensated them for the stop at the Atlantic port, involving as it does, a loss of from two to three days time on the voyage from New Orleans to Europe.

The New Orleans coal dealers are rapidly convincing the owners or masters of these vessels that the coal taken on at this port will produce as much energy or heat units per ton weight, or ton measurement, as the Hampton Roads coals, and bid fair to, in the end, secure all of this trade which will be a valuable addition to the commerce of this port, as well as spreading far and wide the fame of the high-grade coals to be obtained here.



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 ▲ ▲ ▲ ▲ ▲

Colds and Sore Throats: Their Causes and Prevention

At the very outset it is well for all of our readers to remember that but few people among the civilized races enjoy perfect physical health, and therefore all of us are more or less subject, from time to time, to colds of varying severity. A cold in the head or a sore throat is usually produced by a prolonged exposure to dampness and cold and especially by a chilling of the feet. The most common cause of such exposure is insufficient covering on the feet, the lower extremities, the head or the chest, aggravated by exposure to drafts. Some writers claim that drafts have no significance. We may write and talk as much as we please about the injurious effects of bad air and the importance of fresh air, but we should never induce anyone to sit in cold drafts and shiver for the sake of pure air. Extremes in this, as in all matters hygienic are to be avoided. It is very important that those who sleep out of doors should be warmly clad and sufficiently fed. In the modern woman's dress, clothing is too often used these days for display and adornment instead of protection to the body. Their low-necked, short-sleeved gowns, with insufficient covering for the feet and head, are largely responsible for many diseases of the nose and throat that might have been averted. Why should so much time be spent in clothing the body oftentimes in ways that are

injurious and disease-producing? How much better it would be to follow the dictates of judgment and reason rather than to be guided by the follies of fashion and the demands of popular custom. The chief purpose of clothes in the present age, we contend, should be to protect the body in cold weather, and the writer insists that indiscreet dress on head, body or feet, is responsible for many of the ills to which human flesh is heir; as in the case of most ailments, the avoidance of colds involves also the question of the keeping of the body in the best physical condition. If the system is below par and the resistance is reduced, the cold and sore throat germs have a much better opportunity of causing trouble. They delight in jumping on a fellow when he's down, so that we offer the least defense to the attack of these disease producers when we are exhausted from any cause, or when improperly clothed or protected. So, to avoid catching cold, it is needful to make the body resistant to the influence of these germs. The cold bath in the morning is of great value in increasing the resistance of healthy people, but this cold bath should only be taken by healthy people and should be taken in a warm room and a reaction should always be produced. In the case of delicate people, the very cold bath should not be used, but a tepid bath

in the evening hour is preferable. It is also well to see that the sleeping room does not cool slowly at night, but that it is properly cooled at bedtime.

The nasal passages are also likely to become subject to germ infection, and an excellent aid in preventing a cold from this source, is to wash the nose and throat regularly twice a day with an alkaline antiseptic solution, or with salt water. The germs of a great number of bodily diseases gain an entrance into the body by means of the nose and throat, and it is very necessary to keep these parts clean and as free from germs as possible. The great difficulty in regard to teaching people the best methods to avoid colds and sore throats, is the fact that those very things which really prevent colds and sore throats, are popularly supposed to cause them. Take for instance, fresh air, cold air, cold baths and out-of-door exercise; these best known means of preventing colds, are generally regarded as causing them.

1. How to prevent a cold. The care of the nose and mouth is important. An Antiseptic Solution or a solution of salt water, should be used daily. Cinnamon or Peppermint water will serve as an excellent mouth-wash.

2. Ventilate your living, sleeping and working rooms. If you would cure colds or avoid them, breathe fresh air.

3. Equalize the circulation. To do this, it is necessary to keep the skin of the body warm, and to keep the ankles and feet dry and warm. The practice of running out of doors with the head uncovered and without proper clothing, is frequently productive of great injury to the system. Quite re-

cently the great English General, Lord Roberts lost his life by leaving off his overcoat and exposing himself to the cold while re-viewing the troops. This is a very common carelessness, and one that is very easy to be avoided.

4. The cold bath. This is a fine tonic producing greater bodily resistance, and is an excellent preventative of colds and sore throats.

For those not able to take the cold bath, the practice of bathing the neck and chest in cold water adding a little salt, is a wise procedure. People whose hair is thin or who are bald, take cold easily, and should avoid drafts when the head is uncovered. Keep the feet warm, the head cool and the bowels open, was the advice of an eminent French physician, and we do not know of any better advice in preventing colds and sore throats.

5. A low protein diet—that is a diet that largely excludes meats should be adopted. Meats and heavy food should never be eaten when a cold is coming on. The end product of the digestion and splitting up of protein, are acid in nature and it seems highly probable that they are indirectly concerned in producing a bodily state which greatly favors the taking of or the aggravating of a cold. It should be remembered that while deficient elimination of the natural wastes of the body tends to increase these acid poisons in the circulation, the larger portion of such irritating substances is derived from the excess of protein taken into the body with the daily food. It is advisable for people who are subject to taking colds easily, to eat less meat and to substitute fruit, cereals and some vegetables.

Letters Complimentary to Conduct of the Hospital Department

Mattoon, Ill., September 30, 1914.

Mr. L. E. McCabe, Superintendent,
Mattoon, Ill.

Dear Sir:

You may recall that on the morning of July 31st, while working at

Mattoon, as switchman, my left foot was badly bruised, making it necessary to amputate all the toes.

I was immediately taken to the hospital at Mattoon and placed under the care of the Hospital Department. During the time I was in the hospital I received the best of attention from the surgeons and the nurses, who did all in their power to lessen my suffering and make me comfortable. After being removed to my home, the Hospital Department continued to attend me until I entirely recovered. While in the hospital I came to appreciate as never before the advantages of the Hospital Department. It is understood by me that the company stood the expense of my case inasmuch as I was injured on duty. However, in my opinion, no employe can afford not to be a member of the Hospital Department, because of the care he will receive if injured off duty and if sick from any cause.

My experience with the Claim Department was also most fortunate, and I consider that I was dealt with not only fairly, but generously, by the company, and I am more than satisfied with the settlement made with me by the local claim agent and with his courteous treatment.

I want to express, through you, my thanks for the splendid way the company treated me. The I. C. always gives a fellow a square deal

Yours truly,
(Signed) HARRY BOSLEY, Switchman.

Mattoon, Ill., October 2, 1914.

Mr. L. E. McCabe, Superintendent,
Mattoon, Ill.

Dear Sir:

Myself and wife wish to say that we are very thankful for the kind treatment, and highly appreciate the liberal settlement accorded to our son, Harry, in the case referred to in the enclosed letter.

Yours truly,
(Signed) WM. BOSLEY and WIFE.

G. G. Dowdall, Chief Surgeon, I. C. R. R., Chicago, Ill.

Dear Sir:

To begin with am free to admit that I was not in favor of joining the Hospital Association, but nevertheless I finally decided to become a member.

Several months ago I was hardly able to walk without my legs giving me considerable pain, so that the physician of the Hospital Department, stated, to overcome this trouble it was absolutely imperative to undergo an operation.

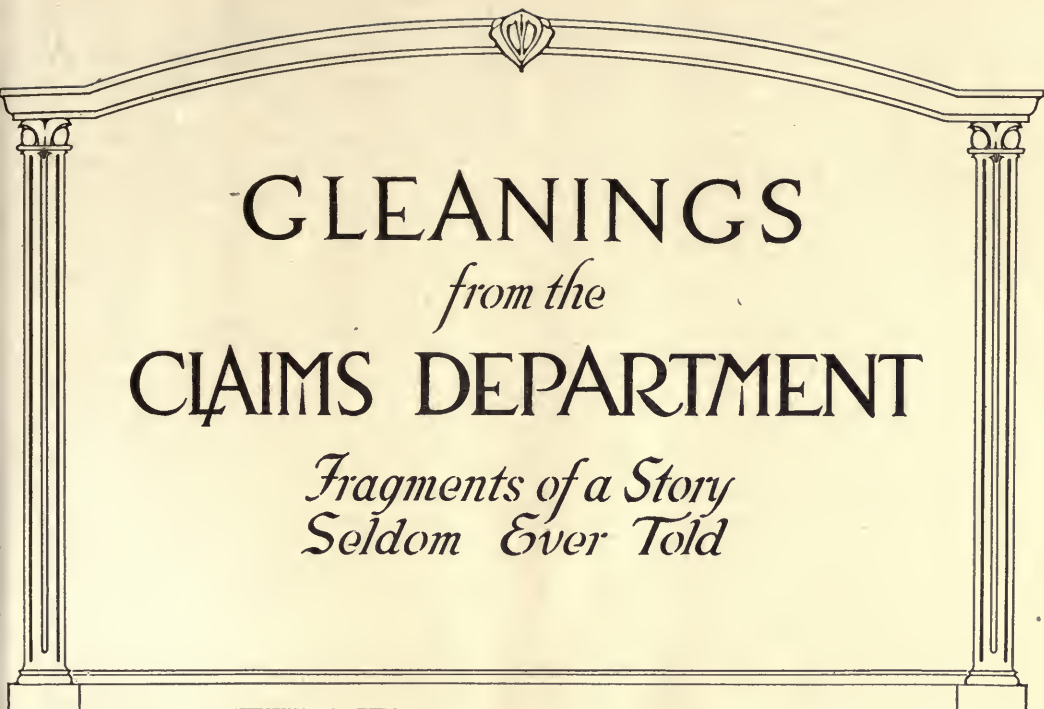
Shortly after I was confined to the Hospital the operation was performed, and the treatment I received was not only a surprise, but more than pleased with the results, as the operation was a success.

I might further add, that during a period of five weeks those in charge of the Hospital Department were not only kind, but very attentive at all times, and under these circumstances I cannot refrain from expressing my sincere appreciation to all concerned.

Furthermore, I honestly believe that if any of the employes of the Illinois Central Railroad Company should be unfortunate enough to become ill, the treatment that they receive would be such that they could have nothing but praise and feel elated that they were given an opportunity to become a member of a Hospital Association that was capable of rendering such efficient service.

Yours very truly,
(Signed) JOHN SPRINGENBERG,
Foreman Twenty-seventh Street Shops,
Chicago.

Nov. 23, 1914.



CLEANINGS

from the

CLAIMS DEPARTMENT

*Fragments of a Story
Seldom Ever Told*

Tact

IF the employes of this railroad system should ask us to name one word fraught with the greatest importance to them in their dealings with our patrons and the public; one word, a proper understanding of the definition of which meant most toward the success of each individual employe, and this Company, we should unhesitatingly say that word is TACT. Webster's International Dictionary defines the word TACT as "the sense of touch; feeling; peculiar skill or faculty; nice perception or discernment; ready power of appreciating and doing what is required by circumstances." A young man of railroad experience once applied to a business man of large affairs, controlling gas and electric light plants and street railways in a number of large cities, for a position. The business man closely questioned the young fellow and finally asked him to call and see him at a future date. On the second call, the

business man said: "I have decided to offer you the position of Superintendent of the Street Railway System located in an important city in Illinois." The young applicant was taken by surprise and remarked that he had not had experience in that line of business and could not consistently undertake such an important task without equipment to carry it on successfully. "But," said the business man, "you have TACT and that is what is required of a man to successfully hold the position which I have in mind. I want a man to manage that property who will meet the patrons of the Company and the public TACTFULLY. It is not necessary that you should know how to operate a street car, or understand the intricacies of electricity, but it is of paramount importance that you display TACT in your intercourse with the people upon whom that property depends for its sustenance." The young man did not accept

the position, but the interview with that business man made an impression upon his mind which never can be effaced.

If each employe of the Illinois Central Railroad System could have a similar experience with a successful business man of large affairs, and have thoroughly implanted in his mind the importance to him, and to his employer (and no employe of any concern is worth anything to himself or those that depend upon him unless he is interested in his employer's success), the lesson thus learned would be of incalculable value both to him and to the Company.

TACTFULNESS in the official in his dealings with his subordinates is of the utmost importance, but TACTFULNESS displayed by the employe in his dealings with the patrons of the Company is as certain to attract attention of those higher up as that night follows day.

If our thousands of employes could realize the benefits that would accrue to them and to this Company through a faithful and consistent practice of TACTFULNESS, this system would become the most popular and prosperous railroad in the world.

The unpopularity of railroads and the constant agitation against them is born of the lack of TACT of railroad agents and employes and, in some instances, minor officers. It is fed upon this from day to day by the disgruntled ticket agent who gives an ugly reply to a question by an anxious patron; by the passenger conductor who is not civil to the patrons who ride upon his train; by the flagman on a passenger train who refuses to assist an old gentleman or an old lady with their luggage; by the baggage agent at the counter who is not intelligent enough to understand that the ordinary traveler does not know as well as he does the system by which baggage is checked from one part of the country to another; by the section foreman who is uncivil to the neighbors along his section, and, in fact, by the representatives of the railroad generally who come in contact with the railroad's patrons and the public.

The point is well illustrated by the

experience which our general manager had at a foreign line depot a few days ago. He was going out of town and went to the suburban station of one of the Chicago lines to take a train that was scheduled to leave at 8:54. He arrived at the depot a few minutes ahead of the leaving time of the train, and when the train was about due, and after it had been called by the station porter, he went out on the platform. The temperature was below zero, and after shivering out there for fifteen or twenty minutes, he returned to the ticket window and said to the ticket agent: "Can you give me any information about the 8:54 train?" The reply of the ticket agent was: "The next train will be 10:45." The general manager was taken by surprise and asked: "Has the 8:54 train gone?" and the ticket agent responded, "The next train will be 10:45." The general manager knew the 8:54 train had not gone, because he had been waiting for it impatiently, but he realized he could not get any accurate information from the ticket agent, and, therefore, turned on his heels and walked away. It is fortunate for the ticket agent of the foreign line in question that this thing did not happen on the Illinois Central, and yet we must not lay the flattering unction to our souls that these things do not happen on the Illinois Central, for they are happening every day, and the patrons of the road hold the railroad management responsible for it. When they return to their homes after having these experiences, they discuss the matter before the family fireside, and thus a mountain of prejudice is built up against the railroad. Almost in the twinkling of an eye this could all be removed if employes would make up their minds to deport themselves in a courteous manner, or, in other words, display TACT. It is just as easy to give out correct information as false information, and it is by far better to give the information TACTFULLY. Let us all begin the new year by learning the lesson of the definition of the word TACT, and

practice it in all of our dealings with the company's patrons and the public. If we do it successfully, this will be the happiest year of our lives, as well as the most prosperous in the history of our employer, the Illinois Central Railroad System.

WE PAY THE PIPER.

We do not dance, yet we must pay the piper! Few taxpayers in Albert Lea and Freeborn county realize that an additional \$300 tax was loaded onto Freeborn county when the case of W. P. Casey vs. the Illinois Central road was tried before Judge Kingsley in the district court Wednesday and Thursday of this week.

Mr. Casey lives at Freeport, Ill. His lawyers claimed he was injured by the Illinois Central Railroad in a freight wreck at Monroe, Wis. The Minneapolis attorneys taking up the action for the complainant brought the case to Albert Lea and as a result the taxpayers of Freeborn county must pay the expenses of the court. Is this justice? Should a county of Minnesota stand the cost of a suit brought by an Illinois man who was injured in Wisconsin?

Too often unscrupulous foreign attorneys employ a retinue of ambulance chasing agents scattered about the country to dig up possible injuries sustained by individuals through railway or other corporations. Frequently there is not the slightest merit upon which to base an action. Yet by a series of letters they will finally excite the alleged injured party into filing a claim, the attorney to receive a certain percentage if he wins the case. The attorney, who is generally a skillful trial lawyer, depends upon strategy and eloquence rather than meritorious claims for the success of his cause. Sometimes he wins—sometimes he loses. Its a gamble, usually in his favor. But in either case the taxpayers in the county in which he tries the case, must pay the piper.—Albert Lea (Minn.) Tribune.

JUST ONE GIRL.

On February 22, 1914, central Illinois was visited by one of the worst blizzards that had inflicted itself upon that locality for years. The wind from the north was full of snow, and it was cold, bleak and most uninviting for an auto ride. It is not recorded that any other machine was out that night except a lone Hupmobile, occupied by two girls and two boys. All curtains were up, lap robes were in use and twice during the evening of joy it became necessary to stop and get warm. It was very cold. But these were careful young people. They looked to the north and south before crossing the railway tracks. They approached the tracks carefully, and although it became necessary to change seats occasionally and those in front shift to the rear and those in the rear move forward, yet notwithstanding all this, these were mighty careful young folks, and when they came to a railway we have no doubt but what the fellow in the back seat said to the fellow in the front seat: "Jake, be you noticin'?" And then came the reply from the front seat: "You bet, Bill. Didn't you see me look to the north and then to the south, and then didn't you hear me listen?" Who would have thought disaster possible under those conditions? But there was Charleston Avenue beset with five railroad tracks, and a big open expanse to the south, and there was that storm, from which every other mortal save those on missions of most imperative character had sought shelter, and there, too, were the joy riders, without a care save to look and listen for the approach of trains, and down the track a short distance were two engines hard at work trying to shove twenty-five cars up the hill and over this crossing, but on came the joy riders. They saw no cars, no engines, heard no warnings, but at the careful speed of about fifteen miles an hour they drove upon the crossing, and were caught by the front end of the cars and shoved along for about sixty feet, when the train stopped and

they all got out. Then they went away and soon afterward they met again, and it was planned what each should say, and among other things that there was "no one on the cars with a light." Why of course not. Did they not look? Had such a man been there would they not have seen him? These "careful" young people!

So a lawsuit was brought, but lo, there was trouble in camp. One of the girls had left town and could not testify, and one of the boys had gone away, and things became desperate, and then it was necessary to have a continuance, and in order to have that some affidavits had to be made.

Then came another term of court and still one girl short, but what about the other girl? Where was she? Why a wicked claim agent had gone and talked with her, and she had "up" and told the whole plan, all that was said and done, and then she came into court and told the jury, and she told them that she did not look and that the lad beside her forgot to look, and that the night was cold, and they were not thinking about "old freight trains."

Just one girl, and all hopes of that \$1,000 for a new auto were dashed into an abyss. The jury went out and remained about ten minutes and brought in a straight verdict in favor of the railroad.

A BOY'S IDEA OF A DOG.

Claim Agent Hagan's little boy had been after his father for some time to get him a dog. So one day, the boy came running to his father and said: "Papa, Willie has a dog here that he wants to sell." Mr. Hagan looked at the dog and asked what kind it was. Willie answered that he thought it was a Feist. The boy spoke up and said: "Yes, papa, he is a good dog and in bad weather he can go out to the postman and get the papers and letters. Mr. Hagan asked why he thought a little dog like that could go out and bring in the letters, and the boy very solemnly replied: "Well, papa, Willie says he is a male dog."

SECTION FOREMAN H. A. MERCIER.

The section foreman is an important man in the running of a railroad. A chain is just as strong as its weakest link. So it is with the railroad. The section foreman is the resident manager of approximately seven miles of track of the value of several hundred thousands of dollars, more than the combined capital and deposits of many banks. Upon his efficiency depends a very great deal in the running of a railroad, as well as the manner in which the railroad gets along with its neighbors along his section. Some great railroad men have been born upon the right of way. Others have started their careers as track laborers. Many have gone from the position of section foreman on up the ladder of success.

One of the shining examples of an efficient section foreman is Mr. H. A. Mercier, who is in charge of the section at Gwin, Miss. He was born in



H. A. MERCIER

Holmes county, January 7, 1878, and educated in the common schools of that county. Entered the service of the Illinois Central Railroad Company as section laborer in September, 1898. Promoted to apprentice foreman in July, 1899, and to foreman in June, 1901. He is known by almost every man in Holmes county and is highly respected. In addition to looking after the business of the roadway department in one of the busiest division terminals on the system, Mr. Mercier can always find time to lend a helping hand to further the interests of the Yazoo & Mississippi Valley Railroad. Some time ago a suit was filed against the company by an old negro woman, for injuries alleged to have been sustained in getting off a train. It was the opinion of those investigating the case that the injuries had been received in some way other than in a railway accident, but it seemed difficult to get at the bottom of the facts. The claim agent went to see Mr. Mercier, who cheerfully went with him to call on planters in the vicinity. The planters in turn made inquiry among the negroes, and as a result of this further investigation, made possible by Mr. Mercier's loyalty and activity, the railroad company won the case.

RAILROAD MAN CARTOONIST.

Sam M. Copp, a young Orleanian, formerly with the New Orleans Great Northern, and now connected with the Illinois Central at Fort Dodge, Iowa, has broken into the limelight as a cartoonist, and just to prove that he is good natured, he directs his character satires at himself, or, rather, at his own line of business.

Mr. Copp started in here with the New Orleans Great Northern when N. G. Pearsall was general manager. He began as chief clerk, but was tried out as claim agent and showed such proficiency in this line that Mr. Pearsall kept him at it. He was the first claim agent the New Orleans Great Northern had. He went with the Yazoo & Mississippi Valley as personal injury

agent at Memphis, and later was taken over by the Illinois Central as claim agent, serving at various points, and finally being assigned to Fort Dodge.

Mr. Copp's cartoon work is devoted to emphasizing the "downs" of a claim agent. There are no "ups" in the business, he maintains, and the agent is shown pounding the hay in country taverns; flirting with acute indigestion at railroad lunch counters; trying to convince irate farmers that their hogs would have died anyhow if the train had not hit them, and in various other positions that go with his job. Some of the cartoons have been published in the Illinois Central Magazine and copied extensively.—New Orleans Times-Picayune.

GET-RICH-QUICK ARTIST IN TROUBLE.

Lewis Dunn, Who Framed Up a Fake Damage Suit Against the Illinois Central, Is Now Being Held for Trial on Charge of Arson.

Lewis Dunn, of Lincoln county, has been placed under arrest on the charge of arson, and will be held for trial at the next court term in Brookhaven. He is charged with having attempted to set fire to his home near Bogue Chitto.

Dunn achieved considerable notoriety a year or so ago on account of his participation in an alleged fake damage suit filed by Mrs. Mattie Dunn against the Illinois Central, seeking to recover \$25,000 damages for alleged personal injuries. The plaintiff in action was the wife of Lewis Dunn, and, after considerable trouble, the railroad company succeeded in proving that the woman had not been injured at all in disembarking from a train, as claimed, but, in collusion with her husband and several alleged witnesses, the case had been "framed up" to defraud the railroad company.

The case attracted a great deal of

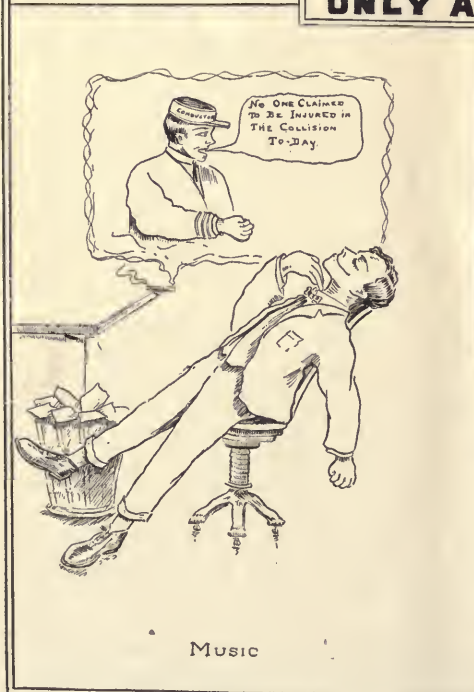


FICTION



POETRY

ONLY A DREAM.



MUSIC



REALITY

S.M. COPP
1914

attention, and at the first trial the plaintiff succeeded in getting a \$2,000 verdict, after which the railway officials got busy, found conclusive evidence that it was a plan to defraud, and at the second trial a verdict in favor of the defendant was rendered.

The story of the case is very interesting, as it illustrates how cleverly fake damage suits against common carriers are often concocted, and there have been several notable instances of this sort exposed in the courts of Mississippi during the past few months.

Mrs. Mattie Dunn, through her attorneys J. A. Naul, Cassedy & Cassedy, and J. N. Yawn, filed suit at Brookhaven Nov. 27, 1912, asking \$25,000 damages for alleged personal injuries sustained Nov. 11, 1912. She joined Eugene Mercier, a train flagman, as a defendant, thus hoping to prevent the case from being removed to the federal court. It appears from the date of the filing of the suit that she lost no time in getting into court.

Mrs. Dunn stated in her petition that she was a passenger from Brookhaven to Bogue Chitto on train No. 23, which reaches Bogue Chitto after dark; that the station was unlighted; that the flagman Mercier, negligently placed the stepping stool upon some obstruction which was upon the ground; that as she was about to step on the stool the flagman extended his hand as if to aid her, but suddenly withdrew it as she was stepping from the train steps to the stool, causing her to step heavily upon the stool, which turned over, and threw her to the ground, on account of which her ankle, knee and hip were seriously bruised, her back sprained and her side injured, and she suffered both internal and external injuries, including a miscarriage, from which a condition of "milk leg" set up, resulting in a permanently swollen condition of one lower limb, rendering her permanently crippled; that for months she could not walk without a crutch, could not lift her baby, and was totally incapacitated from household work of any kind. The suit was the first notice the railroad

company received that such an accident had occurred.

The statements of the witnesses for the railroad did not disclose any liability on the part of the company, but the plaintiff herself and some of her witnesses made statements showing that she had been seriously injured by the stool turning over. The pretended seriousness of the injury and the assertions of Mrs. Dunn's attorneys about the injuries, and their apparent belief that a large recovery could be had, caused the railroad company to seriously consider paying the sum of \$2,000 in settlement of the case. During the time that this was being considered, there were persistent rumors that the case was a frame-up. These rumors prompted the railroad company to send one of its special men into Lincoln county to thoroughly investigate the case.

A number of affidavits were secured which indicated very clearly that Mrs. Dunn had not been injured on the railroad, but that she and her husband, Lewis Dunn, had carefully planned to frame up a case against the railroad company and recover large damages. The facts disclosed by the affidavits were testified to on the trial of the case.

Mrs. Dunn testified that she immediately went to the doctor and after treatment by the doctor, went home. That she was confined to her bed, and suffered, all that night and next day, and on the following night her condition became so serious that she sent her husband to get the assistance of a negro girl, but would not allow him to go for a doctor, as it was raining, and their son had the lantern off 'possum hunting. In his absence the miscarriage took place, following which, in a few days' time, the milk-leg condition arose; that she had never had a similar trouble with any of her other children, nor any trouble of any kind at the times of their birth.

Mrs. Dunn introduced a witness by the name of Will Walker, who testified that he was at the depot at Norfield,

awaiting the arrival of his sister, who was to attend the funeral of another sister at Norfield; that he looked at the train bulletin and saw that the train was forty minutes late; that he walked from Norfield to Bogue Chitto, thinking that possibly his sister, who was going to attend the funeral might get off at Bogue Chitto. He stated that he ran some distance after seeing the train coming into Bogue Chitto, but reached the station in time to see Mrs. Dunn fall from the stool.

On cross-examination Walker stated that in riding from Bogue Chitto on the train to Norfield, he stopped between the coaches and smoked a cigarette, and did not go into the coach where his sister was, although he saw her inside the coach.

The plaintiff also introduced Dr. Bowman, who testified that he examined Mrs. Dunn at his office following the alleged injury, and found nothing serious, and was not informed of her delicate condition; that he was called on the morning of the second day following the accident, when he found her in a condition indicating to him that she had recently suffered a miscarriage; that he gave local treatment, and in a few days an infection, in the form of "milk leg" set up, for which he treated her several weeks, and that she could not expect ever to be well, nor could she expect any material improvement in the condition existing at the time of trial.

The witnesses for the railroad testified strongly. The testimony of Mr. Morgan, who was not an employe of the company and was wholly disinterested, was that he stood near Mrs. Dunn and saw her deliberately jump over the foot-stool; that she made no effort to step on the stool; that the flagman did not withdraw his hand, but was making an effort to assist Mrs. Dunn at the time she deliberately jumped over the stool and afterwards fell to the ground on her knees.

Mr. Coon testified to the same facts, as did also Mr. Clyde and Judge Hart.

Mrs. M. V. Reid testified that she

saw Mrs. Mattie Dunn on the first or second day after the alleged injury on her gallery. She afterwards saw her in the bed laughing; that she limped before the alleged injury, and that Mrs. Dunn wanted her to take a trip with her on the train and that she (Mrs. Dunn) would pretend that she had been injured and that they would get some money out of it.

Mrs. Hillary Reid testified that she saw Mrs. Mattie Dunn on the day of the accident, or the day after, and that she was up; that she made a trip with her to Bogue Chitto, before the accident, and that Mrs. Dunn limped and had to sit down and rest; that she had a sore on her leg for which she had given her a salve to be applied as treatment.

The case was submitted to the jury, which rendered a verdict in favor of Mrs. Dunn for the sum of \$2,500.

Immediately after the verdict was rendered, Irby Goss, who lives at Brookhaven, stated that Lewis Dunn tried to prevail upon him and A. J. Brooks of Gadsberg, Ala., to swear that they were both present and saw his wife injured, although Dunn knew as a matter of fact, that they were not present. Affidavits were secured from both of them showing that Dunn had induced them to drink and spend several hours with him along the public highway, when he told them exactly what he wanted each of them to testify, saying he had to have some witness to answer the railroad's witness, Mr. Morgan.

The conduct of the witness named Walker excited the suspicion of the attorneys representing the railroad. In fact, they concluded that Walker was not even present when the alleged accident occurred. His unusual conduct in remaining between the coaches and smoking a cigarette and not going in to join his sister, who was on her way to attend the funeral of another sister, aroused the suspicion of many others who heard the testimony.

The railroad employes after the verdict was rendered, had considerable

trouble in locating Walker, but finally succeeded in finding him in one of the camps of a lumber company some distance from Bogalusa, La. After an extended interview with Walker, he confessed that he was not present, did not see the accident, that he could not read or write, and knew nothing whatever about it; that he had stayed all night with Mr. and Mrs. Dunn and they had showed him how to testify by putting a hat down on the middle of the floor to represent the stool, and had told him what to say.

After making this confession, Walker went to the office of the Great Southern Lumber company and made an affidavit before a notary public and in the presence of Mr. G. H. Guthrie, chief clerk to Mr. W. H. Sullivan, the general manager of the Great Southern Lumber company, and Mr. C. H. Dean. The affidavit among other statements, contains the following:

"In that case I swore that I was present in Bogue Chitto on the night of Nov. 11, 1912, and saw Mrs. Dunn fall from the stepping stool of the railroad company and receive injuries. I now want to say that that testimony was wholly false; I knew nothing about Mrs. Dunn getting hurt until about three or four days afterwards when Louis Dunn came to see me in Norfield and told me that he had been on that short train on the Monday night before and had seen my sister on there and the two boys, Jim and John Green. He asked me if I would not make a pretty good witness for him. I asked him 'Why,' and he said, 'Well, my wife fell off the train at Bogue Chitto last night and came dam near killing herself and I want you to swear that you saw her,' and I said, 'No, Lewis, I wasn't up there and if I swear that I'll get in trouble.' He said, 'No, you won't. Tell it and stick to it.' I did not agree to it and he finally left. He came to Norfield nearly every day for several weeks and talked to me about it, and finally I agreed to do what he asked me to do.

* * * I went to Lewis Dunn's and

stayed all night with him. That night he went over his case again with me. He took his hat and laid it in the middle of the floor to represent the stool, and went on to tell me to say that the flagman put it down in a certain way, and that it was on a rock and was not level, and that when she stepped on the stool it turned with her, and that the flagman did not help her, but had his lantern sitting behind him, and that she fell against the car and that he then jumped off and picked her up and she then walked a few steps and gave down in her knees, and that he finally got her away, and that I saw all that. Mrs. Dunn was there at the time and helped him tell me what to say, especially about the stool rocking. She told me not to get rattled and let them make me admit I was telling a lie. I told them all right, I would help them out, but they knew I wasn't there. * * * I said on the stand last week that I looked at the bulletin board and saw that it was late. I cannot read or write, and if it had been marked late I could not have told it. * * * On the night before, at this house, Mr. Dunn stated to me that when I came back to court he wanted me to bring my two children and that he would give us a home with him the rest of our lives; that he was going to make a lot of money out of that case and would take care of us. * * * On Monday afternoon I had a conversation with Mr. Lewis Dunn about John Dunn. He told me that John was going to swear against him and that he couldn't have that. That he was going to see John and make him change. If he couldn't, then he wanted me to swear that John Dunn had been down at his home drunk, and I told him I didn't want to get mixed up in the John Dunn business. * * * The next day Lewis told me that John Dunn had changed and that it was good thing that he did, for if he hadn't he would have cut his throat. This statement is made by me freely and voluntarily, after coming back to Bogalusa and thinking over the situation and both-

ering over it, for I knew I had not done right."

After this affidavit was made and motion for a new trial had been entered, Walker attended the hearing and was advised by the court that if he admitted he had sworn falsely upon the trial of the case in Mississippi he would be convicted of perjury, but that a denial of the affidavit which he made in Louisiana would not be perjury. He then shifted and testified that he had sworn to the truth in Mississippi and had lied in his affidavit in Bogalusa, La., but on cross-examination, admitted nearly all the facts contained in his affidavit. He admitted that he could not read or write, and that he did not see the bulletin board and did not testify that he had seen or looked at the bulletin board, although the stenographer's notes showed positively that he did so testify on the trial.

The showing was so conclusive that the court did not feel warranted in allowing the verdict to stand, and granted a new trial.

The investigation of the case continued after the new trial had been granted and before the case was tried the second time, the railroad had secured three other witnesses—Dr. Butler, whom Mrs. Dunn had had subpoenaed, but excused, and Dr. Chisholm and Mrs. Lewis.

Upon the second trial of the case Mrs. Dunn abandoned Walker as a witness. He did not even appear at the trial. She alone testified as to how she was injured. Her husband, Lewis Dunn, did not testify at either trial, because he knew of the frame-up which he had attempted and knew that the defendant would ruin him if he took the stand. Dr. Bowman did appear, but testified only as to the nature of Mrs. Dunn's injuries. He admitted that she was much better than she was at the previous trial, and was better than he thought she ever would be, but that in his opinion she was permanently injured. Mrs. Dunn described her injury and suffering as

she had done before. The railroad's witnesses testified as they had done in the previous trial, and Mrs. Lewis, who was a new witness, testified that she saw Mrs. Dunn during the time she claimed she was unable to walk except on crutches, at night, dispense with her crutches and walk with a baby in her arms on two different occasions. Mrs. Dunn swore she had never before suffered with "milk leg," and had never been treated for such a trouble, but Dr. Butler testified that some time prior to the date of the accident, he attended her at the birth of a child when she developed in the pelvic region the same trouble which manifested itself in the lower limb and is called "milk leg."

Dr. Chisholm testified that he saw Mrs. Dunn prior to November, 1912, and after Dr. Butler had treated her, at a time when she came to him for treatment. On questioning her she told him she had had "milk leg" and on examining her he found the limb then enlarged, and that she was then recovering from "milk leg," and that he treated her for this condition.

Mrs. M. V. Reid and Mrs. Hillary Reid again testified that Mrs. Dunn had asked them to make a trip with her on the train so that she could pretend to get hurt by falling, and they would all make some money out of the railroad. Mrs. Hillary Reid also testified that Mrs. Dunn limped before her pretended injuries and had a sore on her leg.

In other words it was perfectly evident upon the second trial of the case that Mrs. Dunn's case was wholly and totally without merit. That she never was, as a matter of fact, injured on account of any negligence of the railroad, and the jury promptly rendered a verdict in favor of the railroad company. Thus ended one of the most sensational railroad law suits ever tried in the courts of Mississippi.

This piece of litigation was, no doubt, instigated directly by Lewis Dunn, who has been held, as has been stated, to await the action of the

grand jury, under a charge of attempted house burning. It seems a hardship upon the people of Lincoln county and upon the railroad company to have to fight such litigation, and besides it is a blight upon the fair name of Mississippi, but there are signs that

this, and other similar law suits, have aroused the citizenship of the state and that the state is in sight of the beginning of the end of this class of outrageous litigation against corporations.—Jackson (Miss.) News, December 18, 1914.

An Obliging Act that Undoubtedly Made a Friend for the Illinois Central R. R.

Chatawa, Miss., Oct. 3rd, 1914.

Editor Illinois Central Magazine,
Chicago, Ill.

Dear Sir:—

On Sept. 16th our Agent at Magnolia, Miss., Mr. R. S. Brent, called me on telegraph wire and informed me that a baby had playfully pulled a gold stick-pin from its mother's waist and thrown it out of coach window of train 34 as they were leaving my station, and requested me to try to find same and if found to send it to the lady, giving her name and address.

I found the pin and mailed it as directed, a couple of days later I received the enclosed from her, which shows her appreciation in unmistakable terms.

I have noticed from time to time in the columns of our magazine, letters of appreciation from our customers, and thinking you might use this one I herewith submit it for that purpose.

Yours truly,

J. G. HAYES, Agent.

Mr. J. G. Hayes,
Chatawa, Miss.

Dear Sir:—

I received the little pin enclosed with your kind note yesterday. While the pin was valueless in itself, to me it is a keepsake of great sentiments. I realize that you must have felt that you were wasting your valuable time on a small thing, but I assure you that I shall always remember your courtesy to me in this matter. Please accept my sincere thanks.

Respectfully,

(MRS.) T. N. STRAHAN.

Columbia, Mississippi,
September Eighteenth, Nineteen Fourteen.

Appointments and Promotions

Effective Dec. 8th, Mr. Albert D. Caulfield is appointed Superintendent of the Mississippi Division, with headquarters at Water Valley, Miss., vice Mr. John M. Egan, granted leave of absence.

The jurisdiction of Mr. Ned W. Spangler, Trainmaster, is extended to include Jackson, Water Valley and Grenada Districts, with headquarters at Water Valley, Miss.

Effective Jan. 1st, 1915, Mr. Norman Bell is appointed Master Mechanic of the Minnesota and Iowa Divisions, with headquarters at Waterloo, Iowa, vice Mr. Frank W. Taylor, resigned to accept service with another Company.

G. G. Dowdall,

Contributions from Employes

Construction and Its Hazards—Bulletin No. 2

A. D. Brooks, Supervisor of Fire Protection

ACCORDING to reports received by this department spontaneous combustion is responsible for many fires and it is undoubtedly true that a large number of unknown fires originate from this cause.

For every substance there is a particular temperature at which it catches fire spontaneously. In some cases the heat generated by the slow combustion of a substance may raise the temperature sufficiently high to cause ignition, which is then called spontaneous combustion. Vegetable oils are liable to cause such fires. They take oxygen from the air so rapidly that the heat from the chemical union will, if not carried away by a movement of the air, rise to a point at which the fibers of the exposed article will first char and then take fire.

In all combustions we have at least two substances acting chemically upon one another, which substances are generally spoken of as combustible bodies and supporters of combustion.

A piece of wood in a forest may require years to combine with oxygen, or it may burn in a few minutes in a stove and yet the total amount of heat generated in each case is the same, though we may measure it in the first instance only by the most delicate instruments, while in the second case the heat is intense.

Chimneys, Flues, Stoves and Furnaces:

For these reasons it has become necessary to give constant attention to the operation and installation of heating devices under intense heat. They will

in time establish deterioration of their parts, therefore, special attention should be given the construction and installation of chimneys, flues, furnaces, stoves and their connections to chimneys used for heating buildings. The reasons for this is that radiated heat is of an intensely penetrating nature and will eventually set fire to wood or other combustible material which is heated to a temperature uncomfortable to the touch of the hand. This has caused the following rules to be issued:

"Examine chimneys at regular intervals, particularly before cold, freezing weather and especially between the ceiling and roof. If they are cracked at the top they should be recapped. If the space between the brick shows black it indicates an opening through which spark fires may develop and they should be repaired at once. The settling of the house on springing of floor joists will also cause them to crack so that sparks will get out and cause a fire."

Chimneys resting on floors, joists, beams, posts or brackets, or those of tile, terra cotta, cement or brick on edge, are always unsafe, even when carefully watched and should be replaced by brick chimneys built from the ground. All chimneys should be built in accordance with Fire Protection Standard No. 1.

Definitions:

Chimney: Walls, usually vertical enclosing the passageway for products of combustion from a fire.

Flue: Opening through which smoke and gases escape.

Stove or Smoke Pipe: Pipe connections from stove, range or heater to chimney.

Chimneys: All chimneys should be large enough to give a separate flue for each fire.

Chimney-flues should be ample in size and carried as nearly straight as possible from their foundations to at least 3 feet above the highest projection of roof.

Chimneys must be built from the ground or supported therefrom with fireproof material, and none of their weight should be carried by anything except their foundations. Chimneys may form part of a 13-inch or more brick wall, in which case chimney should not be corbeled out more than 8 inches from wall, and that corbeling should consist of at least five courses of brick.

Construction: Sound hard brick or reinforced concrete at least 8 inches thick and lined continuously throughout with at least 1 inch terra-cotta pipe or glazed fire clay.

Do not run floor joists or other woodwork into chimneys or flues, nor allow wood casing, lathing or furring within 2 inches of brickwork.

No vent pipe from gas appliances should enter same flue used by an open flame fire.

Smoke pipe openings should only be closed with a tight metal flue cap after smoke pipe has been removed.

Stove or Smoke Pipes: Smoke pipes should be constructed of substantial metal and be spark tight.

Should run directly from furnace or stove to chimney and be firmly held in place by metal thimble and plaster.

Long runs of pipe are dangerous and should be avoided.

Be careful of joints between lengths of pipes.

Smoke pipes should preferably not pass through floors, attics or unused rooms and never through closets.

Shall not be placed near any woodwork.

Where pipes pass through lath and plaster or wood partitions and ceilings they must be guarded by a concrete panel about 18 inches square, depending on spacing of studding and diameter of pipe, encasing smoke pipe so as to leave a space of not less than 1 inch around it.

Where it is necessary that pipes pass through wooden roofs in the absence of brick chimneys they should be guarded in the same manner as where passing through wood partitions.

Smoke pipe must be securely fastened to stove or furnace.

Stoves: All stoves for heating purposes should be free from cracks, have well-fitting doors and be supported on legs not less than 12 inches high.

Should be placed 3 feet from lath and plaster or wood work, or if same is protected by a metal shield with an air space, then distance shall not be less than 18 inches.

A metal mat should be placed under and to extend at least 18 inches from all sides of all stoves that are placed on wood floors.

Stoves should not be used in wood-working or paint shops, paint storehouses, oil houses or where flammable vapors or dust are present.

Stoves without legs, such as laundry or kitchen stoves, should not sit directly on combustible floors; use a course of bricks or a 4-inch concrete slab laid on sheet metal and asbestos board over wooden floors.

Sand-drying stoves, where used, should be located in incombustible rooms.

Gas Stoves: All woodwork under and near gas stoves must be covered with metal with an air space.

Gas connections must be of metal pipe; never use rubber hose or other tubing.

Large gas appliances must be connected to an independent flue by a vent pipe.

Furnaces: Furnaces should be installed only on non-combustible floors.

Top of furnace should be not less than 18 inches below a flammable ceil-

ing or floor beam. Combustible material at this distance should be protected with sheet metal with an air space underneath or by hard asbestos board following contour of surface to be protected.

Top of furnace should have an insulating covering, such as sand or asbestos.

Woodwork within 4 feet of furnace must be protected with sheet metal with air space or hard asbestos board. No woodwork should be permitted under any circumstances within two feet.

Cold air boxes of all hot air furnaces should be made of incombustible material.

Hot Air Pipes: Woodwork within 6 inches of hot air pipes must be protected with incombustible material. No wood allowed under any circumstances closer than 3 inches. All pipes should have dampers installed next to furnace.

Hot Air Registers: Woodwork around register boxes must be removed from and protected as recommended for hot air pipes.

Registers placed on combustible floors must have a stone or iron border firmly set in mortar. It is preferable that dampers be removed from floor registers.

Steam and Hot Water Pipes: All woodwork less than 2 inches from pipes must be protected by a metal shield or collar, in which case it should not be closer than 1 inch.

Pipes conveying main steam supply should be wrapped with magnesia or asbestos covering.

General: Ashes should not be stored in wooden boxes or barrels—use metal containers.

Do not use a wooden bin for ash storage; brick or incombustible constructed bins are recommended.

Do not mix old papers or rubbish with ashes.

Keep space around fire free of all flammable materials.

Steam or hot water radiators and pipes must not be used as drying racks for rugs, clothes and other inflammable material.

Do not permit rubbish to accumulate behind steam coils and radiators.

Before closing the premises at night be sure to see that all fires are either extinguished or reduced to absolutely safe proportions.

Boilers, Boiler Settings and Stacks: The location of boilers furnishing steam for power warrants especial consideration for their operation is one essentially requiring no delays for the economical running of the plant. The plant itself should be isolated to such an extent that it will form a separate risk from all other building. If this is done the destruction of the shop buildings would leave the power plant in a position for immediate use.

Boilers for heating purposes should be located in a separate room or building, cut off by a 13-in. brick or stone wall with communicating openings, if any, protected by standard tin clad doors. There should be a clearance of 4 feet on all sides.

Three methods of installation are given, the preferable ones being No. 1 and No. 2 in order. No. 3 is not approved for new installations, but is given as a recommendation to make old boiler settings and surroundings more safe.

No. 1.

Detached "fireproof" boiler house, constructed with brick, stone or concrete parapeted walls; steel roof truss covered with metal, reinforced concrete or tile roofing and non-combustible floors. Wall openings exposed to other buildings to be protected with standard fire doors and shutters or wired glass in metal frame. Incombustible wall or roof ventilators should be installed for proper ventilation.

No. 2.

Boiler houses attached to main building to be practically the same fireproof construction as given in number one with the exception that party wall between boiler room and main building should be at least 18 inches in thickness and be parapeted 3 feet above roof of main building and in all cases make a complete cut-off from

exposed wooden roof monitors. This wall to have not more than one opening in which case opening is to be provided with standard automatic fire door.

No. 3.

Boiler installed in building not fire-proof. Floor construction to be entirely of incombustible material to extend 8 feet in front and 4 feet at sides and rear of boiler.

Clearance between boiler and combustible structural material must be maintained; 4 feet above steam dome, 4 feet at sides and rear and 8 feet in front. In existing installations, when the required clearance cannot be observed all exposed woodwork must be protected with a layer of asbestos board and sheet metal, in extreme instances with an air space between, same to follow contour of woodwork.

Ceilings above boilers enclosing a concealed space should not be permitted.

Means of ventilation must be provided to carry off the heat from under roof.

Smokestacks: The outside brick chimney or metal stack is preferable.

Inside metal stacks should have their entire weight supported on a brick or concrete foundation.

Metal stacks passing through combustible roofs must have clearance and metal guards, i.e., all woodwork within twice the diameter of stack to be removed and a metal collar one and one-half times the diameter be placed around stack. See Blue Print "Protec-

tion for woodwork around iron smoke-stack."

The height of stack or chimney must not be less than 15 feet above roof of building of which it is a part or the nearest adjoining building.

Breeching: Metal breeching must have same clearance on all sides from combustible structural materials as required for boilers in installation No. 3.

Steam Pipes: Main supply steam pipes must be wrapped with asbestos or magnesia covering and must have 1 inch clearance from woodwork.

General: Boiler room should be occupied exclusively for steam generating purposes.

Boiler room to be kept free of combustible material.

Tops of boilers must not be used for drying combustible materials.

Dust must not be allowed to accumulate on top of boiler.

Ashes must not be deposited on combustible floors and must be removed to outside daily.

Oil fuel, if used, must have supply pipe equipped with a shut off valve located outside of building in addition to the ordinary control valves at burners.

If shavings are used for fuel, extreme care must be used in preventing same to be scattered over the floor. A hot coal or back draft on boiler is liable to ignite them.

Spark arresting devices must be placed on all stacks and chimneys from boilers using wood shavings or refuse for fuel.

(To be continued)

Henry Wadsworth Longfellow—Nature's Poet

By Henry L. Crowell, Tool Room Foreman

OF the illustrious character that stands out in bold relief on the pages of authentic history, I know of none, around which clusters such a strange fascination as that of the poet of the human heart. Whenever the

name of a seer or a sage, or one whom the world delights to call great is mentioned, it is a people's profitable recreation to consider the qualities that made him great and good and self-resourceful. The food of the human heart is the

contemplation of the noblest qualities of the great.

He who makes the world brighter, more joyous and better, has not lived in vain. He who touches the heart chords of the people, awakening their sympathy, pity and humanity does more than portray human emotions; he subtly and perhaps unconsciously aids in the grand good work of bringing humanity into closer relationship, knitting into a unit the hopes, fears, smiles, and tears of rich and poor, and in the long run contributing the force of his genius toward emphasizing the brotherhood of man.

At the mention of the name of Longfellow there unfolds before us a picture of unsurpassing loveliness. A man whose soul was filled with poetry, whose life was a flame of matchless beauty, purity and devotion, so sweetly simple and unobtrusive in his daily career, so grandly great and supremely majestic in his poetic thoughts and conceptions.

The words of no great poet are characterized by greater purity of sentiment, or more strongly marked by an entire absence of the feverish imagination or unhealthy passion.

His productions are as pure as the snow that fell around the log cabin of his childhood home, as clear as the water that gushed from the mountainous rocks in the old shire where he was born; as fragrant and beauteous as the flowers that were ever so dear to him; and so stately, majestic and grand were they, like august nature which claimed him as her own, and to whom she revealed her splendors as she has revealed them to but few men.

Nature wooed and won him, her countless hands were ever sowing seeds in his tropic brain. All sights and sounds, all colors, all forms and fragrance, were stored within the treasury of his mind. His thoughts were moulded by the graceful curve of streams, by the winding paths in the woods, the charm of quiet country roads and lanes grown indistinct with weeds and grass, by vines that cling and hide by leaf and

flower the crumbling wall's decay, by cattle standing in the summer poses like statues of content.

There was within his mind the subtle spirit of the seasons change of everything that is, of everything that lies between the slumbering seed, that, half awakened by the April showers, have dreams of heaven's blue and feel the gentle kisses of the summer's sun, and that strange tomb wherein the Alchemist doth give to death's cold dust the throb of life again.

He saw with loving eyes, the willows of the meadow's stream grow red beneath the glance of spring, the grass along the marsh's edge and the stir of life beneath the withered leaves—the flowers that give their blossoms to the first "South wind" that woos the trembling twig, and the sad and timid violets that only bear the gaze of love from eyes half closed—the fern where fancy gives a thousand forms with but a single plan—the green and sunny slopes enriched with daisies' silver, and cowslips' gold. All there is of leaf and bud, of flowers and fruit, of painted insect life, and all the winged and happy children of the air that summer holds beneath her dome of blue were known and loved by him.

He loved the yellow Autumn fields, the golden stacks, the happy homes of men, the orchard's bending bough, and the sumach's flag of flame, the maple with transfigured leaves, and the wondrous harmonies of brown and gold. He loved the rhythmic musical sound of busy nature's strife, the songs of birds, and the murmur of the streams, the sighs and lamentations of the wind, and all the voices of the sea.

He loved the shores and the vales, the crags and cliffs, the city's strife and introspective silent plains—the solemn splendor of the night, the silver sea of dawn, and the evening's clouds of molten gold.

The love of nature freed him and won him, claimed him as her own.

Touched with the pathos of human life, knowing the shadows that fall on every heart, the thorns in every path,

the sighs, the sorrows, and the tears that lie between a mother's arms and death's embrace—this great and gifted man denounced, denied and damned with all his heart the fanged and frightened dogma that men were made to feed the eternal hungers—ravenous as famine. Knowing that in the soul of all there is a sacred yearning for the light. He ceased to think of man as something thrust upon the world—an exile from some other sphere. He felt, and he thought man to be, a part of nature's self. As from thwarted light leaps color's flame, as from streams impeded the rippling murmuring son mounts on heavenly wings. So from the realm of nature he reaped his sterling character.

As spring speaks to clouds and pours sweet liquors about dull seeds and bids them awake; as spring pours song into the bird's throat and bids it sing; as it pours beauty into the buds and bids them blossom; as it pours life into the sower and bids him plant and reap, so the poems of Longfellow pour into the mind great thoughts, making each dull heart to leap in rapture of nobility, refreshing the will with newer ideals and feeding it with more sublime aspirations.

Who can read Longfellow without feeling that life without industry is guilt, that industry without art is brutality, that the making of self-sufficient men is a business worthy of the ambition of cities and states, that ten talented men returning to give an account of their stewardship cannot thrust gold into God's hands, that justice and truth and love alone are able to turn this desert earth into the gardens of God? That new occasions teach new duties, that time makes ancient good uncouth.

"That we must upward still and onward,
who would keep abreast of truth,
Lo! before us gleam the campfires; we
ourselves must pilgrims be,
Launch our Mayflower, and steer boldly
through the desperate winter's sea,
Nor attempt the portals of the future
with the past blood thirsty sky."

It is said that philosophy bakes no

bread and poetry fashions no tools, but if there had been a little more poetry in the world, civilization would have been sweeter and finer. The poet puts into sweet song the divine ideals. The way to solve all problems of life, sayeth the poet, is to awaken the mind and straightway he smites the reason and touches the imagination. That is why, says Macaulay, "That the translation of the Bible into English brought on a revival of commercial prosperity."

Great thoughts and themes make great statesmen and orators and reformers. Liberty for 3,000,000 slaves but eloquence to Philpa and Beecher. "Paradise Lost" and "Paradise Regained" but majesty to Milton. The "Madonna" and the "Transfigured Christ" but divineness to Raphael's brush, and this great child heart and love of man but inspiration to Longfellow's pen.

His genius shines through a soul that many times has been driven through the furnace of affliction, time and again brought face to face with griefs well calculated to wring from a nature far less sensitive and refined the sunshine, joy and fragrance of existence.

Such a life necessarily possesses a double charm.

They who suffer, interest the heart by the fascination of sorrow; they who shine, dazzle the brain by the splendors of genius.

The world wove for him a smile of unwonted sweetness; the hand pointing forward spoke not of the night; the heavens bending above were soft as the sunny smile of an Italian sky, when in this supreme moment, in this triumphant hour, out of the canopy of heaven's blue leaped the "thunderbolt."

The hurricane played about his head, the sky was ink, all hope went out, and joy was turned into gloom, light into darkness, peace into sorrow. Horror filled the night and despair came with the sun.

All the sweets of life turned bitter as the waters of Mara; only the grave spake of rest, the abyss alone whispered peace to the soul that stood apart in darkness.

Never did horror seize the frame of the princely Dane more completely than that which thrilled the being from the blood of Henry Wadsworth Longfellow when with pallid cheeks and mental thralls unspeakable, amid the burning fagots he saw the crumbling ashes of his loved companion, his wife, sink forever beneath the leaping, cruel flames and her peerless soul wing flight to heavenly shores.

What a poor, meagre chain of little meaning links is the narrative of dates and events, which we sometimes call a man's life?

It is of little consequence except for association's sake.

Therefore: Do tell me not that Longfellow was born and had honors and degrees and professorship and crossed the sea; these things come and go, now flash, now faint, but tell me that this mind was full of gentle and ennobling thoughts, for

these live forever. Tell me that he loved the children of men and wrote of them and for them, which verses are a bridge from his soul into ours for his thoughts and feelings to travel.

Oh! poet loved of man, who wandered over hills and vales around thy native home, revelling in the beauty and fragrance of our wild flora, charmed by the matchless music of the forest's feathered orchestra, and by the sublimity of nature in her grander manifestations, had we more lives like thine, the curses of our day and generation would lose their power, and in the place of feverish heat, poverty and drunkenness, bigotry, intolerance and war, peace, love, prosperity, purity and nobility would open their blossoms on every side, earth would put on Eden-like beauty and humanity, with great strides, would sweep onward and upward toward the sun bathed flame of perfect civilization.

Quick Work

Illinois Central agents are all beginning to appreciate the fact that a car standing still earns no money except demurrage—for its owner.

Kentwood, La., Nov. 21st, 1914.
File Box 7-14.

Mr. T. E. Hill,
Supt., New Orleans, La.

Dear Sir:—

From various clippings in the Illinois Central Magazine, would indicate that about the only ones giving special attention to the prompt handling of equipment, are the agents north of the Ohio River.

For your information I am giving you one or two instances to show that we are also doing business on the Louisiana Division.

I. C. 171252 received here from New Orleans loaded with mdse. in train 78, 9:00 a. m., Nov. 19th, unloaded and reloaded with grain doors, for grain territory, and ready to move at 5:00 p. m., same date.

I. C. 171207 mdse. received in train 78, 7:00 a. m., Nov. 20th, placed for unloading at 10:00 a. m., unloaded and reloaded with lumber for grain territory and ready to move at 5:30 p. m., same date.

Yours truly,

J. B. Magee, Agent.

Roll of Honor

Name	Occupation	Where Employed	Service	Date of Retirement
James Cleary	Section Foreman	Farmer City	34 years	12-31-14
William B. Smith	Section Foreman	Greenup, Ill.	33 years	12-31-14
Eugene Tragnitz	Carpenter	Burnside	44 years	11-30-14
Henry J. Chittenden	Laborer	Burnside, S. H.	17 years	11-30-14
Robert G. Jamison	Agent	Brighton, Tenn.	31 years	12-31-14
William Z. Wright	Engineman	Cherokee	45 years	10-31-14
Charles D. Greig	Engineman	Cherokee	39 years	12-31-14
John Crones	Engineman	Chicago	31 years	7-31-14
Frank Griffith	Oil Man	Champaign	26 years	6-30-14
Mary A. Rollins	Agent (Y&MV)	Pattison, Miss.	21 years	12-31-14

Eugene Tragnitz, Carpenter, for remarkable regularity of service, his name never having been missing from the pay rolls for a single month during the entire period of over 44 years.

William Z. Wright, Engineer, service record with over 45 years, all but four years of which was as engineer and of unusual regularity.

Charles D. Greig, Engineer, service record of over 39 years, nearly all of which was in the position of engineer.

John Crones, Engineer. This man was unfortunate enough to suffer the loss of one of his limbs through a constitutional affliction while still a comparatively young man.

Frank Griffith, Oil Room Man. Practically all of this man's service prior to the last three years was as Locomotive Engineer. He was unfortunate enough to lose an eye while off duty a few years ago. Has since been employed in the shops at Champaign, and but recently lost the sight of his other eye through sympathetic affection, being now totally blind. He will receive pension dating back six months to the date of his last active service.

Water Valley, Miss., Nov. 30, 1914.

Mr. Burt A. Beck,
Secretary Board of Pension, I. C. R. R. Co.,
Chicago, Ill.

Dear Sir:—

I fear a man of my age cannot write a very interesting letter; nevertheless I will give you a short sketch of my life and include my first memories of railroading. I was born near Wilmington, N. C., Dec. 19th, 1824. My parents moved to Paris, Tenn., in 1826. They came through in wagons as there were no railroads then. I moved to Holly Springs, Miss., in 1847. There were still no railroads in Mississippi. In 1855 the Mississippi Central was built from Grand Junction, Tenn., to Holly Springs, Miss., and was completed late in the fifties. I went to work for the Mississippi Central at Water Valley, Miss., August 11th, 1866. Was one of the first men that was sent here when the material was being put on the ground to build the shops at this place. Being a cripple, I served the company as night watchman at the depot for 20 years, and was then transferred to day work, employed

as oil house clerk, until I was pensioned July 1st, 1901. I worked for the company 34 years and was never suspended or discharged and the whole time I was night watchman the company never lost a bale of cotton or a pound of freight by fire or felon. I am still comparatively a young man, although I will be 90 years old December 19th, 1914. I make it a rule to walk from two to four miles every day and God has blest me with good health. I never had a hard spell of sickness in my life. I am an Old Employee and Pensioner.

EDWARD WESLEY WARD.

An Old Employee Made Happy by the Illinois Central Pension Department

Chicago, October 31, 1914.

Attached letter is from one of our pensioners who had been in the service of this company 27 years. He was given leave of absence on account of ill health with permission to accept other temporary employment. During such employment he was unfortunate enough to lose his arm, incapacitating him for further service at shops where he was employed. He was granted a pension, effective January 1st last.

Chicago, Ill., Oct. 27, 1914.

Mr. B. A. Beck,
Secy. Pension Board, I. C. R. R.,
Chicago, Illinois.

Dear Sir: I wish to express my appreciation at being placed on the list of Pensioners of the Illinois Central Railroad, effective the first of this year.

Also kindly accept my thanks for the assistance you rendered me in securing transportation west in the past two months. It has greatly benefited my health.

Very respectfully yours,

Charles A. Busch,
56 East 100th St.

Mr. George Ives

MR. George Ives, for a number of years engineer on the Illinois Central Railroad, known by almost every man, woman and child on our "Short Line," has retired.

Owing to temporary disability, which prevented him from continuing his duties in the cab, Mr. Ives received a leave of absence on July 1st of this year, and owing to the pension system inaugurated by Illinois Central, the order was changed to retirement (Mr. Ives having reached the age limit) and he is now enjoying a liberal pension at the hands of the company. While the pension is not necessary for the enjoyment of his remaining years, for he has been

prudent, yet he appreciates the liberality of the company and has only words of praise for the officials of the company for treatment at their hands during his long and remarkable service for the company.

Mr. Ives has had a number of men under him as firemen, who have received his instructions, who are now making good in responsible positions on trunk line railways. He is known, loved and respected by hundreds of railroad men, who, with one voice will attest to his sterling worth and fidelity to the enterprise he has given the best years of his life.

Mr. Ives commenced firing on the C. & A. out of Bloomington, Ill., in 1871.

(This was the year of the great Chicago fire.) He worked there three years and was laid off with several hundred others during the panic of 1873. It was in 1875 when he commenced running an engine on the Havana, Rantoul & Eastern, and has continuously been in service during all these years up until July of this year, at the throttle, except for times he was withdrawn to serve as foreman and master mechanic by his company. He has been running out of Rantoul continuously since 1875.

During all these years he has never had a serious accident, and not a single life has been lost, nor a single person maimed that could be charged up against him.

Mr. Ives' long years of railroad work has enabled him to experience the steps of progress that have been made. He has seen the equipment enlarge from the smallest type of engine to the present magnificent superheaters, and from the no-brake cars to the present splendid system of air brake.

He remembers distinctly, and it seems only a few years since, when trains were operated without telegraph. A meeting point was arranged and upon reaching

this point the train would wait twenty minutes for the other train to pass.

Mr. Ives is a mechanic of first rank, as splendid testimonials from officials during the past years testify. His engine was always in ship-shape and he treasured it as he would a child. He often suggested changes in equipment on his engine that was promptly acted upon by his superiors and found to be advantageous. He always knew within a few pounds the capacity of his engine, and no inducement could make him overload "her."

Notwithstanding his carefulness and tender regard for his engine, he was known as a fearless engineer, a time maker. He always had the best interests of his company in mind, and has no doubt saved the company thousands of dollars by his attitude on all occasions and under all conditions. He has been a faithful servant, and now the company comes forth and rewards his fidelity with a liberal pension, which is gladly received in the spirit in which it is given.

Mr. Ives and his estimable wife will continue to reside in Rantoul, although they may spend the winters in the south.
—*Rantoul Weekly Press.*



MEMBERS OF DISPATCHER'S OFFICE, MATTOON, ILL.

2.

1. SURE BOSS = OUT OF KANKAKEE, SIX AM- SAY, AIN'T THAT WAR H--L?

CUT THAT!! WAR STUFF!!



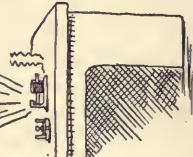
SOME WAR! SOME WAR!! THE KAISER TAKES LILLE. RUSSIAN TO SERBIA AND HOPXZIDOEUXGAMXZOVITCH FALLS IN AMSTERDAM--THAT MIRE.



WHAT A GOAT I-AM, OY OY.

R.F. REBAST

DUSTY
DUSTY
DUSTY
DUSTY

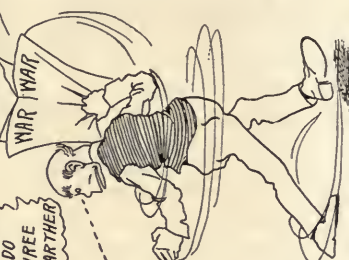


3.

SOME WAR!-YES, O.K. ENGINE TEN-O-ONE WILL RUN EXTRA KANKAKEE TO OSTEND AND HAS RIGHT OVER VON KLICK TO PETROGRAD EXTRA TEN-O-ONE WILL TAKE SIDING. SOUTH END OF SPZIXO HURRY UP, WHAT'S THE MATTER WITH YOU, YOU MUST HAVE A HOT BOX - BY GOLLY.



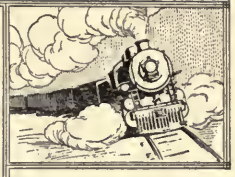
4. DUSTY, DUSTY!! YOU POOR BOOB YOU'VE GOT EXTRA TEN-O-ONE TIED UP IN A BLIND SIDING WAY OUT IN THE WOODS - WHAT ARE YOU GOING TO DO ABOUT IT? NO, THREE CANT COME ANY FARTHER EITHER!



SHUT UP THAT GAFF YOU POOR SIMP-- DON'T YOU KNOW THE ALLIES ARE MARCHING INTO KUMEXIDYPRSE.



TRANSPORTATION DEPARTMENT



Relation of Terminal Organization to Traffic Department

By T. E. Hill, Supt. Louisiana Division

WE ALL know that a good terminal organization is a very necessary adjunct to the proper and successful operation of a railroad, but not a great many of us realize the vital necessity of very close relation of the traffic department to the organization on a terminal.

As a rule, a car going through a terminal, particularly the initial terminal, without delay will get to its destination in good time. Prompt and regular movement of freight is the best argument in the solicitation of business, and is of wonderful assistance to the traffic department representatives who have to canvass for the tonnage. Prompt delivery of the car after its arrival at destination is, of course, just as necessary to the success of the railroad and its traffic people.

The accomplishing of these ends is not difficult, but it requires a thoroughly efficient organization, with systematic methods to maintain the proper check on the movement of its business and preclude possibility of the "wabashing" of a single car whether it be a "trial" shipment or an ordinary load. Of course, many will say the successful operation of a terminal primarily depends upon sufficiency of switching power, but nevertheless a sufficiency of switching power will not move your tonnage in the proper order and will not insure an "easy road" for the man who has to go out and ask the shipper for business, and at

the same time assure that shipper of prompt movement of the business offered. It is needless to say what the traffic representative and the railroad can expect from the shipper if the movement develops as promised, and it is just as needless to mention what can be expected of the shipper if the movement promised does not materialize.

Ordinarily at large terminals the traffic department and the public have to depend upon the general office or yard organization for information on the arrival and movement of their business, which in the majority of cases is slow and not altogether satisfactory. It is just as essential to give the public and the traffic representatives on a railroad first-class and prompt information on the arrival, switching and forwarding of business as it is to move it without delay.

To accomplish this, two items are most essential. First, the yard clerks must be a part of the yardmaster's organization, instead of reporting to agent, and second, two special trace or report clerks, one located in office of terminal superintendent, the other in the outward train yard. The first item gives the yardmaster better control of his business, and the second item, precludes possibility of the cars being "wabashed" and lost sight of. A system of reports is a very necessary adjunct to the trace clerks whereby they can keep advised, and at the same time

keep all others concerned posted on belated cars, etc. They should have the following reports promptly each day direct from the yard clerks: A serial report of every car on the terminal; a special report of every outward load 24 hours old; a special report of all cars 48 hours old, whether for train movement or terminal movement; a report of waybills on hand awaiting outward cars; a list of outward cars on hand awaiting billing; a list of loads and empties on interchanges for connections which such connections have failed to pull, together with time, date and age in hours and minutes of such cars on interchange.

With these reports and the tracers from the traffic department and public, the office trace clerk is able to keep the yardmasters and engine foremen advised, by telephone, of just what individual cars should have special attention to insure prompt movement.

This trace clerk also calls on connections to deliver cars on which they have furnished billing, but no cars; calls upon agent for billing for outward cars for which waybills have not been furnished, follows up with connections for a "pull" on interchange to insure quick handling of business delivered to such connection by our bill.

It is the duty of the trace clerk in the yard to check the outward yard the first thing each morning and report to trace clerk in office of terminal superintendent the individual cars in the outward yard for movement, why not forwarded, etc., and list the special cars, or those requiring special attention, to the yardmaster to insure the movement desired. After this is done he will check arrival of any special inward cars on which he is to secure quick movement, special advice, etc., keeping in close touch with office trace clerk for additional requests, etc.

The office trace clerk checks his vari-

ous reports, calling to the attention, by telephone, of yardmasters and engine foremen concerned in the movement desired. In addition he receives and straightens out all complaints and answers inquiries of the public concerning switching, arrival and departure of loads, etc.

This arrangement is in effect on the New Orleans terminal, and we find it has done much to bring about harmony between the merchant who is usually irritated over a delay or improper placement of a car through poor judgment or carelessness on part of some engine foreman or other employe. Further it insures keeping the traffic department fully posted at all times of the movements in which they are so vitally interested and quickly equips that department with information which ordinarily would have to be secured through perhaps several different offices with more or less delay and confusion. The result of the arrangement is that the shipper or consignee realizes his business is given close attention and is friendly to the railroad and disposed to give it his tonnage.

Before this plan was adopted on New Orleans terminal, there was always more or less trouble, delay and complaint from the public, as well as our traffic people, because the desired result could not be obtained. Information was naturally slow, on account of the regular yard and office organizations being already crowded with their usual details, and complete harmony and smoothness were lacking. But since this plan has been put into effect, we have practically eliminated delay to inward and outward business, the cars to and from connections, and the intra terminal or switch movements, and, of course, the complaints from the public, as well as our traffic people, because of delayed cars, have automatically ceased.



The General Safety Committee wishes the employees a happy and prosperous new year, with the hope that their interest in "Safety First" may continue with the zealously that has obtained in the past year. To prevent accidents of every nature is everyone's duty, as thereby they conserve mankind and make happy households, and create a feeling that they have done much to their credit.

Let us try to make the new year one that will be free from accidents and loss of life and personal injury.

The following from the St. Louis Times Dec. 31 is worthy of your perusal:

What Is "Safety First"?

By Hugh K. Wagner, President Safety First Society of St. Louis

What is the meaning of "Safety First"? Its fundamental idea is that nearly all accidents are unnecessary, because they are easily preventable. This idea has two aspects: One is safety for oneself; and the other is avoidance of injury to others. It is not right for any one of us to take unnecessary chances involving risk or injury to oneself.

A variety of reasons support this last statement, one of these reasons being that nearly every one has others more or less dependent upon him; and another reason is that an accident to one person frequently results in an accident to another or in a chain of accidents.

On the other branch of "Safety First," involving care for the welfare of others, it is easy to name items for specific attention, but the underlying principle is the answer in the affirmative to the question "Am I my brother's keeper"?

"Safety First" can be applied to all the affairs of life, including banking, investments, commercial ventures, the selection of physicians, dentists, engineers, lawyers, and the like, the choice of a place of residence or a school or a playground for children.

In present day use, however, the term "Safety First" is growing to have as definite a secondary meaning as that attached to the term "Fire-prevention," and connotes in a different department a somewhat similar idea.

"Safety First," therefore, is the principle of fire-prevention applied to accidents. Its principles apply to every aspect of life. For instance, the last annual report of the Coroner of Cook County, Ill., shows that more people were killed by falls within their own homes during the year covered by his report than by automobiles during the same period. These falls, generally speaking, all were unnecessary. Such accidents would be proved unnecessary, because so easily preventable. Some people carry umbrellas under their

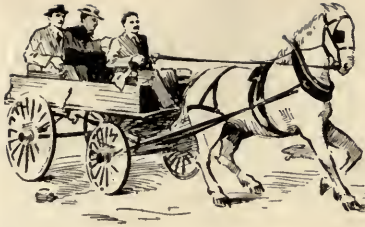
arms with the ferrule protruding in such manner that it is likely to put out the eye of a following person. Hatpins protruding from women's hats, baggage and sprawling feet or legs in the aisles of cars, matches left where children can get them, asphyxiation by gas, ptomaine poisoning through inattention to the selection of pure food, drownings, and many other incidents of life all present subject matter for the application of "Safety First" principles. Talking to elevator operators and motormen is the cause of many accidents.

Parents should forbid their children to play in the street, and they should see to it that they are obeyed. Children should be taught not to run in front of or behind a street car or other vehicle; not to attempt to cross a street until they can see that the pathway is safe to the other side; not to steal rides on street cars or other vehicles, nor, while riding bicycles, to cling to street cars or the like, and to look before they leap. Serious automobile accidents practically can be eliminated if the drivers of automobiles will adopt "Safety First" as their invariable rule.

Every one should get the habit—"Think Safety First"—for oneself and for others. Statistics prove that the number of accidents decreases as the result of "Safety First" precept and practice.



SHOP EMPLOYEES AT MATTOON LISTENING TO LECTURE ON HOLLAND DELIVERED BY A RAILROAD Y. M. C. A. MEMBER WHO HAS JUST RETURNED FROM THAT COUNTRY.



Passenger Traffic Department

Little Talks with the Rambler

An Attempted Holdup

ON a beautiful morning in mid-summer the Rambler and myself found each other quite unexpectedly on No. 1, each bound for the south, but without previous knowledge of each other's intentions. We naturally kept together and chatted about many things of common interest, from "shop" to the baseball games. Among other things we talked of, for the want of something better for the moment, was minor resorts. We were led to the subject by the Rambler's recalling an amusing incident of some years before at a small resort located on one of our Illinois branches; the remark, as we stopped at a certain junction station, that the branch for such a terminal left the main line there, calling the matter to mind. Then, after telling of a cross roads storekeeper located some few miles off that branch he had once met, who in answer to the inquiry declared the locality must be healthful as during the three months he had kept the store there he had not sold a single shroud, the Rambler enumerated to me the list of small resorts, all doing more or less business, that were located on or contiguous to our lines in Illinois, Kentucky and Mississippi. I was surprised at their number, and in connection with that line of talk was reminded of a friend at home. This friend, a man of large family and much wealth, had told me but a short time before that he was thinking seriously of purchasing a farm located in the southern end of Illinois. He intended making of it a large improved "estate" for the

summer pleasure only of himself and family; all of the latter being practically grown up, and very fond of the unconventional country life. As for himself, being brought up on a farm, he had an idea he would enjoy being a "gentleman farmer," although he did not propose to worry as to returns, being willing to spend some money, if necessary, for the fun he thought he'd have in trying the proposition out. Distance from his business center was not a matter of moment to him, as he had retired, and could afford to isolate himself for the summers. Chance had on one occasion carried him down into "Egypt," where in a section diversified by charming landscapes and open sections combined with woods and some minor streams, in a decidedly rolling country, he came across what seemed to him an ideal location for his proposed summer estate. He told me its whereabouts, and wished if I were ever in the vicinity I would look the place over for him. I mentioned the matter to the Rambler, telling him the name of the farm, and, as far as I knew myself, where it was located.

"Oh, I know that place well," he said. "It's about two miles, the farmhouse is, out of Viewville, the latter being six miles west of ——— station, and not on any railroad. Have to take a rig to get over there. By the way, how busy are you? Got to go through? I just remember that I've had a little matter of company business, that it might be well to look after, with a man in Viewville, for some time. As it has not been press-

ing, I have been awaiting a favorable opportunity to make the place. I'm not particularly crowded for time this trip, and as I must go there sooner or later, what do you say to stopping off at _____ and driving over to Viewville this evening? You'd not only be invigorated by some of the freshest country air imaginable, but see some pretty scenery; as well," he concluded with a twinkle in his eyes, "as having mighty good company in your prospecting for your friend in the matter of that farm. Viewville has to be visited by traveling salesmen, so there is a modest little hotel there where we can spend the night if, as is doubtful, I do not get through with my man and you with your errand in time to drive back to _____ in the cool of the night."

The plan appealed to me, as there was no reason why I could not carry it out. So in due time the Rambler was dickered with a liveryman at _____ for a team and driver; we to be carried to the hotel at Viewville, where the driver was to await our further orders to either carry us out to the farm and drive back to _____ in the evening, or return from the hotel without us. The rig was a good one, and the team was more than good. It was a fresh, rather spirited pair, which the driver seemed to handle well enough. I did not like the looks of that driver from the start, however. He was civil enough, and apparently knew his business, but was taciturn, and I thought seemed a little sulky as he slouched into his seat while the Rambler and myself took the back seat. However, the driver possessed the virtue of not caring to inquire into our affairs and of not attempting to mix into our conversation, and things went smoothly enough with us for about half the distance of our journey when a funny thing happened. As we were jogging comfortably along, serenely happy and comfortable but for a little too much dust, the Rambler discovered, some distance off in a field, a dog chasing a rabbit. Im-

mediately his sporting blood was up, and standing in the carriage to get a better view, he began to watch the chase with keen interest. To his delight, the rabbit headed for the road in the direction of our carriage, and as the fleeting animals drew nearer he could not restrain himself from swinging his cap over his head and shouting lustily words of encouragement to the rabbit. On they rushed, the pursued and the pursuer, and broke into the road about three feet ahead of our horses. Had the chase not been near its end, they would have undoubtedly cleared to the other side without incident to us. But the rabbit was nearly spent, and the dog close on, and so in the blindness of its desperation the rabbit made a quick swerve and in a flash was in between the horses with the dog nearly rolling over directly in front of them in its efforts to make a like quick turn. The horses made a swerve that snapped the pole which went rattling down at their heels and then with a rear and a plunge they were beyond control of the driver. The off horse yanked the whiffletree free, and the nigh horse just cleanly snapped the traces and they were both off down the road at a wild gallop, while the driver, who, to do him justice, had hung on to the lines to the best of most any man's ability, was clinging to the outside of the dasher, whither he had been drawn before the lines got away from him. As for us, we went with the carriage for a few feet, it swerving to one side into a shallow ditch where it came to a stand without turning over, but at such an angle as to tip us gently out on to a low grassy bank.

The first thing the Rambler did on picking himself up and ascertaining that none of us were hurt, was to look back on the road in the direction that we had come, and then at the driver. The latter was taking a long "pull" at a bottle that I had seen him take from his hip pocket, and paid no attention to the Rambler's demand to know what he was going to do, and his ask-

ing him why he didn't start after the horses, which could now be seen slackening their speed some distance down the road. But the Rambler quickly brought the man to time by snatching the bottle from him and throwing it on to a field stone that projected from the edge of the ditch, where it was smashed. Naturally this act was resented, and for a minute it looked as if the next on the program would be a fight. But there was something in the Rambler's attitude and the gleam in his eyes that seemed to awe the man, so he deliberately turned his back on us and sat down on the bank. A good swift kick from the Rambler, with the aside to me that "Everything helps," quickly brought him to his feet again, apparently subdued but not reconciled. "Look a here," he growled, "'tain't my fault you're in this fix. If you'd a kept your mouth shut, and not yelled so, them horses would not have got nervous, and would only have shied a little when the rabbit and dog passed 'em. You done it with your fool shouting, and now you can get yourself out of the fix any way you please."

"First, you go get those horses," said the Rambler, as he promptly knocked the man down; and, as he stood over him, he added in a quiet but determined tone, "and then you will walk to that farm house I see about three-quarters of a mile off, and get a pole and such other stuff as may be necessary to patch things up for you to carry us through to Viewville." There was that in the way all this was said and done to cause the recalcitrant to change his tactics. Nodding his acquiescence, he was allowed to get up, and after backing off a safe distance from the Rambler, he began to argue, prefacing his remarks with that as we were two against one it was no use for him to oppose us longer. "But," he said, "'tain't no use to chase them horses. They'll be picked up and brought back before I can get the rig fixed. But there's one thing you have got to know. You've not only

got to pay the livery for this damage, but you've got to pay me, me myself, ten dollars if I get you into Viewville in that rig. 'Twas all your fault, and I was hired to drive you over, not to do extra labor mending your doings." The Rambler made a start for him, but the man had the lead, and showed such speed towards the farm house that he was allowed to go. Looking about us, we determined to await developments. Our grips were too heavy for us to attempt to walk in either direction, and it was too hot and dusty to even to attempt it without them. So walking a bit further on, to a piece of woods through which the road passed, we threw ourselves down in the shade and waited either for a passing team going our way, or for the return of the driver. About half an hour after, as we sat and smoked and talked, a team passed us having in lead one of our horses that had been picked up quietly browsing by the roadside. We tied the beast to a tree and awaited our driver, for we were assured by the occupant of the passing team that our man would be back, our informant saying he knew him, and his peculiarities. In about an hour after the driver returned leading the second horse and carrying a pole over his shoulder. We chose to ignore the state of belligerency existing at the time of his departure, and, helping him patch up the harness, we were soon on our way again. The driver said but little through it all and we thought he had learned his lesson until of a sudden, while passing through a thick woods, just before reaching a sharp bend in the road, he brought the horses to a standstill, and with a determined settling down in his seat announced that we might kill him, but that he would not drive another inch until we paid that ten dollars; reiterating that the entire misfortune was our own fault and that he was morally and legally entitled to compensation for going to that farmhouse and for fixing us up again. The Rambler, who was sitting directly back of him, nodded to me and

we both stood over him, the Rambler pinning his arms to his side as with a vise while I took the reins from his hands. I then started the horses, and we rather expected to do a considerable piece of road in that novel manner before reaching Viewville, when imagine our surprise, on shortly turning the bend to find ourselves practically at the door of the hotel we were seeking.

The landlord, on coming to receive us, took in the situation at a glance and broke out with, "What in the name of tarnation did Sam let that fellow drive you for? He's been drunk for a week. "But," he added, as if to do full justice to "Sam," who was the liveryman at ——— and evidently the landlord's friend, "I don't believe he knew it, or he wouldn't have let him go out. Fact is, this fellow can drink most a barrel of lick and not show it unless you watch him mighty close. He's one of them kind that don't show it. Must of something special happened this afternoon, even at that, for drunk or sober he's generally a good driver."

That evening, as we sat on the hotel piazza, the Rambler seemed rather pensive for a while as he watched the smoke from his cigar dissolve into nothing. "Why, thusly?" I rallied him, and was surprised at his reply. "I was thinking of that poor driver," he said. "I've much pity for a man with such a disease as his, although I do not excuse him; but," he added with a little laugh, "it was funny about that ten dollars he tried to hold us up for. And yet, it was no farther fetched in its reasoning, than are many demands made of the railroads." "Such as what?" I suggested. "Well, the first thing that comes to my mind as an illustration grew out of a habit that is now obsolete. I refer to the demands for a pass on the grounds that it would not cost the road anything to carry the beggar as the train on which the pass would be used would not be full anyway." "The other side of that," I remarked, "was pretty hard

to beat into the pass-fiend's head, I remember." "Yes," was the reply, "but no more so than are many things today, when we are supposed to have gotten over all looseness, and to have worked all problems down to a standard scientific system of thought. However, there always will be problems and differences of opinion as to their solution. But what strikes me as being a great need in the present generation is a more general intelligence of underlying principles. That is," he continued, seeing my look of inquiry, "among ourselves, the working forces of the road. Of course, it is understood, that throughout all there must always be the experts and those who follow along the lines laid down by the experts. But what I mean is, that if those who follow had a broad knowledge, or understanding, of the underlying reason for say, such-and-such a thing being so-and-so.

"Take for instance, the matter of passenger fares. They're worked out by a corps of expert so-called rate clerks; and the making of tariffs by this corps is a technical business itself. But the agents apply what the rate clerks have laid down, and find the latter oftentimes full of complications and exceptions which it would be easier to understand had they a general knowledge of the rules, or reasons, for many things in their tariffs being as they are. But manifestly such knowledge comes of training as a rate clerk, except that, as in almost everything else along the line of human endeavor, by careful watching of tariffs, a little thought and possibly a question now and then in the right direction, much concerning the underlying reasons will become apparent and prove helpful.

"Take the case of the term 'basing fare,' so frequently found in the tariffs, the use of which, it should be particularly noted, is limited strictly to the provisions of the tariff in which it is quoted, the provisions often varying materially. Reduced to its lowest terms, a basing fare is a fare from a given initial point to a given point

used for basing purposes, to which another fare is added to make a through selling fare. Now there are many kinds and classes of basing fares—one-way, first and second class, round trip, special excursion, party, etc.; but they may be all divided into two separate and distinct classes, i. e., interstate and intrastate. Interstate basing fares are used only in connection with traffic passing from a point in one state to a point in another state, or passing from a point in one state to a point in the same state where part of the route is through another state. Intrastate basing fares are used only in connection with traffic moving over lines entirely within one state. From this it follows that basing fares are published in the tariffs for use in making through selling fares between two points (or a maximum to govern fares from intermediate points) between which no through selling fare is published."

The Rambler apparently became very much engrossed in his subject as he talked, for leaving his chair and taking a few turns around the piazza as if carefully balancing in mind the exact phraseology he wished to use, in which preoccupation I was careful not to disturb him, he continued as follows: "All comparatively simple thus far. But watch the thing grow. Two or more basing fares may be combined, making one through selling fare, or a selling fare may be combined with a basing fare making a through selling fare; or two selling fares may be combined to make a through selling fare. Note, however, that a through selling fare made by the combination of two or more separate fares applies only via the same route over which the fares used as factors apply, and only via the junction points, or gateways, over which the through fare was made. For example, if a fare from Chicago to Houston, Texas, is made by combining the fare from Chicago to Memphis, Tenn., with fare from Memphis to Houston, the through fare so made would only be applicable via the Memphis gateway, and could not be applied,

for instance, through the St. Louis gateway.

"Of course," the Rambler said in an aside kind of way, as he fished in his vest pockets for a fresh cigar, which not finding he gave me a nod of thanks as I passed him one of mine, "where a through selling fare is published between two points, a basing fare cannot be combined with another basing or selling fare of like kind or class, or with a fare of another kind or class, making a through fare between the same points which will defeat the through published selling fare; nor can a basing fare be used to change or extend the destination of an excursion fare. But, where no through selling fare is published between two points, a fare of one kind or class may be combined with a fare of the same kind or class, or with a fare of another kind or class making a through selling fare. For example, if no through individual or party fare for selling purposes is published between two points, a regular first class individual basing fare may be combined with a party fare, making a through selling party fare."

The Rambler stopped talking long enough to brush off the ashes from his cigar that in his absorption he had allowed to fall on his vest, and resumed, "It should be further noted, however, that under proper published tariff authority, where a through fare made on a combination of fares exceeds a basing fare to or from a point beyond the selling station or destination on the same through route, the basing fare in such a case may be used as a selling fare between the stations intermediate to those between which the basing fare is published.

"Now," said the Rambler in partial conclusion, "what I have said about basing fares is all more or less shown in the published tariffs; but not, however, in such continuous and consecutive form. It is shown here and there in foot-notes and in terse instructions. In the tariffs it is the custom to show selling fares between two given points

in one place only, but the basing fares are repeated whenever it is thought they will be of service or assistance in making a through selling fare between points from and to which no through selling fare is published. Furthermore, whenever it is found necessary to repeat a fare for basing purposes in another tariff, or in another section of the same tariff in which the selling fare is published, the fare so repeated is indicated as a basing fare. To make this clear in the tariff, an explanation is inserted, as a rule, in the tariff, which if my memory serves me reads as follows: 'Fares shown in this tariff for basing purposes are published for the construction of through fares from or to points from or to which no through fares are quoted, and they must not be used for selling purposes.' From all this you see, that if an agent is able to concentrate the fragmentary information found in his tariffs into a continuous story, as I have done, such agent has acquired the underlying principles of the subject of basing

fares, and the arbitrary use of his tariffs, especially when rushed, becomes the more safe, easy and intelligent to him.

"My! My! it's bed time," said the Rambler, as he, on consulting his watch, arose from the chair and started for the door; "but there's one thing more that the agent should always bear in mind, but which is sometimes overlooked, I fear. That is, that basing fares should never be used for selling purposes between the points between which they are published."

The next day found us both successfully busy with the errands that had carried us to Viewville, in the afternoon of which day we reached——— station in time to resume our journey south on No. 1. When in the dining car of the latter enjoying our evening meal, a thought occurred to me which found expression in my asking the Rambler what he supposed became of the rabbit of the previous day. "Oh," he quickly replied, "I looked after that. I saw him get away."



ENGINE 1114, ENGINEER J. A. McCANN AND FIREMAN F. C. BERGER

From the
Law Department

Biographical Sketch No. 11.



JUDGE F. H. HELSELL, FT. DODGE, IOWA

JUDGE F. H. Helsell, the son of a Lutheran minister, was born June 9, 1858, at Millersburg, O.; graduated from an Illinois College with highest honors in 1879; later taught school at Hillsboro, Ill., and there married Miss Nora L. Glenn; removed to Sioux Rapids, Iowa, where he lived for 30 years, ever active in financial affairs

and the practice of his profession; he specialized largely in corporation and criminal law; in both of which he made an enviable record; was appointed district judge and re-elected without opposition; and on January 1, 1912, he and his son, Charles A., under the firm name of Helsell & Helsell, with headquarters at Fort Dodge, were appoint-

ed district attorneys for the Illinois Central Railroad Company, and they have since had direct charge of its litigation in Iowa, Nebraska, South Dakota and a part of Minnesota. While the company's litigation there is heavy, they have handled it with great care and good success.

RECENT COMMERCE DECISIONS.

In *Cement rates between points in Illinois and points in Minnesota* and other points, 32 ICC Rep., 369, opinion by Chairman Harlan, the Commission on December 2, 1914, sustained the western carriers' advance from 8 to 10 cents per 100 pounds on cement from La Salle, Dixon, Chicago and other points to St. Paul, Minneapolis and other points, including the advances to points in Wisconsin.

Withdrawal of stopping in transit privileges on live stock.—In *Hoyt vs. C. & N. W. Ry. Co.* and other cases, 31 ICC Rep., 319, opinion by Mr. Commissioner Meyer, the Commission decided on December 14, 1914, that the discontinuance by the Western Classification carriers of the practice of stopping live stock cars in transit to complete loading or for partial unloading, is not unreasonable; and the orders suspending the operation of the tariffs whereby the privilege was sought to be withdrawn have been vacated. Neither does the Commission find unreasonable, on the meager evidence submitted, the carriers' rule as to mixtures.

In the *Five Per Cent Case*, 32 ICC Rep., 325, the Commission authorized by supplemental report and order an increase by five per cent (with certain exceptions therein named) in the rates of New England and Eastern Trunk Line carriers, having previously authorized a similar advance in the rates of Central Freight Association carriers, 31 ICC Rep., 351.

Reparation—damage must be proved by competent evidence.—At the hearing of *Griffing vs. C. & N. W. Ry. Co., et al.*, 32 ICC Rep., 283, a freight-audit company prosecuted claims for reparation on behalf of certain shippers of motor-

cycles; none of the complainants appeared at the hearing or testified in person or was represented by any officer or employe having knowledge of the facts. The principal testimony was given by an officer of the freight audit company, who had no personal knowledge of the facts concerning the shipments or the payment of the freight charges. Affidavits of several complainants were filed purporting to show that freight charges were paid in full and finally borne by them. To these affidavits the carriers objected, on the ground that they were incompetent. While representatives of motorcycle companies testified that according to the prevailing practice motorcycles are sold f.o.b. factory, their testimony did not purport to state the details of the purchase of any shipment upon which reparation was sought, and the Commission proceeds:

"Do such records convincingly establish that these complainants *ultimately paid the freight* charges, and that damages should be awarded them on account of the unreasonable rates charged on the shipments involved, and would such a finding rest upon a basis so positive and definite in fact and in law as to sustain a final judgment in court?

"We are without authority under the law to award damages accruing by virtue of a violation of the act to regulate commerce, except upon findings of fact, and these findings must be based upon evidence, both positive and definite. Paid freight bills alone do not identify the parties by whom the freight charges were actually borne, and affidavits, when objected to, cannot be accepted as evidence for that purpose. In the instant cases we have not before us such clear and definite information nor such absolute evidence of damage to the parties complainant as to justify the issuance of orders of reparation in their favor. The prayer for reparation in each of these cases must therefore be denied."

Demurrage—when demurrage charges proper.—In *Berwind-White Coal M. Co. vs. C. & E. R. R. Co.*, the Supreme Court (Dec. 14, 1914, *Traffic World* of Dec. 26th, p. 1183) said:

"Conceding that a tariff concerning demurrage was filed, it is insisted it only authorized demurrage at destination, and the cars never reached their destination, but were held at a place outside of Chicago. The facts are these: The storage tracks of the railroad for cars billed to Chicago for reconsignment were at Hammond, Ind., a considerable distance from the terminals of the company nearer the center of the city, but were convenient to the belt line, by which cars could be transferred to any desired new destination, and the holding on such tracks of cars consigned as were those in question was in accordance with a practice which had existed for more than twenty years. Under these circumstances the contention is so wholly wanting in foundation as in fact to be frivolous."

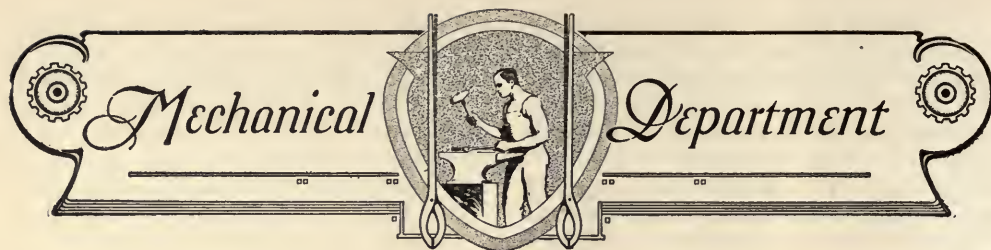
Switching charges on coal within Chicago switching district.—In the case bearing this title, 32 ICC Rep., 447, opinion by Mr. Commissioner Clark, the Commission decided on December 29, 1914, that the Northwestern's charge of \$6.00 per car of 60,000 pounds or less on coal coming from the east and switched to Greenwood Street, and certain other points, moving via Mayfair, was unreasonable to the extent that it exceeded a minimum of 10 cents per net ton, minimum \$4.00 per car to Greenwood and Weber Street Stations, and 5 cents per ton, minimum \$2.00 per car to Peterson Avenue and Crawford Avenue Stations.

Power of Interstate Commerce Commission when its findings are final.—In *U. S. vs. L. & N. R. Co., et al.*, concerning reshipping privilege permitted at Nashville and denied at certain other points, the opinion of the Supreme Court (Dec. 7, 1914, *Traffic World* of Dec. 26th, p. 1180) shows that the Commerce Court had enjoined the enforcement of the Commission's order condemning as

unjustly discriminatory in favor of Nashville and against other points, said reshipping privilege on grain at Nashville, the Commerce Court holding that since there was no dispute about the facts, the question became one of law which the Court might determine; but the Supreme Court proceeds:

"In view of the doctrine announced in *Interstate Com. Com. vs. Illinois Cent. R. R.*, 215 U. S., 452; *Interstate Com. Com. vs. Delaware, L. & W. R. Co.*, 220 U. S. 235; *Interstate Com. Com. vs. Louisville & Nashville R. R.*, 227 U. S. 88, it plainly results that the court below, in substituting its judgment as to the existence of preference for that of the Commission on the ground that where there was no dispute as to the facts it had a right to do so, obviously exerted an authority not conferred upon it by the statute. *It is not disputable that from the beginning the very purpose for which the Commission was created was to bring into existence a body which from its peculiar character would be most fitted to primarily decide whether from facts, disputed or undisputed, in a given case preference or discrimination existed.* *East Tenn., etc., Ry. Co. vs. Interstate Com. Com.*, 181 U. S., 1, 23-29. And the amendments by which it came to pass that the *findings of the Commission were made not merely prima facie but conclusively correct* in case of judicial review, except to the extent pointed out in the *Illinois Central* and other cases, *supra*, show the progressive evolution of the legislative purpose and the inevitable conflict which exists between giving that purpose effect and upholding the view of the statute taken by the court below. It cannot be otherwise, since, if the view of the statute upheld below be sustained, the Commission would become but a mere instrument for the purpose of taking testimony to be submitted to the courts for their ultimate action."





Watching Individual Items of Shop Expense

By Mr. C. A. Shaffer, General Inspector of Tools

Belting.

CONSIDERING the importance of good shop equipment, and the vast amount of money expended yearly for same, and maintenance thereof, it is easily understood why more attention is given each year, to subjects which are of vital interest to economic operation; and along this line it is necessary to watch the details which in themselves often prove to be of surprising significance.

Among the many items of shop equipment from the large machine tools down to the small hand tools, such as ordinary hammers, chisels and wrenches, are numerous articles which enter into the daily operation of the shop, and which possibly we have never given serious thought as to their commercial value, or the cost to replace them.

Aside from the finer instruments and small tools, as reamers, cutters, taps, dies, drills, etc., there are such articles as tool steel, belting, air hose, etc., which run into large sums of money, and unless careful attention is given to see that full value is received from the use of such material, the expense column of accounts will be of such proportion as to cause no little concern.

The necessity for the proper handling of expensive material cannot be too strongly emphasized, and the employe who would be prosperous, must first realize that the company must prosper, and, therefore, be keenly alive

to the prevention of loss and wasteful practice and destruction to material.

Let us take for consideration at this time the item of belting along, on which in a comparatively large shop a good systematic man in charge, will earn several times his wages each month from the saving effected by keeping belts in proper condition. This, of course, applies to shops where the majority of machines are not driven by direct connected electric motors.

It is not an infrequent sight even in many of the shops of today, where belt driven machinery is still in operation, to see belts which are being ruined by improper lacing, chafing against flanges or shifter fingers, climbing or having been placed on cross-cone pulleys, being badly twisted or doped to death by injurious dressing of various kinds. A very low percentage of power is derived from belts so run, and on an average their life is cut down to about one-fourth of that which good treatment would have secured.

In extreme cases large new belts have been destroyed in a few days from being allowed to run on pulleys where from some cause or other they would crowd to one side, rubbing against another pulley or part of machine, curling the belt, causing unequal stretching, and if made of leather, a separation of the layers and laps.

There are several kinds of belting now in general use; those which are made of leather, woven fabric or

stitched canvas, and rubber being most prevalent, and each being well adapted for use on different work under certain conditions.

Ordering of Belts.

When a new belt is required it is very essential that the conditions and requirements be understood, in order that a belt which will give the best results may be specified.

The location, the kind of service, climatic conditions, etc., have much to do with the performance and life of a belt, and it is, therefore, necessary that the location and purpose be shown on requisition. It is also desirable to know whether for overhead service from line shaft to countershaft, or for use on step cone pulleys from machine to countershaft.

Leather belts which may be spliced, making them endless, give best results under certain conditions on high speed machinery, and are, therefore, usually desirable for mill use. The size of pulleys over which the belt operates should be considered in order to determine whether single or double ply is to be used. Double ply belts usually do not give satisfaction when run on small pulleys, say, under six inches in diameter.

In many cases for outside service, or where there is little protection from the weather and the belt is subjected to the elements of heat and moisture, it is found that the fabric or rubber belt is more efficient and economical.

Never guess at, or estimate the length of the belt required, but carefully measure same over the pulleys with a good tape line to get the exact length, and avoid having it too short or too long, which would result in a loss in either case. Instructions which have been issued, covering this matter, should be carried out, also as regards belts being furnished shorter than actual length when unit filler pieces are to be used, where special lacing system is in effect.

Applying and Lacing.

In applying a belt care should be

taken to see that as nearly as possible the proper tension is obtained, so that maximum power may be transmitted. A perfect condition in this respect, however, is rarely found without the use of scales.

The best form of lacing for leather belts where a cement splice is impracticable on account of necessity of frequent tightening, is wire lacing, either circular or hooks, the connection being made with rawhide pins, which should be cut for length, so that they will lack about one-eighth of an inch of coming flush with each edge of the belt; the latter as a precaution against snagging the hands of an operator while being shifted.

Woven fabric belts, on account of their construction, do not hold as well with wire lacing, but usually give better satisfaction when joined with special metal plate and rivet fasteners, several suitable makes of which are on the market. This style of fastener also works well on all larger sizes of extra heavy belting. Belts laced with rawhide thongs are very liable to give trouble, as, unless a perfect job is made, the belt will run crooked on account of uneven stretching. Cement splices is the most desirable method for joining all leather belts, especially when running over a mule or in cases where a mechanical pulley tightener is used.

Care and Maintenance.

In addition to keeping belts properly tightened and laced it is essential that they be kept clean and free from dirt, machine grease and all resinous mixtures. The latter may assist temporarily to prevent slipping, but will soon glaze and become hard, leaving the belt in worse condition than before applied, and its effect on the belt invariably proves very damaging.

In the case of leather belts, it is obvious that they will require greasing from time to time in order that they may be kept soft and pliable and retain their tensile strength, for, upon examination after several months of service, it may be noticed that the belt

is becoming dry and hard, and if not taken care of, the preparation with which the leather was originally stuffed, finally becomes exhausted, and the belt presents an appearance of having been burned. At this stage the life of the belt is nearly gone, and it will begin to flake and may be easily broken and pulled apart with the fingers.

The only preservative which should be used to prevent deterioration of leather belts, is one similar to that which is used by the manufacturers. The application of good beef tallow, melted and applied with a paint brush while luke warm, gives good results. See that the belt is clean and apply only as much as the leather will readily absorb.

Reclaiming Old Belts.

If by accident or other cause, belts become broken, torn or otherwise damaged, all usable portions of these should be cut out, the ends of the pieces scarfed and glued together, matching them for width and thickness. Good serviceable belts may be made in this manner, and in many cases save the price of new ones. Crooked belts or those with curled edges, may be trimmed down to narrower sizes.

A Few Dont's.

No. 1—Don't think you can save money by neglecting your belts.

No. 2—Don't depend upon the machine operator to fix his belts. Have

a good man on the job, a part of whose business at least, is the care of all belts, and encourage his education along this line.

No. 3—Don't procrastinate; if a belt or lacing show signs of weakness fix it at the first opportunity of a shut down of the machine; either during noon hour or after work in the evening, and avoid expensive delays.

No. 4—Don't do a poor job of lacing and expect good results from the belt.

No. 5—Don't condemn the belt in case of failure or other trouble without first investigating the general conditions. Examine the lacing, and see if the pulleys are parallel and in proper alignment, so that the belt will run true.

No. 6—Don't run a belt on cone pulleys which are not mates, as such practice will surely spoil it.

No. 7—Don't allow water, oil or rubbish to collect in pits or other conduits where belts are running. Keep them clean and dry.

No. 8—Don't fail to cover or otherwise protect your belts when whitewashing the interior of the shop, as such substance has a very damaging effect, especially to leather.

No. 9—Don't forget SAFETY FIRST, and allow heavy main drive belts to run overhead or near workmen, without being suitably screened or encased to prevent injury in case of accident.

Illinois Central Railroad Co., Office of Superintendent, Springfield Division

Meeting Central Agents Association

Mt. Olive, Oct. 19th, 1914.

The October meeting of the Central Agents' Association was held in the Elks' Club room at Clinton, 1:30 p. m., Sunday, October 18th.

Previous to assembling in the club room Superintendent Patterson arranged for dinner to be served to all

members at the Magill Hotel. Those present were:

Mr. G. E. Patterson, Superintendent, Clinton.

Mr. H. L. Moffett, Trainmaster, Clinton.

Mr. P. K. Hanley, Trainmaster, Clinton.

Mr. J. A. Meehan, Claim Clerk, Clinton.

Mr. I. N. Brown, Agent, Clinton.

Mr. J. M. Purtil, Agent, Kankakee.

Mr. K. Pattengale, Agent, Cisco.

Mr. C. I. Knittle, Agent, Bradley.

Mr. T. R. Cox, Agent, Macon.

Mr. H. C. West, Agent, Buckley.

Mr. C. E. Schafer, Agent, Glenarm.

Mr. C. W. McKnight, Agent, Melvin.

Mr. R. I. Leef, Agent, Thomasville.

Mr. M. T. Perry, Agent, Normal.

Mr. B. W. Horine, Agent, Glenavon.

Mr. T. R. Beach, Agent, Farmersville.

Mr. C. E. Baugh, Agent, Toronto.

Mr. Harry Kabbes, Agent, Paxton.

Mr. S. Messinger, Agent, Mt. Olive.

Mr. W. A. Yoder, Agent, Litchfield.

Mr. C. A. Slonaker, Agent, Bloomington.

Mr. H. E. Ratcliffe, Agent, Alhambra.

Mr. J. C. McCaleb, Agent, Lake Fork.

Mr. I. W. Doolen, Agent, Vernon.

Mr. Ned Warrick, Agent, Kenney.

Mr. C. W. Donaldson, Agent, Mt. Pulaski.

Mr. D. O'Connell, Agent, Parnell.

Mr. G. W. Rollins, Agent, Moweaqua.

Mr. R. H. Johnston, Clerk, Mt. Pulaski.

Mr. Fred Wilson, Warehouse Foreman, Clinton.

Mr. R. W. Phelan, Warehouse Foreman, Clinton.

President G. W. Rollins called the meeting to order. Mr. S. Messenger was selected as Secretary. President Rollins made a few remarks expressing the appreciation of the Central Agents' Association of the attendance of visiting agents from the Illinois and Wisconsin Divisions, after which the subject, "What do you think of the educational feature of the plan adopted on the Springfield division of sending ten questions each month to agents to be answered, corrected and returned?" was discussed by President Rollins, J. C. McCaleb, S. Messinger, W. A. Yoder, and Superintendent Patterson. Agents were enthusiastic in their expression of

approval of the educational feature of the work and Superintendent Patterson requested that they send in questions they would like to have presented in the monthly list. After the questions have been answered they will be returned by the Superintendent to agents and placed on file in the agent's office for future reference.

The next subject discussed was "What is the general result at stations since the adoption of the rule requiring l. c. l. freight to be checked to consignee and receipt taken at the time of delivery?" This subject brought out a general discussion and while some agents explained that they had experienced difficulty at first in complying with the rule but the trouble has comparatively all ceased and there is no opposition to the rule at the present time. The subject was discussed at length by Superintendent Patterson and Agents Brown, Baugh, Ratcliffe and Yoder.

Junction Agents complained that connecting line agents are not requiring the observance of this rule and therefore some complaint is made by patrons. Superintendent Patterson has already taken this matter up with connecting line superintendents to induce them to join us in requiring receipt for l. c. l. freight at time of delivery. All agents voted the plan for taking receipt for l. c. l. freight at time of delivery a complete success and it was explained at the meeting that the plan had been successfully operated not only at a number of larger stations, but at some smaller ones for the past several years. A member present remarked, "Get in the band wagon, boys, it has come to stay."

The next question on the program was, "Has the working relations between the local way freight conductor and the agent improved in the last twenty years?" Agent Allison of Vandalia, being one of the old time agents, was assigned to the discussion of this subject but was not present. Agent I. W. Doolen of Vera read a lengthy paper on the subject which we are sorry space will not permit us to print. Agent

Doolen brought out points which caused the discussion to become general; however, it was generally agreed that at the present time the relations between the local way freight conductor and the local agent is wonderfully improved and that there is co-operation in rendering service, handling freight and in many other ways the work is made more pleasant and the Company better served. There was some discussion as to the advisability of requiring train crews to place all freight inside the freight house, but the majority of agents agreed there was nothing to be gained by trainmen putting freight in the warehouse, except in rainy or stormy weather. It was decided that the matter should be left entirely in the hands of the agents and the local way freight conductor and that circumstances and weather conditions should govern.

The program next provided a discussion of the subject, "How can agents secure an increase in traffic?" Agent Yoder read a paper on the subject of soliciting routing orders which each agent should have heard. He took the position that the agent who indifferently waits for business to come to his station will find his competitor enjoying the greater portion of the business in the vicinity which he represents and he suggested that each agent draw an imaginary map of the territory from which he is entitled to the traffic and then proceed to solicit both in and out-bound business with a view of increasing the station earnings and taking the business from competitor carriers. He suggested that each agent carry in his pocket routing orders from patrons. We regret that we cannot reproduce in full the paper read by Agent Yoder.

Agent Baugh of Toronto suggested the present storage charge of 5c per ton per day is too low and made quite a lengthy argument in favor of his contention. The discussion then drifted to the storage charge that should be assessed on shipments billed "Shippers Order" explosives, inflammables, etc. Agent Kabbes of Paxton made quite

an interesting talk on storage charges to be collected on explosives and inflammables.

The question was raised as to the liability of this company in case l. c. l. freight is delivered us with the consent and knowledge of the agent but bill of lading not issued. It was decided that this Company would be held responsible and that agents must properly care for the freight delivered under such circumstances the same as if receipt had been given. The subject of checking carload freight was discussed at some length and it was agreed that we cannot at this time undertake to check carload freight delivered on team tracks at smaller stations.

The subject of stopping trains at stations where the schedule does not provide for a stop was discussed. On account of patrons taking exception to this Company refusing to stop fast trains under certain circumstances Superintendent Patterson explained that in order to avoid discrimination trains cannot be stopped to accommodate passengers, but he said that in case of death or serious illness an exception would be made.

The subject of grain doors was discussed and agents were instructed by the Superintendent to check them over closely at the time the doors are received and report the condition to his office.

Trainmaster Hanley made a talk in reference to the importance of weighing l. c. l. freight and called attention to the necessity of reweighing in order to know whether or not this Company is receiving the revenue to which it is entitled. He called attention to a number of instances on his district where freight had been reweighed and the revenue materially increased; in a number of cases the revenue was more than doubled.

The meeting adjourned at 5:30 p. m. The next meeting will be held at Clinton on the evening of November 21st.

Yours truly,

S. Messenger,
Acting Secretary.

In Memoriam

DEATH OF E. C. RICHARDS.

Son-in-Law of Mr. and Mrs. H. B. Hull, Formerly of Hannibal, Dies in Dyersburg, Tenn.

A TELEGRAM from Mr. H. B. Hull, yesterday afternoon brought the sad news of the death of Mr. E. C. Richards at the home of his parents in Dyersburg, Tenn., which occurred Christmas night.

Only a few weeks ago the Journal announced the marriage of Miss Sinclair Hull, daughter of Mr. and Mrs. H. B. Hull, of Chicago, and Mr. Richards, who was then ill, but for whose early recovery there was great promise. He gained sufficiently to be conveyed to the home of his parents in Dyersburg, Tenn., where it was hoped he would rapidly improve.

But the fond hopes of two young trusting hearts are blasted, the picture full of happiness often painted as they enthusiastically planned for life's journey together, has been shattered. Untimely, cruel death has turned bliss into sorrow unspeakable—sorrow sincerely shared by the Hannibal relatives and friends of the crushed and heart broken young bride.

Mr. Richards was a model young man and would have made his mark in the business world.

He is survived by mother, father, a sister and a brother who have the writer's heartfelt sympathy.

The funeral services will be held today in Dyersburg.—The Hannibal (Mo.) Morning Journal, December 27, 1914.

MICHAEL MEYERS.

MR. MICHAEL MEYERS, one of the oldest and best known of the Illinois Central family, was taken from our midst, by death, on December 15,



MICHAEL MEYERS.

1914, and is mourned by a large circle of friends and associates.

Mr. Meyers was born in Kiel, Germany, November 3, 1848. He came to this country in 1855, with his parents, Dr. and Mrs. S. Meyers. His father was a practicing physician in Chicago, for a number of years.

In 1863, Mr. Meyers entered the service of the Illinois Central Railroad, at the old Weldon shops, as a painter's apprentice, and remained practically in continual service up to the time of his death, and served as foreman of locomotive painters for the last thirty-five years.

He was quite prominent in local politics in the early '90s.

In 1869, he was married to Miss Augusta Heinz, and is survived by his widow, four children and six grandchildren.

He was a true friend, a genial companion, a faithful employe and one of nature's nobleman, with a rough exterior, but a true and tender heart. His memory will be cherished by all who knew him.

May he rest in peace.

Illinois Central Railroad Company, Office of the Superintendent

Dubuque, Ia., Dec. 16th, 1914.

PERSONAL

All Agents:

I am enclosing herewith statement showing claims filed on In and Outbound shipments at your stations for the 12-month period ending November 30th, 1914.

Taking the statement as a whole, it is very satisfactory, as it reflects a total decrease of 1,339 claims filed on the division or 23 per cent. 807 of these were on Outbound shipments or 27 per cent. 532, or 19 per cent, were on Inbound shipments. It is gratifying to see the larger part of the decrease on Outbound shipments, as the forwarding station is usually responsible for claims filed, and the above indicates stations on this division really deserve the credit for the decrease.

I am particularly pleased with the showing at the following stations:

Station	Decrease	Per Cent
Apple River	28	85%
Galena	63	29%
Dubuque	566	28%
Dyersville	21	36%
Earlville	22	52%
Manchester	23	32%
Winthrop	12	43%
Independence	39	21%
Waterloo	418	27%
Waverly	10	22%
Plainfield	10	25%
Nashua	44	50%
Charles City	35	27%
Osage	27	29%

At Eleroy there were only 4 claims filed during the past year and all of these were Inbound.

Julien had no claims.

Robins had no claims filed.

Doris had no claims filed.

Wadham only had two claims, both Inbound.

Council Hill had one claim. It was on Outbound.

Peosta had three claims—all Inbound.

Farley only had one claim. It was Inbound.

Delaware had two claims—both Inbound.

Masonville had two claims—both Inbound.

Raymond had one claim—it was on Inbound.

Rogers had one claim—it was on Inbound.

Alburnett had four claims—two Outbound and two Inbound.

Janesville had three claims—one Outbound and two Inbound.

Glenville had three claims—all on Inbound.

The record reflected by the attached statement is one that we can be proud of. It is true we showed an increase at two or three stations, but from the manner in which the agents at these stations are now taking hold of the claims and loss and damage feature, I feel sure they will be on the right side of the ledger from now on and that the next statement of this kind submitted to you will show a good decrease at every station on the division.

The very best "Claim Reducer" is the proper checking of freight and the taking of receipts AT TIME OF DELIVERY, as referred to in my Circular No. 136 of April 24th, Circular No. 136-A of June 10th, and personal letter of April 12th. Don't receipt for a shipment from the shipper or connecting line until you have checked it and know that you have exactly what you are receipting for, and that it is in proper shape. Don't permit a consignee to remove a shipment from your station until it is checked out to

him, and he gives you a proper receipt for it.

Don't accept Furniture shipments, Household Goods and other similar shipments unless securely crated and protected against damage from ordinary handling. This is referred to in my Circular No. 166 of May 26th, Circular No. 171 of June 2nd, and Circular No. 232 of July 28th.

Don't accept Eggs or any other shipments in packages of such a fragile nature that you know they cannot reach destination in good condition. My Circulars 117 of April 2nd and 142 of May 1st cover this matter fully. It is also important that instructions given on Page 121 of Western Classification No. 152, issued Sept. 15th, 1913, effective Nov. 1st, 1913, be followed closely.

Watch the handling of freight shipments at your station and be satisfied that they are not being damaged through careless handling while in your charge. Our trainmen are very much interested in the loss and damage question now and are trying to help us make a good record. They are handling shipments a great deal more carefully than ever before. You should watch the loading and unloading, however, and bring my attention to all cases that I can correct. In this connection please refer to my Circulars No. 221 of July 17th, No. 232 of July 28th, No. 283 of September 3rd, No.

293 of Sept. 7th, No. 301 of September 10th, No. 327 of October 3rd, No. 355 of October 28th, and No. 366 of November 3rd.

In other words, keep "CLAIMS" and "LOSS & DAMAGE" in mind at all times, discuss it freely with interested employes with whom you come in contact, submit suggestions to me or ask any questions that you may care to ask. We have made a good record the past twelve months and we are going to have to work closely together and take advantage of all opportunities in order to make a similar showing in the next twelve months. It is NOT IMPOSSIBLE to make a greater reduction than we have made, in fact it is VERY POSSIBLE and VERY NECESSARY that the additional reduction be made. It has been truthfully said that you must either progress or go backwards; you cannot remain stationary. We don't want to go backwards, or even remain stationary if it were possible, and it is therefore up to us to progress. I am confident that we will do so.

Thanking you for the good work which you have done in the past twelve months as is reflected by the attached statement and for the anticipated greater efforts which you are going to put forth from now on, I remain,

Yours truly,

L. A. Downs, Superintendent.

**STATEMENT OF CLAIMS FILED ON THE MINNESOTA DIVISION
FOR THE 12 MONTH PERIOD ENDING NOVEMBER 30TH, 1914,
AS COMPARED WITH SAME PERIOD OF PREVIOUS YEAR.**

Station	1914.			1913.		
	Outbound	Inbound	Total	Outbound	Inbound	Total
Eleroy	0	4	4	0	7	7
Lena	4	69	73	3	77	80
Wadham	0	2	2	0	1	1
Nora	0	15	15	0	3	3
Warren	68	64	132	70	64	134
Apple River.....	2	3	5	17	16	33
Scales Mound....	2	21	23	0	19	19
Council Hill.....	1	0	1	0	0	0
Galena	17	134	151	53	161	214
E. Dubuque	48	28	76	65	16	81
Dubuque	806	635	1,441	1,232	775	2,007

Station	1914.			1913.		
	Outbound	Inbound	Total	Outbound	Inbound	Total
Julien	0	0	0	0	0	0
Peosta	0	3	3	0	4	4
Epworth	5	13	18	3	18	21
Farley	0	1	1	0	2	2
Dyersville	18	20	38	11	48	59
Earlville	2	18	20	3	39	42
Delaware	0	2	2	0	0	0
Manchester	1	47	48	0	71	71
Masonville	0	2	2	Records Destroyed by Fire		
Winthrop	3	13	16			
Doris	0	0	0			
Independence ...	59	82	141	56	124	180
Jesup	1	11	12	2	14	16
Raymond	0	1	1	0	0	0
Waterloo	624	513	1,137	964	591	1,555
Ryan	6	6	12	0	2	2
Coggon	1	15	16	1	21	22
Central City	35	7	42	12	37	49
Rogers	0	1	1	0	0	0
Alburnett	2	2	4	1	8	9
Cedar Rapids....	348	203	551	354	189	543
Janesville	1	2	3	2	1	3
Waverly	22	13	35	22	23	45
Plainfield	14	16	30	18	22	40
Nashua	3	40	43	5	82	87
Chas. City	15	79	94	9	120	129
Floyd	1	16	17	0	3	3
Orchard	1	5	6	1	8	9
Osage	9	57	66	12	81	93
Mitchell	0	18	18	0	27	27
St. Ansgar	0	46	46	5	37	42
Lyle	2	5	7	1	13	14
London	0	5	5	2	6	8
Myrtle	1	3	4	3	3	6
Glenville	0	3	3	0	3	3
Toeterville	3	8	11	0	18	18
Stacyville	1	20	21	3	24	27
Robins	0	0	0	0	0	0
	<u>2,126</u>	<u>2,271</u>	<u>4,397</u>	<u>2,933</u>	<u>2,803</u>	<u>5,736</u>

Decrease of 807 Outbound Claims or 27%.

Decrease of 532 Inbound Claims or 19%.

Total Decrease of 1,339 Claims or 23%.

Meritorious Service

FAVORABLE entry has been made on the records of the following conductors 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, advise 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 E. B. Foster, on train No. 17, Nov. 2nd, declined to honor card ticket, account having expired and collected cash fare. Passenger was referred to the Passenger Department for refund on ticket.

Conductor T. W. Ward, on train No. 23, Nov. 6th, lifted card ticket, account date of sale having been altered and collected cash fare.

Conductor D. S. Wiegel, on train No. 23, Nov. 7th, declined to honor card ticket, account having expired and collected cash fare. Passenger was referred to the Passenger Department for refund on ticket.

Conductor J. P. Mallon on train No. 26, Nov. 19th, lifted identification slip Form 1572, account passenger not being provided with time pass and collected cash fare.

Conductor F. A. Hitz, on train No. 125, Nov. 14th, and train No. 525, Nov. 23rd, lifted card tickets on which passengers admitted having previously secured transportation and collected cash fares.

St. Louis Division.

Conductor Van Smith, on train No. 22, Nov. 5th, lifted card ticket on which passenger admitted having previously secured transportation and collected cash fare.

Conductor A. E. Reader during November lifted various card tickets on

which passengers admitted having previously secured transportation and collected cash fares.

On train No. 24, Nov. 16th, he declined to honor card ticket, account having expired and collected cash fare. Passenger was referred to the Passenger Department for refund on ticket.

On train No. 3, Nov. 20th, he lifted trip pass, account not being countersigned and collected cash fare.

Conductor J. W. Halligan, on train No. 606, Nov. 25th, lifted card ticket on which passenger admitted having previously secured transportation and collected cash fare.

Wisconsin Division.

Conductor J. E. Harrington, on train No. 14, Nov. 23rd, lifted card ticket, account date of sale having been altered and collected cash fare.

Kentucky Division.

Conductor J. E. Nelson, on train No. 104, Nov. 22nd, lifted employe's term pass, account having expired. Passenger refused to pay fare and was required to leave the train.

Conductor E. T. Arnn, on train No. 104, Nov. 25th, declined to honor mileage ticket, account having expired and collected penny scrip to cover trip.

Tennessee Division.

Conductor J. W. Robertson, on train No. 134, Nov. 1st, lifted identification slip Form 1572, account passenger not being provided with pass and collected cash fare.

Conductor R. F. Phillips, on train No. 24, Nov. 11th, lifted employe's trip pass, account returning portion being missing and collected cash fare.

Conductor J. W. Arnn, on train No. 106, Nov. 15th, lifted employe's trip pass, account returning portion being missing and collected cash fare.

Conductor J. S. Wesson, on train No. 1, Nov. 17th, lifted employe's trip

pass, account being in improper hands and collected cash fare.

Mississippi Division.

Conductor R. F. Cathey, on train No. 24, Nov. 1st, lifted identification slip Form 1572, account passenger not being provided with pass and collected cash fare.

Conductor N. S. McLean, on train No. 143, Nov. 3rd, declined to honor mileage ticket, account having expired and collected cash fare.

Louisiana Division.

Conductor G. O. Lord, on train No. 35, Nov. 23rd, declined to honor card ticket, account having expired and collected cash fare. Passenger was referred to the Passenger Department for refund on ticket.

Conductor M. Kennedy, on train No. 332, Nov. 13th, lifted clergy ticket, account being in improper hands and collected cash fare.

On train No. 332, Nov. 17th and again on Nov. 25th he lifted mileage tickets, account being in improper hands and collected cash fares.

Conductor R. E. McInturff, on train No. 304, Nov. 17th, declined to honor card ticket, account having expired and collected cash fare. Passenger was referred to the Passenger Department for refund on ticket.

Memphis Division.

Conductor W. G. Beanland, on train No. 40, Nov. 7th, lifted employe's term pass, account being in improper hands and collected cash fare.

Conductor E. S. Sharp, on train No. 503-303, Nov. 26th, lifted employe's trip pass, account returning portion being missing and collected cash fare.

Conductor J. S. Lee, on train No. 344, Nov. 29th, declined to honor mileage ticket, account having expired and collected cash fare.

New Orleans Division.

Conductor A. L. Williams, on train No. 33, Nov. 2nd, and again on Nov. 8th, lifted 54 ride individual tickets, account having expired and collected cash fares.

On train No. 33, Nov. 6th, he declined to honor returning portion of excursion ticket, account having expired and collected cash fare.

On train No. 34, Nov. 21st, he declined to honor mileage ticket, account having expired and collected mileage from another ticket to cover trip.

Illinois Division

Favorable entry has been placed on the service record of Conductor O. H. Norman for discovering and reporting, on Dec. 5th, I. C. 45277 without any light weight being shown.

Favorable entry has been placed on the service record of Conductor R. H. Cassidy on Extra 1580, Dec. 6th, for discovering and reporting I. C. 47786 without any light weight being shown.

Favorable entry has been placed on the service record of Conductor Skibbe, train 93, Dec. 5th, for discovering and reporting I. C. 45152 with no light weight shown on same.

Favorable entry has been made on the service record of Conductor A. E. Johnson for discovering and reporting I. C. 24131 improperly stencilled, train No. 51, Dec. 11th. Arrangements were made to have correction made.

Favorable entry has been placed on the service record of Agent C. W. McKnight, of Melvin, for discovering and reporting I. C. 130587 improperly stencilled. Arrangements were made to have correction made.

Favorable entry has been made on the service record of Flagman J. E. Martin for discovering and reporting I. C. 121689 improperly stencilled. Arrangements were made to have correction made.

Favorable entry has been made on the service record of Conductor S. H. Nelson for discovering and reporting I. C. 107405 improperly stencilled. Arrangements were made to have correction made.

Favorable entry has been made on the service record of Conductor C. C. Abels, Extra north, Dec. 12th, for discovering and notifying proper office regarding broken rail about two miles south of Monee on the north bound

track, thereby preventing possible accident.

Favorable entry has been placed on the service record of Conductor L. N. Turpin for discovering and reporting to the proper office regarding broken rail just north of depot at Rantoul, Ill., Dec. 11th, thereby preventing possible accident.

Favorable entry has been made on the service record of Conductor Charles Wildman, while on Extra 577 north, Dec. 25th, for discovering and reporting badly cracked wheels under I. C. 56992, thereby preventing possible accident.

Favorable entry has been placed on the service record of Agent C. L. Harris, of Savoy, for discovering and reporting in Extra 1690 north, while passing that station Dec. 11th, with ties extending over side sufficient distance to interfere with clearance on southbound track. Arrangements were made to have loading adjusted, thereby removing possible cause of an accident.

Favorable entry has been placed on the service record of Conductor Redus while on train No. 352, Dec. 9th, at Newton for discovering and reporting broken truck frame on I. C. 45445, while car was being handled in Extra 481, thereby removing possible cause of an accident.

Springfield Division

Favorable mention has been placed upon the service record of Flagman E. C. Bailey for the care he used in detecting defective switch point and promptly reporting it.

Favorable mention has been placed upon the service record of Brakeman E. J. Cox for his watchfulness when he discovered a brake beam dragging under a car in a train which was pass-

ing, and for his prompt action in stopping the train.

Favorable mention has been placed upon the service record of Brakeman G. Parkinson for discovering a brake beam dragging under a car in a passing train. The train was stopped and a possible accident was averted.

Minnesota Division

Favorable entry has been placed on the service record of Conductor W. C. Delaney, Extra 1584, at Warren, for discovering and reporting broken rail west of the west passing track switch, thereby preventing possible accident.

Kentucky Division

Favorable entry has been placed on the service record of Section Foreman Virge Aubery for discovering and reporting brake beam dragging in train 152, Dec. 1st, while train was passing point where his train was working just south of Hansbrough, Ky., thereby removing possible cause of an accident.

Memphis Division

Favorable entry has been placed on the service record of Conductor Gaerig on Extra 984 for discovering and removing log too close to south bound track, thereby preventing possible accident.

Favorable entry has been placed on the service record of Conductor A. T. Stevenson for discovering and reporting brake beam dragging on train Extra 670 as it was passing his train at Swan Lake, Miss., Dec. 16th, thereby preventing possible accident.

Mississippi Division

Favorable entry has been placed on the service record of Engineman Fred Myers for discovering and reporting broken rail in Caboose track at Water Valley, Nov. 1st, thereby preventing possible accident and damage.



LOCAL TALENT and EXCHANGES



WRECK OF THE FAST MAIL.

By Arthur Hancock.

"On time? Well, no, she is not, sir,
She's reported twenty-five minutes late,
A broken truck is the cause of it, too,
sir,
Thank God she had not a worse fate.
You're a stranger in town, I suppose,
sir?
I've lived here most forty years;
Forty years have I worked on this
line, sir,
And only once have I felt any fears.

"You see I am an old engineer, sir,
I've worked on this road most my life;
'Tis here where I wed and then lost
her—
My darling, my pretty young wife.
Ah, sir, 'tis a very sad story,
But one I oft love to tell;
And with your consent and attention,
I'll tell you of my pretty Nell.

"It's twenty years now since I met her,
A bonny and laughing young girl.
Ah, sir, when I think how I loved her,
It near sets my head in a whirl.
Although she was too young to marry,
I loved her and longed for the time
When I could make her my wife, sir,
And say, 'Nellie, at last you are mine.'

"Love is a wonderful thing, sir,
At least I have found it that way,
And though you may think it is strange,
sir,
I thought more of my Nell every day.
Love me? Ah, yes, she did, sir.
She loved me with all her dear heart;

And oft when she kissed me good-night,
sir,
She hoped that we never would part.

"I was a switchman then on this road,
sir,
Along with my old chum, Frank Fry.
We've been together now thirty years,
sir,
And will be I guess 'till we die.
For Frank is a good, honest fellow,
One of the bravest we have on the
track;
He's always there when you want him,
Of courage he never did lack.

"Ah, sir, to go back to my story,
And tell you of my pretty Nell,
Brings up in my memory old friend-
ship;
And other great doings as well.
I'll try not to get off again, sir,
But I'll tell it to you without fail;
My marriage to my little Nell, sir,
And the wreck of the great fast mail.

"I was patiently watching and waiting
For the time I should be able to wed
Nellie, when a telegram came, sir,
With the news that poor mother was
dead.
I packed a few things in a hurry,
And kissing my Nellie good-bye,
I boarded the train and was off, sir,
And then had to sit down and cry.

"With a heavy heart I buried dear
mother,
Then started to return to my Nell;
In trying to board the train, sir,
I missed my footing and fell.
The trainmen picked me up, sir,

I had a fearful cut in my head;
And the doctor said when he saw me,
He thought by morning I would be dead.

"But you see I'm not dead, sir,
Though I lay there week after week,
My friends did all they could, sir,
Everything for my comfort did seek.
How long I lay there unconscious
I was not able to tell,
But I opened my eyes one morning,
And there at my side was Nell.

"And, sir, she kissed and carressed me,
And she said, 'Jack, I thought you would
die;
But heaven was kind and watched o'er
you,
And you will get well bye and bye.'
Ah, sir, you know not the feeling
That came o'er me as my little Nell
Placed her little hand in mine, sir,
And prayed I might soon get well.

"At last I was well and could go, sir,
Back to my duties once more,
But not as a switchman, oh no, sir,
But a fireman on big number four.
Number four was a fine piece of goods,
sir,
She pulled on the midnight express;
She was handled by old Jim Woods,
sir,
A better engineer there isn't I guess.

"Oft when we arrived at this station,
After our run of one hundred miles,
Nellie would be watching and waiting
To greet me with kisses and smiles.
Ah, sir, those days I was happy,
And I sang as I worked at Wood's side,
And thought of the day soon to come,
sir,
When I should make Nellie my bride.

"And Nellie, the dear little girl, sir,
Would kiss me and say, 'Jack, do you
know
If they offered me ten thousand dollars
To leave you, I would not go?'
No, Jack, for I love you dearly;
And oft have I thought when alone,
That when I am married to you, Jack,
We'll be happy together at home.'

"Our wedding day came at last, sir,
Little Nellie and I were wed;
And ten hours later my wife, sir,
My darling Nellie was dead.
Oh, God, when I think of that time,
sir,
It almost drives me wild;
And—why, bless me, if I ain't crying.
There, I must not act like a child.

"Our wedding was one of the finest
Ever seen in this little town,
And Nellie looked like an angel
As she stood in her pure white gown.
Friends came from the East and the
West, sir,
Flowers were strewn all around,
Music, the best to be had, sir,
And happiness all over was found.

Jim Woods, Frank Fry, and Fred Dahl,
sir,
Were at my wedding that day,
McFarlane, our agent here, sir,
Were there, too, with kind words to
say.
Five o'clock came and we left them
Amid shouts and cheers for success,
As we boarded the West bound Fast
Mail, sir,
And left them all happy, I guess.

"Little Nell sat down at my side, sir,
And said as the train sped its way,
'Dear Jack, I was never so happy
Before as I am today.
And soon we'll come back again, Jack,
Where we'll live in a nice little home,
Together we'll live and we'll love, Jack,
Live and love each other alone.'

"That night was fearful dark, sir,
The train rushed on with a roar,
When all of a sudden there came, sir,
A crash! and the train toppled o'er.
I had just left my Nell for a moment,
But started at once to go back;
And before I could reach her side, sir,
The Fast Mail had left the track.

"I was thrown to the floor of the coach,
sir,
As it rolled on its side with a crash,

The women and children were screaming;
 The men to get out made a dash.
 Oh, God; the groans of the dying
 I shall never, sir, never forget,
 And Nellie was under the wreck, sir,
 It seems I can see her there yet.

"I managed to crawl from the wreck,
 sir,

All cut and bleeding and—well,
 I gave not one thought of myself, sir,
 But started to find my poor Nell.
 I found her at last in the wreck, sir,
 She had a fearful cut in her head;
 Poor Nell, she lay there unconscious,
 Though at first I thought she was dead.

"But after awhile she came round, sir,
 And looked into my face with a smile,
 As she said, 'Jack, I am going to leave
 you,

Yes, Jack, I'm on my last mile.
 But, Jack, I know you will love me,
 And think of me when I'm laid away—
 No, Jack, you cannot save me,
 I shall be dead e're the dawn of day.

"Jack—dear Jack—let me kiss you,
 I am sinking; soon I must die.
 Husband, once let me call you
 I'm going, Jack, kiss me good-bye.'
 Ah, sir, I kissed and caressed her,
 And prayed with her head on my
 breast,

But she died, and we laid her away, sir,
 Where she lies in a haven of rest.

"Now, I will bid you good night, sir,
 And leave you to think of my Nell,
 And oft when you go on your travels,
 My story I know you will tell.
 So good night, sir, I must leave you,
 Jim's bringing in Number Two,
 The train stops ten minutes here, sir,
 In order to change the crew."

OUT WHERE THE WEST BEGINS.

Out where the hand clasp's a little
 stronger,
 Out where the smile dwells a little
 longer—
 That's where the West begins.

Out where the sun's a little brighter,
 Where the snow that falls is a trifle
 whiter,
 Where the bonds of home are a wee bit
 tighter—
 That's where the West begins.

Out where the skies are a trifle bluer,
 Out where friendship's a little truer,
 Out where everything is newer—
 That's where the West begins.

Out where a fresher breeze is blowing,
 Where there's laughter in every stream-
 let flowing,
 Where there's more of reaping and less
 of sowing—
 That's where the West begins.

Out where the West is in the making,
 Where fewer hearts with despair are
 aching,
 Where there's more of giving and less of
 taking—
 That's where the West begins.

Where there's more of singing and less
 of sighing,
 Where there's more of laughing and less
 of crying,
 Where a man makes friends without half
 trying—
 That's where the West begins.
 —*Wall Street Journal.*

FINNIGIN TO FLANNIGAN.

Superintendent wuz Flannigan.
 Boss of the section gang wuz Finni-
 gin.
 Whiniver the kyers got off the track,
 And muddled up things t' the devil
 an' back,
 Finnigin writ to Flannigan after the
 wrick wuz all on agin,
 That is, this Finnigin reported to
 Flannigan.

Whin Finnigin furst wrote to Flanni-
 gan,
 He writed tin pages, did Finnigin.
 And he tould jist how the smash oc-
 curred;
 Full minny a tajres blundering
 wurd.

Did Finnigin write to Flannigan,
That wuz how Finnigin repoorted to
Flannigan.

Now Flannigan knowed more than
Finnigin;

He'd more idjucation, had Flanni-
gan.

An' it wore 'im clane and completely
out

To tell what Finnigan write about,
In his writin' to Mister Flannigan.

So he writed back to Finnigan:
"Don't do sich a sin again; make 'em
brief, Finnigin.

When Finnigan got this from Flanni-
gan,

He blushed-rosy red, did Finnigan,
An' he said, "I'll gamble a whole
month's pa-ay.

That it will be minny an minny a
day,

Before superintendent, that's Flanni-
gan,

Gits a whack at this very same sin
agin.

From Finnigin to Flannigan repoorts
won't be long agin.

Wan day on the siction of Finnigan,
On the road superintindint by Flanni-
gan,

A rail gave way on a bit on a curve,
An' some kyars went off as they made
the swerve.

"There's nobody huiited," sez Finni-
gin;

"But repoorts must be made to Flanni-
gan."

An' he winked at McGarigan as
married a Finnigin.

He wuz shantyin' thin, wuz Finnigin,
As minny a railroader's been agin.

An' the smoky oil lamps was burn-
ing bright

In Finnigin's shanty all that night—
Bilin' down, his repoort, wuz Finnigin,

An' he writed this here: "Muster
Flannigan,

Off agin—on agin—gone agin—Finni-
gin."

STICK TO YOUR JOB.

By Wm. W. Sadler, Record Clerk.
Stay on your job, and stick to your job
No matter what your work may be.
Never grow weary, when everything
dreary;

Just keep a-going, and you shall see
That the man on the top, never looked
at the clock,

But kept at his work with a smile,
And to his surprise one day, received an
increase in pay,

And found sticking to the job worth
while.

THE EASIEST WAY.

By J. Milton May.

When you have a task before you,
Some work that you must do,
Stick with it 'till you've finished,
Do not give up, 'till you're through.
Though it may be hard and tedious,
Stick with it; always stay,
Don't quit or get dismayed,
'Cause it is "The Easiest Way."

If the Boss should leave the office,
For, perhaps, an hour or more,
Do not slack your pace in working,
As behind him closed the door.
Just keep your work a-going,
Though he stay out all day,
Don't loaf because he's absent,
'Cause it is "The Easiest Way."

If you have some moral duty,
That some day you must perform,
Do not fail to, or evade it,
For it may do some other harm.
Do not put off for tomorrow
What you can do today;
Do it now, while in the Present,
'Cause it is "The Easiest Way."

And as through life we journey on,
Each striving to attain,
Don't crush your weaker fellow beings,
In your mad rush for gain.
But lift him in his troubled hour,
Make light his toilsome way,
Do good to others when you can,
'Cause it is "The Easiest Way."

And if perchance, you meet this verse,
 As on through life you pass,
 Don't think that it's a trivial thing,
 O'er which the eye to cast.
 But heed this little verse of mine,
 This simple little lay,
 Read through it 'till you've finished,
 'Cause it is "The Easiest Way."

His Middle Name

He isn't handsome—far from that,
 As manly beauty goes;
 He doesn't sport the latest hat
 Or up-to-datest clothes.
 And yet he is more popular
 Than all the blooming roost,
 And ev'rybody likes him for
 His middle name is Boost.
 He doesn't wear the latest styles
 Or up-to-datest clothes.
 But he just smiles and smiles and smiles
 When things are going bad.
 He talks a lot, when rainclouds pour,
 Of crops they have produced;
 He sees their silver lining, for
 His middle name is Boost.
 He makes no million bucks a year,
 And yet he has enough;
 His charity is giving cheer
 When things are looking tough.
 Of friends he owns a plenty, more
 Than money has induced;
 Yep, ev'rybody likes him, for
 His middle name is Boost.
 Get out yourself and boost a bit
 And jolly folks along,
 For knocking never makes a hit
 When things are breaking wrong.
 If you should hear a kicker roar,
 Just bump him off the roost,
 And show the folks you're plugging for
 Your middle name is Boost.
 —Douglas Malloch, in *American Lumberman*.

BRAKIE LYNN.

By Owanee McClay.

There is a lad in our town
 Whose name is Toby Lynn.
 He wants to be A Railroad Man,
 And so he just began.

He started out as call boy

To wake men for their trains;
 Amid the summer sunshine
 And through the winter rains.

But now he is a Brakeman—
 Gone out on the road.
 To see a string of box cars,
 Suffer with their load.

They don't have to teach him signals—
 Don't have to stop and tell
 He learned them when a call boy—
 Of course, he knows them well.

A brakeman's work is risky,
 But we admire his pluck.
 And all the good his friends can do
 Is wish the lad good luck.

IT COULDN'T BE DONE

Somebody said that it couldn't be done,
 But he with a chuckle replied,
 That "maybe it couldn't," but he would
 be one

Who wouldn't say so till he'd tried.
 So he buckled right in with the trace
 of a grin

On his face. If he worried he hid it;
 He started to sing as he tackled the
 thing

That couldn't be done—and he did it!

Somebody scoffed: "Oh, you'll never
 do that—

At least, no one ever has done it";
 But he took off his coat and he took off
 his hat,

And the first thing we knew, he'd
 begun it.

With a lift of his chin and a bit of a
 grin.

Without any doubting or quiddit,
 He started to sing as he tackled the
 thing

That couldn't be done—and he did it!

There are thousands to tell you it can-
 not be done;

There are thousands to prophesy
 failure;

There are thousands to point out to
 you one by one

The dangers that wait to assail you.

But just buckle in with a bit of a grin,
Then take off your coat and go to it;
Just start in to sing as you tackle the thing
That "cannot be done"—and you'll do it.

—Edgar A. Gust.

"THE DEACON'S PRAYER."

See Brudder Brown—whose saving grace
Would sanctify a quarter-race—
Out on the crowded floor advance,
To "beg a blessin' on dis dance."

O Mahsr! let dis gath'rin' fin' a blessin'
in yo' sight!
Don't jedge us hard fur what we does
—you knows it's Chrismus-
night;
An' all de balance ob de yeah we does
as right's we kin.
Ef dancin's wrong, O Mahsr! let de
time excuse de sin!

We labors in de vineya'd, wukin' hard
an' wukin' true;
Now, shorely you won't notus, ef we
eats a grape or two,
An' takes a leetle holiday—a leetle
restin'-spell,—
Bekase, nex' week, we'll start in fresh,
an' labor twicet as well.

Remember, Mahsr,—min' dis, now,—de
sinfulness ob sin
Is' pendin' 'pon de sperrit what we goes
an' does it in:
An' in a righchis frame ob min' we's
gwine to dance an' sing,
A-feelin' like King David, when he cut
de pigeon-wing.

It seems to me—indeed it do—I mabbe
mout be wrong—
That people raly ought to dance, when
Chrismus comes along;
Des dance bekase dey's happy—like de
birds hops in de trees,
De pine-top fiddle soundin' to de bowin'
ob de breeze.

We has no ark to dance afore, like Is-
rul's prophet king;
We has no harp to soun' de chords, to
help us out to sing;
But 'cordin' to de gif's we has we does
de bes' we knows,
An' folks don't 'spise de vi'let-flower
bekase it ain't de rose.

You bless us, please, sah, eben ef we's
doin' wrong to-night;
Kase den we'll need de blessin' more'n
ef we's doin' right;
An' let de blessin' stay wid us, untel
we comes to die,
An' goes to keep our Chrismus wid
dem sheriffs in de sky!

Yes, tell dem preshis anguls we's a-
gwine to jine 'em soon:
Our voices we's a-trainin' fur to sing
de glory tune;
We's ready when you wants us, an' it
ain't no matter when—
O Mahsr! call yo' chillen soon, an' take
'em home! Amen.

—Russell.

"THE DANCE."

The rev'rend man is scarcely through,
When all the noise begins anew,
And with such force assaults the ears,
That through the din one hardly hears
Old fiddling Josey "sound his A,"
Correct the pitch, begin to play,
Stop, satisfied, then, with the bow,
Rap out the signal dancers know:

Git yo' pardners, fust kwattillion!
Stomp yo' feet, an' raise 'em high;
Tune is: "Oh! dat water-million!
Gwine to git to home bime-bye."
S'lute yo' pardners!—scrape perlutely—
Don't be bumpin' gin de res'—
Balance all!—now, step out rightly;
Alluz dance yo' lebbel bes'.
Fo'wa'd foah!—whoop up, niggers!
Back ag'in!—don't be so slow!—
Swing cornahs!—min' de figgers!
When I hollers, den yo' go.
Top ladies cross ober!
Hol' on, till I takes a dram—
Gemmen solo!—yes, I'se sober—

Cain't say how de fiddle am.
 Hands around!—hol' up yo' faces,
 Don't be lookin' at yo' feet!
 Swing yo' pardners to yo' places!
 Dat's de way—dat's hard to beat.
 Sides fo'w'd!—when you's ready
 Make a bowas low's you kin!
 Swing acrost wid opp'site lady!
 Now we'll let you swap ag'in:
 Ladies change!—shet up dat talkin';
 Do yo' talkin' arter while!
 Right an' lef'!—don't want no walk-
 in'—
 Make yo' steps, an' show yo' style!

And so the "set" proceeds—its length
 Determined by the dancers' strength.
 —Russell.

A LAMENT.

I've written many a line of verse
 A million or more, I take it.
 Tho' people said could not be worse,
 'Twas the best that I could make it.

I wrote an ode to sister's beaux
 Another to her bonnet.
 The wart upon my father's nose
 I wrote a sonnet on it.

B. E. K.

YOURS IN FRIENDSHIP, LOVE AND TRUTH.

By R. M. Ferris, Agent, Anita, Ind.

What's the use to be pretending that
 we're something that we're not?
 Why not play we're little children and be
 friendly on the spot?
 Rules are made for fools and comrades,
 nature's law is ample guide,
 Universal love and labor—nothing that
 we need to hide.

All is good that is not evil, all is right that
 is not wrong.
 Free the world from foolish mincing, and
 life will be a happy song.

What's the use of thinking evil just be-
 cause someone forgot?
 Why not play we're little children and be
 friendly on the spot?

Why not meet and know each other any-
 where we chance to be?
 Why disport our chains and fetters—are
 we slaves or are we free?
 Is it wrong to bless and gladden? Is it
 wrong to nod and smile?
 Why not speak to friend and stranger,
 why be strangers all the while?

If we meet and like each other, if we
 tell each other so,
 If we walk awhile together, what's the
 sin, I'd like to know?
 What's the use of introduction and a lot
 of other rot?
 Why not play we're little children and be
 friendly on the spot?

DON'T STOP!

By Kipling.

If you stop to find out what your wages
 will be,
 And how they will clothe you and feed
 you;
 Willie, my son, don't go on the Sea,
 For the Sea will never need you.

If you ask for the reason of every com-
 mand,
 And argue with people about you;
 Willie, my son, don't go on the Land,
 For the Land will do better without
 you.

If you stop to consider the work you
 have done
 And to boast what your labor is worth,
 dear;
 Angels may come for you, Willie, my
 son—
 But you'll never be wanted on Earth,
 dear!

Think of the Other Fellow

By C. L. Bent, Inspector Passenger Train and Station Service

THE theme of these remarks is the Golden Rule brought up to date. What a world of kindness in this thought with the expenditure of only a little mental energy!

This has forcibly been brought to my attention in the performance of my duties of "Finding fault but not fault-finding" with the idea of improving the service as laid down in the slogan of the Illinois Central Railroad Company: SAFETY FIRST, COURTESY AND EFFICIENT SERVICE ALWAYS.

While the management is exerting all its power, as far as finances and the human factor will permit, to have its employes render courteous service, to furnish satisfactory stations and the best of car equipment and motive power available, to run its trains on time, or, in other words, by co-ordinate work between the employe and the physical and the mechanical establishments, to develop a railroad that will make friends and gain patronage; such endeavors could be much assisted by each of us THINKING of the OTHER FELLOW.

The following suggestions are offered solely to secure better satisfaction with the conditions surrounding train travel and with the hope that they will be accepted in the spirit of Good Fellowship in which they are offered.

After reserving a lower berth in a sleeper for a certain train and day and later deciding not to go, THINK of the OTHER FELLOW by phoning this fact at once to the ticket office in order that this berth may be released and become available for someone else who otherwise might be obliged to accept poorer accommodations or to postpone his trip.

In making Dead Head reservations, THINK of the OTHER FELLOW by giving the pass number, when using the phone, instead of your name, which may

not be known to the ticket agent, thus enabling him to release same on a sold out car for the accommodation of a paying passenger, thus adding to the comfort of our patrons and to the financial welfare of the Company.

During the fifteen minutes just before the leaving time of a train, THINK of the OTHER FELLOW by allowing this time to be used at the ticket office and the baggage room by those going on this train in order that they may secure their tickets and check their baggage. During a rush refrain from asking for information about a prospective trip or the delivery of baggage that could just as well be attended to after the departure of the train.

In order to prevent passengers from departing on the wrong train, thus being carried out of their way with resultant loss of time and accruing discomfort, or from embarking on a train that does not stop at the passenger's station, or from being obliged to pay the excess train rate where there was failure to purchase a ticket, it has been found necessary to confine the loading and unloading of all passengers at only those vestibules where there are attendants to properly direct passengers. THINK of the OTHER FELLOW by giving him plenty of room to get out and away from the train by not crowding around the exit; those waiting will get on just that much quicker; or having gone on the train to assist someone off, don't try to get off while others are getting on.

THINK of the OTHER FELLOW on taking a seat in a crowded car by not occupying more than is paid for; by not giving him a dirty seat on which the feet have been placed; by not leaving him an empty seat littered with fruit or other rubbish or expectorations; by not placing your grip in the aisle for him to fall over; and by not abusing the toilet facilities.

If you are a Dead Head, THINK of the OTHER FELLOW by not occupying a seat in a crowded car when paying passengers are standing.

In observation parlor cars where current magazines and periodicals are furnished to add to the pleasure of those traveling, THINK of the OTHER FELLOW by not removing them from the

train or by not cutting out such articles or pictures as appeal to you.

THINK of the OTHER FELLOW by not cutting seats or destroying property which consumes money that would otherwise be spent for other service or comfort.

THINK OF THE OTHER FELLOW!

Happy New Year

Milwaukee, Dec. 31.—To the Editor: The following New Year wish is ascribed to Goethe. I have never seen it before, but it is so good that I wish it to all of your readers:

Health enough to make work a pleasure.

Wealth enough to support your needs.

Strength enough to battle with difficulties and overcome them.

Brace enough to confess your sins and forsake them.

Patience enough to toil until some good is accomplished.

Charity enough that shall see some good in your neighbor.

Cheerfulness enough that shall make others glad.

Love enough that shall move you to be useful and helpful to others.

Faith that shall make real the things of God.

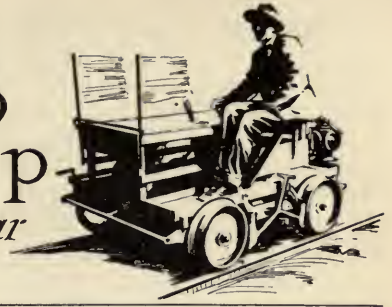
And hope that shall remove all anxious fears concerning the future.

This, my dear reader, is my New Year wish to thee. C. T. Wettstein.

The Illinois Central Magazine for December is out and filled with interesting matter of various class. It contains, beside data relative to the I. C., much that is instructive and entertaining along purely literary lines. It ranks with the highest class railroad publications.—"The Florida Times Union," Jacksonville, Fla. December 23, 1914.



An Interesting 12000 Mile Trip on a Buda Section Motor Car by K. M. Houchins



Saturday, 22nd, worked Greenwood to Vicksburg. Had conductor and water service man with me. Arrived in Vicksburg at 4:30 p. m. Worked Vicksburg shops. Left there Monday, 24th, worked to Jackson, Tenn., via Harrison; had conductor and supervisor with me. Tuesday worked Jackson to Natchez, Miss. Carried lineman, Natchez to Coleman on account of wreck destroying telegraph wires. Made good run with about 1,000 lbs. of wire, tools, etc., with four men. Used motor car to carry messages from wreck to Rosetta. Got by wreck at 9:15 p. m.; went to Gloster. Rained all afternoon. Next day worked Gloster to Baton Rouge, including Woodville district.

Twenty-sixth worked Baton Rouge to Covington and return. Car came in handy on account of stormy day. Carried section foreman over track. Had Supervisor Day and conductor with me.

Next day worked Baton Rouge to New Orleans. Rained all day. Arrived at New Orleans Saturday, Aug. 29th. Monday worked terminals, accompanied by Road Master Watts, Supervisor Rogan, Supervisor of Signals Wilson, and Supervisor of Bridges W. L. Rallaff. They were very much pleased with car.

This completed my second 30 days out without any trouble of any kind, or any expense to the motor car.

Out of New Orleans Sept. 2nd. Worked New Orleans to McComb. Had Roadmaster, Supervisor and Trainmaster with me. Met several extra gangs which were interested in the car. Explained the principal features of same and told them of my trip.

Sept. 3rd, worked McComb to Canton. Had Roadmaster, Supervisor and Trainmaster. Had no trouble with car.

Sept. 4th, worked Canton to Aberdeen, Miss., via Durant. Left Aberdeen Junction at 1:30 p. m., arrived at Aberdeen at 6 p. m., 108 miles. Saw all the employes. Had Roadmaster and Supervisor.

Returned Aberdeen to Grenada, Miss., Sept. 5th, via Durant. Made good run this day.

Monday, the 7th, worked Grenada to Water Valley, and worked Water Valley Shops that

afternoon. Had car at shops with me and several of the men looked it over carefully.

Tuesday, Sept. 8th, worked Water Valley to Jackson, Tenn. Had Roadmaster and Supervisor on car, made a good run.

Sept. 9th, worked Jackson Shops. While at Union Station car attracted considerable attention from passengers.

Sept. 10th, run extra over the M. & O. R. R. to Corinth, Miss., and worked over Illinois Central, Corinth to Water Valley. Had Roadmaster, Trainmaster, Conductor, Inspector of Demurrage and Weights and myself, making five men on car. Inspected scales, depots, switches, and I did my work, arriving at Haleyville, Ala., at 5:30 p. m., making 134 miles good run with five men.

Sept. 11th, run as second section No. 1 over the Northern Alabama R. R., Haleyville, Ala., to Jasper, arrived on time. Ran Extra, Jasper to Birmingham. Arrived there at 12:30 p. m., 82 miles. Rained all day. Took Signal Supervisor over Frisco R. R. to inspect signals.

Worked Birmingham Terminal until Sept. 15th, left Birmingham, Ala., Sept. 16th. Ran Extra to Haleyville, Ala. Worked Haleyville Shops.

Left Haleyville at 7:00 a. m., and discovered at Corinth, Miss., that a motor car would not run without gasoline and bought the cigars. Arrived Jackson, Tenn., at 4:00 p. m.

Left Jackson, Tenn., Friday, 18th, with Supervisor. Worked to Fulton, Ky. Arrived at Fulton 2:00 p. m. Worked Fulton Terminals. This was a good trip, as Supervisor had extra gangs on road laying steel that he wanted to see.

Saturday, Sept. 19th, worked Fulton to Cairo, Ill. Had Signal Supervisor to Cairo. Worked Cairo Terminals Saturday afternoon with Roadmaster and Supervisor, taking them to Mounds. Returned to Cairo, Ill., over Sunday.

Left Cairo Monday, the 21st, with Supervisor, worked to Centralia. Arrived at Centralia at 5:30, 115 miles. Had Bridge Foreman Carbondale to Centralia. Worked Centralia Terminal.

LETTER OF APPRECIATION FROM A GRADUATE OF THE I. C. STATION TRAINING SCHOOL.

Wesson, Miss., December 4, 1914.

Mr. E. A. Barton,
Chicago, Ill.

Dear Mr. Barton:

I feel that I am due to thank you for what you have done for me.

I wish that every young man knew of you and your work, not only your work for the I. C. R. R. Co., but for the work to make better men to go out in this world to take the places of the men who have not done their part.

I am proud to say that I am a student of that school, for I know what it is, and what those good lectures have done for me.

I wish that I could get a lecture once a week like those you gave us one Saturday morning about our future life, that placed before my eyes a different path to travel, which is so much brighter and pleasant than the one I had been traveling.

I feel that the four weeks I spent in that school will be worth more to me than any year of my past life. I only wish that I could go through your school again, for I am sure that I could learn twice as much as I did before.

Well, I am night ticket agent and I am under one of the best men I ever knew of; he is very good to me and he treats me fine, and I am enjoying my work the best in the world.

Tell all the boys that they will learn when they leave there, that they can't stay at your school any too long.

Give them all my best regards. Yours truly,

P. W. ADAMS.

THE FOLLOWING LETTER IS SELF EXPLANATORY AND SHOULD BE TAKEN IN CONNECTION WITH THE CIRCULAR RECENTLY ISSUED BY GENERAL MANAGER FOLEY RELATIVE TO EMPLOYEES INTERESTING THEMSELVES PERSONALLY IN THE WELFARE OF THE RAILROAD. UNDOUBTEDLY MRS. BASSETT WILL USE THE ILLINOIS CENTRAL RAILROAD THE NEXT TIME SHE MAKES A TRIP WEST.

Cherokee, Ia., Dec. 24th, 1914.

Mrs. S. C. Bassett,
304 West 99th St.,
New York City, N. Y.

Dear Madam:

Soon as I received the message from the conductor from Storm Lake, I went down to the Round House (where we keep the Soo Falls coaches over night), and found your furs in the coach where you left them, and have sent them to you by American Express on the nine a. m. train today.

Would be glad to know that you received them all right.

Next time you come west use the Illinois Central and I will feel amply repaid for what little trouble I went to, in getting them for you.

Yours truly,

W. E. AUSMAN,
Chief Train Dispatcher.

Am. Exp. Co. receipt attached hereto.

UNIVERSITY OF ILLINOIS
20 FEB 1917

ILLINOIS CENTRAL MAGAZINE

VOL.3

Nº8



State Capitol
Baton Rouge, La.



FEBRUARY
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THANK YOU

You Illinois Central men have a big note of thanks coming for the way you handled our business during 1914.

We want you to know that we appreciate your good services. You know, it's part of our business to get things out "on time." To do that, we've got to depend on you men who handle the "baggage" after it leaves our shipping floors. When we satisfy and please our customers with good service and prompt delivery, it's largely "up to you" whether we make good on our promises or not.

Thanks to your being "on the job" for us all the time, we haven't had many kicks from our customers on your line. Things have gone out on schedule time—and everybody happy.

Our business, you know, is to sell almost everything under the sun, from a catalogue. Nearly 1,000 pages big, now, and full of prices that are 15 to 40 per cent under usual figures.

If you happen to want a copy of this book yourself, all you have to do is ask for it. New Spring Edition's just out. You're good for a copy if you say you want it. Address the house nearest you.

MONTGOMERY WARD & COMPANY

NEW YORK CHICAGO KANSAS CITY FORT WORTH PORTLAND



\$3000 FOR YOU

That's the money you should get this year. I mean it. I want County Sales Managers quick, men or women who believe in the square deal, who will go into partnership with me. No experience needed. My folding Bath Tub has taken the country by storm. Solves the bathing problem. No plumbing, no water works required. Full length bath in any room. Folds in small roll, handy as an umbrella. I tell you it's great! GREAT! Rivals \$100 bath room. Now listen! I want YOU to handle your county. I'll furnish demonstrating tub on liberal plan. I'm positive—absolutely certain—you can get bigger money in a week with me than you ever made in a month before. **I KNOW IT!**

Two Sales a Day—

\$300.00 a Month

**Exclusive Territory.
100% Profit.**



**Demonstrating
Tub
Furnished**

That's what you should get—every month. Needed in every home, badly wanted, eagerly bought. Modern bathing facilities for all the people. Take the orders right and left. Quick sales, immense profits. Look at these men—Smith, Ohio, got 18 orders first week; Meyers, Wis., \$250 profit first month; Newton, California, \$80 in three days. You should do as well. **2 SALES A DAY MEANS \$300 A MONTH.** The work is very easy, pleasant, permanent, fascinating. It means a business of your own.

Little capital needed. I grant credit—help you out—Back you up—Don't doubt—Don't hesitate—Don't hold back—You cannot lose. My other men are building houses, bank accounts, so can you. Act then quick, **SEND NO MONEY.** Just name on penny post card for free tub offer. **Hustle!**

H. S. Robinson, Pres., 2257 Factorles Bldg., TOLEDO, OHIO
Canadian Branch — Walkerville, Ont.

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EDWARD R. FERRY

- General Agent

MR. EDWARD R. FERRY entered the service of the Illinois Central on leaving high school in 1890. His first position was that of stenographer in the General Superintendent's office, Southern Lines. In 1893 he entered the Traffic Department and in March of the following year received another advance, assuming the position of clerk in the General Agent's office. In 1900 Mr. Ferry was promoted to the position of Chief Clerk to the General Agent and the District Attorney of both the Illinois Central and The Yazoo & Mississippi Valley Railroads, and from that position was promoted to General Agent on Jan. 1, 1914, which official position he now holds.

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Vol. 3

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No. 8

The Story of the Illinois Central Lines during the Civil Conflict 1861-5

Civil War Reminiscences

By Captain James Dinkins

(Continued from January)

"Yes, you did," he replied, "but you did not give me credit for saving my army, which few men could have done with Forrest in pursuit."

After the Federal force had returned to Memphis we went into camp along the line of the Mobile & Ohio Railroad, where there was an abundance of forage.

General Chalmers established his headquarters near Starkville, Miss., while General Forrest went to Columbus.

The Federals had abandoned quantities of commissary supplies in their hasty retreat, consisting of bags of coffee, hams, pickles, and other supplies. We secured about fifty pounds of coffee and several hams for our headquarters, which General Chalmers directed to give to the lady at whose home we were being entertained. We remained at the attractive home eight days, and enjoyed the delightful society of numerous young ladies of the neighborhood.

When the time came to start forth we stood at the gate, mounted, saying good-

bye to the ladies, who had gathered there to see the last of Chalmers and his staff.

We rode about two hundred yards on the way, when suddenly the General pulled rein and inquired: "Did any of you ask Mrs. — for her bill?" No one had done so. As a matter of fact we were ashamed to do so, because of the genuine hospitality we received.

The General said: "Dinkins, ride back and ask the lady what we owe her?" It was dreadfully embarrassing, but I had to do it. The entire party, including Mrs. —, was still at the gate. I asked for the bill, which she handed me, amounting to something over eleven hundred dollars. I assured the lady I would soon return with the money, and galloped away to overtake the General. We were in a dreadful fix. We could only raise some \$500 among the staff, and the General, and in order to meet the bill we raided the Seventh Tennessee Regiment and borrowed all the money they had.

As we rode along toward Columbus Major Chalmers, a brother of the General, began to analyze the bill, and found that the lady instead of giving us credit for the coffee, hams and other supplies had charged us with them. She had charged us \$5.50 a pound for the coffee.

We did not recover from the debt for several weeks, but we had fun over the incident to compensate for our financial distress.

Early in April, 1864, Bell's Brigade of Buford's Division, and McCulloch's Brigade of Chalmers' Division assembled at Jackson, Tenn. General Forrest had been advised of well authenticated instances of rapine and atrocious outrages upon the noncombatants of the country by the garrison at Fort Pillow, and the people of Jackson besought him to leave a brigade for their protection against this nest of outlaws. The garrison consisted of a battalion of white troops, commanded by Major Bradford (a Tennessean) and a negro battalion under Major Booth. Bradford's men were generally deserters from the Confederate Army, who entertained a malignant hatred toward our men.

Bradford and his men periodically traversed the surrounding country, robbing the people of their horses, mules, cattle, money and every movable article, besides venting upon the wives and daughters of Southern soldiers the most opprobrious and obscene epithets, and with several outrages upon those defenseless women.

Forrest could not withstand the appeal, but determined to destroy the place.

We left Jackson early on the morning of April 11th with Bell's and McCulloch's Brigades and Walton's Battery of howitzers. The distance was thirty-eight miles, but notwithstanding that it rained very heavily and the darkness was intense we reached the vicinity of Fort Pillow about daylight. Captain F. J. Smith's company of the Second Missouri leading the advance, captured the Federal pickets, excepting one or two, who escaping gave the first warning of our approach.

The line of works about Fort Pillow were constructed by Confederate forces in 1861 upon an extended scale and with a strong profile calculated to resist almost any attack, so that we were soon to go against our own works. The Federal commanders relied with confidence against any hostile operation which would be successful.

McCulloch took position south of the fort, while Bell was to attack from the north. Both movements were successful. Wilson's Regiment opened the fight in the front. About 9 o'clock Forrest ordered the men to move up, and within a few moments we were in the trenches under the fort.

Satisfied now that he could carry the position, Forrest ordered "Cease firing" and sent Captain W. A. Goodman of General Chalmers' staff to bear a flag of truce with a formal demand for surrender. In the written demand Forrest stated that he, wishing to avoid unnecessary destruction of human life, he was prompted to make the demand; that if the demand was acceded to the garrison would be treated as prisoners of war.

In the meantime Major Booth had been killed, although Major Bradford declined to surrender in Major Booth's name, unless he was granted one hour to consult with the Commander of a gunboat, which could be seen approaching. Forrest then stated that he would grant him twenty minutes, and added that he could not be responsible for the consequences if obliged to storm the place. The parapets of the fort were thronged with negro soldiers, who indulged in provoking, impudent jeers, such as "Come on, you dirty rebels."

When the last demand was refused Forrest called out: "Sound the charge, Gaus," and our men clambered over the fort like squirrels. The garrison did not lay down their arms, nor lower their flag, but the mass of them, with guns still in their hands, fled toward another position, and were firing on us as they ran. Nothing could stay the impetuosity of our men, who rushed after the fleeing enemy. More than a hundred of them leaped off the bluff on to the hard sand

far below and were instantly killed, while numerous of them fell upon their faces and pretended to be dead. As soon as Forrest and Chalmers could withstand the firing the prisoners were put to work burying the dead. Among the prisoners taken unhurt was Major Bradford, who was temporarily paroled, and that night Colonel McCulloch gave him a bed in his own quarters. Major Bradford violated his pledge, and taking advantage of the darkness effected his escape, but he was afterwards overtaken and killed in the effort to recapture him.

There were some 400 negroes killed and about the same number made prisoners, who were returned to their masters, and many of them remained with their masters until the close of the war.

The stories which filled the North at the time, that we had murdered the negroes, was not true. We could have just as easily killed the 200 whom we carried away as not, but there was no disposition among our men to hurt them after they had been captured. When we returned to Jackson the people along the road pleaded with us not to desert them, but we assured them there would not be any further trouble from the garrison at Fort Pillow, and there was not.

Arriving at Jackson the people had assembled at the courthouse to receive General Forrest and testify their profound appreciation of his recent operations, by which they had been delivered from the band of ruffians and marauders. Every resource of a heartfelt hospitality was extended to our men.

We remained at Jackson a few days, amidst a most delightful company. The ladies were lavish in their efforts to entertain us. One day three of us, Captain L. T. Lindsey, Lieutenant Jule Taylor and myself, all of General Chalmers' staff, passed a gate where three pretty girls were standing. We had not met any of them. I invariably wore my coat buttoned to the collar. It was but natural that we should bow, and the girls giggled, of course. We walked abreast. I was in the middle, that is between Lindsey and Taylor. Just as we had passed we heard one of the girls say: "Oh,

girls, the one in the middle has got on a corset." Well, that was an insult. I felt that it was a reflection on my manhood, and I felt the greatest resentment. Lindsey and Taylor told the other members of the staff, and the boys of the escort company got it. For a great while they called me the girl lieutenant. But our happiness at Jackson was short. Forrest learned that an expedition was being fitted out at Memphis under General Sturgis destined to destroy the prairie section. We hurried to Tupelo and awaited developments. Our force at this time consisted of three small brigades: Lyons, 800 men; Rucker, 700 men, and Johnson 500 men, while General Sturgis counted 13,000 infantry, artillery and cavalry. Attached to his force was two regiments of negroes 1,800 strong. In passing near La Grange, General Sturgis camped and made his headquarters at Mrs. Walton's. The following morning General Sturgis sat on his splendidly caparisoned horse watching his fine army pass by. Just before leaving he asked Mrs. Walton if she had ever known General Forrest. "Yes," she answered, "I know him well." General Sturgis then jokingly remarked: "I intend to bring Forrest back with me, that is if he does not outrun me."

"Oh!" said Mrs. Walton, "You may not be able to do so. Several times your people have gone after him without success."

"But General Sturgis replied: "I have ample force to drive Forrest from the country, and I intend to do it."

We reached "Brice's Cross Road" about 10 o'clock, a. m., June 10th, 1864. It had rained very heavily all night before, and the heat was intense. Scouts reported the enemy in heavy columns about four miles distant. Brice's house fronted a cross road on which the enemy was obliged to move. Forrest posted two regiments dismounted in ambush along the fork leading to Tupelo on Baldwin, and two regiments mounted some 400 yards further on. When the advance of General Sturgis' army had passed the two regiments in ambush on the line opened fire on them, causing the greatest

confusion and stampede. Immediately the mounted regiments dashed into the confused mass, creating the greatest panic. Men and horses were killed, while others fell over the dead ones and trampled down troops in their rear, as they sought safety in flight. In the meantime four guns of our artillery found position to fill the road with grape and canister. There were about 800 dead left about Brice's house during twenty minutes of battle. General Sturgis, hearing our guns and ascertaining from those of his advance who had escaped that Forrest was in the neighborhood, sent his infantry and artillery on the run to meet and stay our forces. They had double quicked about eight miles, and when they reached our position were exhausted from the heat. The negro regiments were leading. Forrest posted one regiment on each flank of the road and field and awaited the onslaught. The negro regiments formed line and moved through a woods. We noticed that they had white straps across their breasts. I supposed that they were belts holding the cartridge boxes. They had barely formed line when both our batteries opened with grape. Enfilading the line, mowing them down like wheat before the scythe. We dashed into the mass with gun and saber, and if any of them escaped I did not know it. The ferocity of our men at this time exceeded anything of the kind I ever saw. On the white straps was printed in plain Roman letters, "Remember Fort Pillow. Death to Forrest." These negroes we afterwards learned had taken an oath of this kind in front of Major General C. C. Washburn's office on Madison street in Memphis, that they would show no quarter to Forrest's Cavalry. They would take no prisoners.

The negro troops had scarcely been disposed of when two batteries of Federal artillery came flying into position, supported by 4,000 infantry, the flower of the Western Army. Before the guns could be run into battery our guns opened on them with double-shotted canister and grape, and killed and wounded more than half the horses and men. The infantry likewise suffered, and in the

confusion which followed the guns and caissons which had horses able to run stampeded rearward, running down the infantry, and a general stampede ensued. The Federal officers tried in vain to reform them. At this time our entire force mounted, dashed into the retreating mass and rode down and battered the fleeing Federals with their guns. The artillery, which had not reached the field, wheeled about in panic, upturning the guns and caissons. The men, deserting the guns, ran in all directions seeking places of safety. The Tichomingo Creek had overflowed its banks, and all the low lands for 200 yards on the south side were under water. There was but one bridge, without guard rails, and the enemy, fearful that they would not be able to recross the bridge, went pell mell into the water. The wagons became tangled on the bridge and dropped into the creek. Horses confined by chains struggled in a confused mass on the bridge and in the creek. Every avenue of escape was blocked, and the wildest confusion and the greatest panic prevailed. A great many men were drowned or killed before they could reach the other shore. I will not pursue this battle further, except to tell what Mrs. Walton told us afterwards. She said that General Sturgis reached her house, riding an artillery horse, besmattered with mud from head to foot. The picture of defeat and despair. Mrs. Walton invited him to spend the night at her house. "No," said the General, "my army has been destroyed, two horses were killed under me, and I marvel that I am alive. The whole of Johnston's Army attacked me."

The facts are we had less than 3,000 men engaged, while General Sturgis' command consisted of 13,000 veteran troops. We captured fifty pieces of cannon, about four hundred wagons and thirty ambulances, and practically destroyed the Federal Army.

The Battle of Brice's Cross Roads was the greatest feat at arms in the annals of war. There has never been such a decisive victory over such superior forces at any time. After the stragglers had returned to Memphis and General Wash-

burn learned of the fate of his negro troops he wrote to Forrest asking if he was authorized by the Confederate Government to murder colored troops. Forrest answered: "It is not the policy of the South to destroy the negro. On the contrary, to preserve and protect him, and that neither he nor his men had ever failed to treat them humanely when captured." The correspondence between Generals Forrest and Washburn was spicy and interesting. I have a copy of it, but I have taken too much space already, and I promised to curtail the balance of my story, dispensing with as much detail as possible.

After the battle of Brices Cross Roads we dropped down into the prairie between Okalona and Aberdeen to feed and rest the horses. General Chalmers made his headquarters at the home of Colonel English, a wealthy planter, near Egypt Station on the M. & O. R. R.

While we were resting it was suggested that we get up a tournament for the pleasure of the ladies. Some forty or fifty of us would meet on a pretty stretch of road every afternoon and practice. The rings were placed on the ground some 35 yards apart, and we rode the 105 yards in 10 seconds, reaching down to pick up the rings with our fingers. The men and boys who gathered there for practice were expert riders, Texans, Tennesseans, Alabamans, Mississippians, Missourians and Kentuckians. There were scarcely any feats of horsemanship unfamiliar to them. During the time we practiced numerous riders would take all nine rings. We had three rides.

The day was appointed and ladies from Aberdeen, West Point and Okalona were there to witness the contest. We borrowed plank from Colonel English's gin-house and made seats along the track, bushes were cut and a bush arbor screened the ladies from the July sun. At that time I was aide de camp to General Chalmers. When the day arrived sixteen only of those who had been training for the event came to the scratch. I rode my little sorrel, the grandest little horse that ever hit the road.

Colonel A. H. Chalmers was the marshal and Colonel Theodoré Willis and Major Phil Allen were the judges. We designated ourselves as we chose. I remember I called myself "The Knight of the Black Plume." Miss Maggie English had fastened a plume in my hat. We were lined up alongside the road in front of the audience, and the tilting began. Each knight rode and delivered up his rings to the judges. After the tilting had concluded Colonel Chalmers called out: "Lieutenant Dinkins, ride to the front." I was surprised, and did not move. Lieutenant Dick Enbanks of the Second Missouri Regiment to my right, said: "Go on, you have won." "No," I said: "You go; I do not want it." Finally Colonel Chalmers rode alongside of me and swore at me in a savage voice and called me a d—m little fool for not rushing up to crown the "Queen of love and beauty." He caught the reign of my bridle and led me up to a little platform where the ceremony was to take place. He inquired: "Who do you want to crown as queen of love and beauty?" I finally said "Miss Maggie English." It was ascertained that Miss English was feeling badly and had gone home. After much persuasion and many threats I made a second choice, "Miss Fannie McQuinton." Colonel Chalmers handed me the wreath of roses and walked away to escort Miss Fannie to the platform. In the meantime there was a babble of voices and the greatest interest in seeing the queen soon to be crowned. As the moments were passing my heart beats were doubling until it must have been 300 to the minute. I could not face the ordeal. When Colonel Chalmers and Miss Fannie began to ascend the steps to the platform I threw the crown on the platform, put spurs to the little sorrel and disappeared in the dust. Several of the boys took out after me, but none of them could overtake me. I had been sleeping in an office in the yard of Colonel English's house, and as soon as I reached there I went to bed. Finally the General and the staff and escort came in. I shall never forget the railing the General gave me. He said I had dis-

graced the whole division and committed a lot of other horrible crimes. The fact was the General was very proud for me to win the honor. A few years later I would have enjoyed the distinction, but at that time I was as timid as a little girl.

Soon after that event our scouts reported that a large force had left Memphis, and we moved to Tupelo to await events. Very soon our advance met the Federals, which consisted of the Sixteenth Army corps, mustering 13,000 infantry, 3,000 cavalry and 24 pieces of artillery. Our force was about 4,000 strong, but Major General S. D. Lee with a brigade of infantry 1,500 strong reinforced us from Meridian. General Lee was the ranking officer and assumed command. The enemy occupied an eminence of crescent outline, convex toward the west, naturally strong, and had been strengthened by breast works thrown up during the night. The ground toward our line was undulating and on part of the road there was a skirt of woods to within two hundred yards of the Federal intrenchments. Because of the precarious posture of affairs at Mobile, General Lee determined to attack, and ordered Forrest to prepare for battle. Forrest opposed the plan, but his troops rushed the Federal line with the madness of despair, to be literally slaughtered. We made three different assaults without success. Our men suffered the feverish heat of that July day without a drop of water. The heat was intense and the air was sultry. Finally the order was given to retire, but we left fully a third of our men on the field. The enemy retired during the night, and General Lee and his infantry returned to Meridian. Forrest was wounded during the day, but did not leave the field. Chalmers, in command, pushed after the retreating Federals, and dogged them to the very doors of Memphis.

During the battle General Forrest sent an order to General Chalmers to send Lieutenant Dinkins to report to him for staff duty. I therefore reported to him during the battle.

After the clouds had cleared away we went into camp about Okalona. General Chalmers was quartered at the home of his uncle, Colonel W. G. Henderson, while General Forrest lay wounded at the house of Major Shephard. After a day or so had passed General Chalmers said: "Dinkins, we will go over and see how General Forrest is coming on." While we sat in the room, the General recounting the battle, Major Strange, who was General Forrest's Adjutant General, addressing General Forrest, inquired, "Why did you specify Dinkins from General Chalmers' staff for duty at Harrisburg?" Forrest laughingly answered: "Because Dinkins has no better sense than to go where I send him." I was greatly embarrassed, and felt insulted, and felt also that he did me a great injustice. I had no thought that I was smart, or above the medium, but I know I was not a fool.

Thirty years afterwards I was freight agent at Memphis, and lived opposite General Chalmers on Vance street. I loved the General and spent part of every evening with him. We always had something in common, and one day we talked about the battle of Harrisburg. I asked the General if he remembered what Forrest had said to Major Strange. He did not, so I related it to him, and said I have always felt that General Forrest did me an injustice. "Why," said the General, "that was the highest compliment he sought to pay you. He simply meant that you would obey his orders." I accepted the General's solution, and have been happier ever since.

On August 1st Forrest was still suffering from his wound. He therefore turned over to General Chalmers the direct command. In the meantime scouts continued to bring in intelligence of the concentration of Federal troops for an early hostile movement from Memphis, and active preparations were made by Chalmers to meet it as effectively as practicable. We learned also that a force would move from Vicksburg, and that the object would be to destroy Forrest, and all the country in east Mississippi and North Alabama.

At this time Henderson's Scouts reported 14,000 infantry and cavalry assembled at La Grange engaged in repairing the Mississippi Central Railroad. We also ascertained that a force was moving from Decatur, Ala. The situation was serious. Each of the three forces was greatly superior to ours. To destroy the corn section of Mississippi and Alabama would be ruinous to the Army of Tennessee. Our effective force at this time was 5,337, but we were greatly crippled in officers, every brigade commander and most of the colonels having been wounded or killed. On August 30th Forrest resumed command and issued orders to Chalmers to move to Oxford and annoy the enemy as much as possible. Arriving at Oxford, Chalmers ordered Captain Thomas Henderson, Chief of Scouts, to proceed to the rear of the enemy and ascertain what he was able regarding their movements.

The General directed me to accompany Captain Henderson and to return with the information with all dispatch. We reached a farm house near Byhalia almost worn out from hunger and fatigue. We called at the house of a Mrs. John Williams, where we dismounted and awaited dinner. There was a grove of some forty acres fenced in around the house, and immediately around the house there was a picket fence, and behind the yard was the garden, protected by a high picket fence also. We had begun to eat dinner when a servant ran in, saying: "The Yankees are coming in the big gate." Our horses were hitched to the garden fence. Captain Henderson had been wounded and walked with a crutch. There was no way of escape save through the garden and over the six foot fence. I hurriedly unhitched both horses and awaited Captain Henderson. When we had mounted the Federal Cavalry was racing through the grove firing at us. There was but little hope of escape. I was riding a large roan horse, my negroes had named "Snuffers." Driving both spurs into "Snuffers" I went straight for the fence, and under the pressure of the spurs with a mighty bound he broke down two panels and

fell. Capt. Henderson's horse jumped over me and "Snuffers," and went flying into a woods. Things happen mighty quick when bullets are flying about. So "Snuffers" regained his feet and I applied the spurs vigorously again. When I reached the woods into which Capt. Henderson had plunged, the Federals were within fifty yards of me firing and calling for me to halt. We both escaped without a wound. When we were at a safe distance we pulled up to take stock, and found that Capt. Henderson's crutch had been cut in twain by a rifle ball, and a bullet had clipped off the end of "Snuffers'" ear. It is laughable to hear the story of that dinner party, but there was no levity at the moment.

Meantime the 18th Mississippi Regiment, Col. A. H. Chalmers, had been holding the Tallahatchie river in advance of Abbeville, constantly skirmishing with the Federal advance. The position was highly unfavorable for defense, stripped of timber for fully half a mile, while the north bank was well wooded up to the water's edge. Taking advantage of this, the enemy drove the Confederates from their position with their heavy artillery. We destroyed all bridges and trestle work along the line of the railroad and fell back to Oxford. It had been raining three or four days and all the creeks and rivers were swollen. We were not able to combat such a strong force, but Forrest, the master of every situation, was bent on defeating Gen. Smith and his big army. Forrest and Chalmers, with their staff and escort, stood in the street, during the heavy rain. Forrest hurriedly gave orders for certain regiments and mortar batteries to proceed to Panola, near Batesville, on the M. & T. R. R., and directed Chalmers to fall back slowly, leading the Federals toward Water Valley. Lieut. Sam. Green, the adjutant of the 18th Mississippi Regiment, had been wounded very severely the day before and I was assigned to take his place temporarily. The 18th Mississippi was

one of the regiments which Forrest had designated to move to Panola.

We moved about 5 p. m. on the 18th of August, after the ranks had been carefully culled of those whose horses did not promise ability for the forced marches before us. We marched all night in a pelting rain, and all the following day over roads as deep in mud as the rains could make, but there were no laggards, no crookers. We crossed many streams in the darkness, sometimes swimming, and finally arrived at Panola. The artillery horses were fagged out. Other horses were substituted, and we resumed the march about 10 o'clock on the 20th. The roads were in a loblolly. When we reached Hickahala Creek, north of Senatobia, it was found necessary to bridge it. Forrest sent a detachment through the country to collect planks from the gin houses and carry them on their shoulders to the crossing. Men were also put to work gathering grape vines from which two strong cables were twisted together. They were stretched across the stream and fastened to trees on either side. At the same time cedar telegraph poles were cut down and tied together into fascines or bundles, and rolled into the creek to serve as pontoons. These were attached to the grape vine cable and the planking put down. The command began to cross within an hour, and everything was safely put over. At Cold Water river, near Hernando, the second bridge was built in the same way. Reaching a point about four miles from Memphis, we were met by some of Henderson's Scouts with the intelligence of the position of the Federal pickets, also the information that there were some five thousand troops in and about the city. Directing the force to close up, and explaining to the commanders of regiments the post assigned to them. Capt. Wm. H. Forrest was given the advance, with the duty of surprising, if possible, the pickets, after which to dash into the city to the Gavoso Hotel and capture such Federal officers as might be quar-

tered there. The regiments were all directed to certain points. Col. Jesse Forrest, with his regiment, was to march rapidly down Desoto Street to Union and to the headquarters of General Washburn, the Federal commander.

It was about half past three o'clock when Capt. Bill Forrest began the movement. It was still very dark. Everything depended upon a rigid silence. The night was sultry and the country was enshrouded in a dense fog. Capt. Forrest moved noiselessly along with ten picked men of his company when suddenly a sharp challenge of the picket, "Who comes there?" Forrest answered, "A detachment of the 12th Missouri Cavalry with rebel prisoners." "Advance one," was the answer. Capt. Forrest in a low tone directed his men to move closely behind him. He met the Federal picket mounted in the middle of the road and as soon as he was in reach he struck him a deadly blow with his six-shooter, while his men sprang forward and captured the picket post of ten men. Sending the prisoners to the rear, he encountered, a short distance on, a second picket, his infantry and artillery on the run to called on Gaus to sound the charge, which was taken up by other buglers, and the men, yelling like wild demons, dashed into Memphis, driving the skirmishing Federals into places of safety. The scene was intensely interesting, but I am making the story too long. Capt. Forrest reached the Gayoso, which fronted at that time only on Front Street, rode in, and after taking a drink at the bar, sent his men throughout the hotel to drag the sleeping officers from their comfortable beds. It was a strange awakening. Rough looking men, besmattered from head to foot with mud, bursting open the doors of the officers' quarters, some of them offered resistance and were shot, but some five hundred were marched out in their night shirts, barefooted, to the female college on the Hernando road, now Mississippi Avenue.

It was about as pitiable a procession as was ever seen, as they trudged along in the mud. Gen. Washburn had news of our presence and hid himself in some weeds, but Jesse Forrest captured his staff officers. After we had withdrawn from the city and reforming at the state female college, a body of several hundred cavalry made a dash at some of our men who had lingered in the city and followed them to the college. The force was led by the gallant Col. Starr. Gen. Forrest rode out to watch the approach of the cavalry, when Col. Starr made a dash for him, his saber en carte. Forrest accepted the challenge and run his saber through Col. Starr's body and dragged him from his horse.

Forrest allowed ample time for the Federals to telegraph Gen. Smith at Springdale that he was in Memphis, then had the telegraph wires cut and removed from the poles. Gen. Smith, unable to hear further, began a hasty retreat, and in passing through Oxford his men set fire to every house in their path. I would like to tell of the scenes enacted on the retreat, but there was so much of it. Forrest in this way had defeated Gen. Smith, and also the expedition sent from Vicksburg and Decatur. I find that I have several times violated my promise to curtail this story, but I beg to assure the reader it is difficult to do so. I could with greater ease write a thousand pages than to write snatches of our campaign, but if I keep the pace already set, the Illinois Central Magazine will have copy for several years to come. So now I shall make renewed efforts to stop all details.

At this time Gov. Clark, of Mississippi, called into action every man and boy able to carry a gun. This force was composed of old men and boys, some of them not more than twelve years of age. The Confederate government had assessed every farmer in the south with a tax of one-tenth of everything he raised. The tax was designated as "Tax in Kind." When the old men and boys joined us, some one of

our men having a keen sense of the situation, dubbed them "Tax in kind." This became so offensive to the gallant little fellows that Gen. Forrest called on the regimental commanders to repress the practice with the utmost vigor. The strenuous two months just ended made it necessary to rest the horses and men and reorganize the forces. The Washington government seemed satisfied that nothing could be done to dispose of Forrest, and therefore we had a two weeks' rest. It would not interest your readers to tell of the many gallant acts of the different men and commands, although it is very tempting to pay tribute to that wonderful band called Forrest Cavalry. I could fill a book with facts of this kind. They are all dead, or nearly all of them.

On the 16th of September three brigades under Gen. A. Buford, and Morton's and Walton's batteries, moved to Cherokee station, eastward of Iuka, on the Memphis & Charleston R. R. Forrest at the same time moved by freight train from Verona along the M. & C. R. R. with 500 men and about the same number of negroes and repaired the road to Corinth. Numbers of bridges and trestles had to be built or repaired and in some cuts the dirt a foot thick had to be removed from the track. The command crossed the Tennessee river at Colbert's Ferry, near Colbert's Shoals. The river at this point was about 2,000 yards broad in a straight line, but the ford tortuous and winding along the edge of the shoals was quite two miles in length. The stream was filled with ledges of rock which jutted above the water, while over others the swift current broke heavily and boiled in frothy tumult. There were holes and crevices which had to be avoided. Placing a guide at the head of the cavalry, Forrest directed it to cross in columns of twos and to keep well closed up. Thus disposed, our men boldly dared the perils of a ford, to stray from which, even a few feet either to the right or left, was almost certain destruction.

Everything passed over safely and the command camped that night near Florence. I boldly state that no other man in the world could have safely directed that movement, but Forrest could do anything.

He had gone into North Alabama at the request of Mr. Davis to destroy Sherman's line of communication. To sum up; he captured and destroyed every block house and fort on the Nashville & Decatur R. R., destroyed in railroad property, bridges, culverts and stations, and in government supplies, over seventy millions of dollars. He recrossed the river on October 7th with five thousand prisoners, several thousand head of horses and cattle, and hundreds of negroes loaded with supplies. Sherman had already begun his march to Savannah and Hood had moved around him to Decatur. But for Forrest's captures, Hood's army would have been without supplies. All matter of fact, Forrest fed the Army of Tennessee for a year before the close of the war.

I am persuaded to tell of a parly with the commander of the fort at Sulphur trestle. The position was defended by a strong redoubt garnished with artillery and heavily garrisoned. The trestle was a costly structure and was also surrounded by several block-houses. The position was a vulnerable link in the chain of communication between the Federal forces at Nashville and Sherman's army. Our men dismounted and succeeded in establishing the line within one hundred yards of the redoubt. Maj. Strange, of Forrest's staff, was sent forward under a flag of truce, to demand the surrender. Fully an hour elapsed before he returned with a positive refusal. Morton was then ordered to move his rifle guns as near as the thick underbrush would allow and open fire. Walton also opened with his howitzers and the enemy responded with vigor. Our guns were handled like squirrel rifles, the shells entered the port holes, exploded and killed some ten men, soon the wooden structure caught fire, and Forrest, de-

siring to put a stop to the slaughter, ordered a cessation and again demanded a capitulation. This time the demand was promptly accepted, and we found some 200 Federal officers and men lay slain within the redoubt. Col. Lathrop, the Federal commander, stated that every shell from our guns seemed to explode in their midst. Said he: "I never in all my life witnessed such marksmanship."

Having rested a few days we moved by way of Purdy and Henderson stations, to Paris, Tenn., and took position at different points along the Tennessee River, Chalmers' Division at Paris Landing. Soon our guns were in position above and below the landing and we awaited the passing of any water craft which might come.

Soon a steamer loaded with supplies for Sherman, destined for Chattanooga came around the bend. It was the J. W. Cheesman. Soon as she had passed two of Morton's guns opened on her, driving shells from stem to stern.

Every man on the vessel sought the hole and the boat drifted aimlessly about. Col. Bell hollowed to them, "Send out a boat and rope." Soon four men in a yawl approached our shore and hundreds of our men gave a pull. Before she touched our bank, Gen. Chalmers directed me to get a detail of our men from the escort and take charge of the officers. As the gang plank was being pushed to the bank, Maj. Bill Tucker, of the 18th Mississippi Regiment, not aware that the General had designated me to board the boat first, attempted to leap on the end of the gangway, but fell into the river and passed under the boat a wiser and wetter soldier.

Soon a gunboat came along and we had a tilt with her, but our guns soon disabled her crew and she came ashore. She was the "Undine." We afterwards captured the Venus and Tawtaw No. 15. Forrest placed Col. W. A. Dawson with his regiment on board the captured vessels and we proceeded up the river towards Johnsonville, the cavalry keeping in sight along the shore.

Just as our fleet approached Johnsonville, four gunboats came down the river, hitched on to our fleet, and departed. Col. Davidson and many of his men plunged into the river and escaped. We then moved opposite Johnsonville and dug pits and lowered our guns into the bluff. Two days were spent in getting everything ready, and Tuesday morning our guns opened. There were thirteen transports and twenty-one barges, all loaded with supplies, tied up at Johnsonville, awaiting orders to depart for Chattanooga. The river there is about 800 yards wide, there was a stiff wind blowing from the north. One of our shells exploded in the cabin of the steamer furthest north and the flames burst through the roof. The other vessels caught fire and within three hours every species of craft was burning. Along the shore there was piled an enormous quantity of government supplies, clothing, meat, flour, grain, and about one hundred barrels of whisky. The whisky caught fire, exploded, and soon a blue flame was seen to dart from under the tarpaulins. The liquor ran in torrents of live flame down the hillside and into the river, and the air was filled with distinct fumes of burning spirits, bacon and coffee. Nothing was left unconsumed. The Federals estimated the loss at ten millions of dollars.

After everything had been destroyed we moved to Florence, Ala., where we found a part of Hood's army about to cross the river. After our troops had gone, except one regiment and one battery, a regiment of negroes who had decamped at the first fire of our guns came back and lined the bank and yelled at our departing troops many ugly threats, unaware that four guns were still in front of them. Capt. Thrall opened with his four smooth bore guns and the negroes again put to flight.

We reached Florence and crossed. We had numerous little fights, before reaching Columbia. Leaving Mt. Pleasant, Col. Dawson was leading. We had just passed the home of Gen.

Pillow, where Gen. Chalmers instructed me to ride forward and direct Col. Dawson to strike a gallop. Before I reached him he had become engaged with the enemy. I heard the firing and the yells of our men. I set out on a faster pace, and the first evidence of the skirmish I saw was the body of Col. Dawson on the side of the pike. He had been shot through the head.

We camped on the plantation of Col. Geo. Polk. The following morning we were joined by Col. S. D. Lee, of Hood's Army, and Forrest. They occupied the upper floor of a grist mill overlooking Duck River and the town of Columbia. Ruckers' brigade was skirmishing with the enemy to the right of the pike when Chambers noticed a body of Federals about to flank him. He hurriedly called on me to appraise Gen. Rucker of the fact, and I dashed away to do so. I had to pass through an apple orchard and the shot and shell were clipping the limbs at a very disagreeable rate. Suddenly I received a terrible jolt, a grape shot struck the horn of my saddle and tore the saddle in part. It was the handsomest saddle in the army, I think. I had bought it from Capt. Wigfall, of Gen. Hood's staff, a few days previously. I gave him a good horse, saddle and bridle and five hundred dollars for it (Confederate money).

The horn of the saddle, about the size of a breakfast plate, was incased in silver, which was covered with beautiful engravings of a horse and cowboy. Every string on the saddle was tied through a Mexican dollar and the housing behind the saddle was hair two feet long. It was a sad experience.

Returning that night to Gen. Lucius Polk's, Gen. Chalmers told at the supper table about the misfortune. Gen. Polk said: "Don't worry. I will give you a better one in the morning." He presented me with a quilted McLellan, worth probably ten dollars in gold, but I never mentioned what I had given for the one I lost.

We crossed the duck river at what was

known as the Cedars, and fought our way to Spring Hill, where we awaited Hood's Army. Then on to Franklin, where one of the bloodiest battles of the war was fought. After the firing had almost ceased, about twelve o'clock at night, Gen. Chalmers directed me to return to the horse holders and see that they were ready. I found my horse where we had left them before going into battle and together with two boys of the escort, started to find the horse holders. Suddenly several guns opened on the field as we rode along. We could follow the shells by the sparking fuses. I looked back and saw one coming my way. I tumbled off old Snuffers just in time to see him torn to pieces by a shell. I mounted behind one of the boys and rode to the horses. Next morning I passed over the field hoping to find one of my negroes and get a horse. I reached the house of Col. McGavoc and explained my dilemma. Said the Colonel: "Go in the lot and get any colt there; you are welcome to any one of them, but they are unbroken." I selected a large brown colt, and without trouble put the saddle and bridle on him. Then I mounted and then he took out at a 60-mile an hour gait, around the lot which was inclosed with a fence made of cedar poles. The boys of the escort looked on from the riders of the fence and yelled and laughed. I hollowed out, "Open the gate!" and out into the field the colt plunged. He ran for a mile or more before I could check him.

I append a story I wrote of Franklin for the New Orleans Picayune several years ago.

THE BATTLE OF FRANKLIN

The Balaclava of America—Cleburne's Tragic Death—The Greatest Charge Compared with Pickett's at Gettysburg. Picayune, Nov. 30, 1902.

Thirty-eight years ago this morning the Confederate forces, under General John B. Hood, known as "The Army of Tennessee," numbering 23,000 infantry and artillery and 5,000 cavalry, marched forth from Spring Hill, Tenn.,

in pursuit of the Federal Army, under Major-General John M. Schofield, and in the afternoon fought the great battle of Franklin. The Federals outnumbered the Confederates and were superior to them in equipments, but there was no hesitancy.

The disappointment General Hood experienced at Spring Hill (which was shared by the men of his command), made him desperate, and subsequent events proved he acted hastily at Franklin. The soldiers, however, feeling regret at the lost opportunity (not their fault), went blindly on to retrieve the error, and were willing to redeem the mistake of their officers with their lives if necessary.

General Hood, in writing about the circumstance afterward, said:

"The best move in my career as a soldier, I was destined to behold came to naught." It must be confessed that General Hood displayed much ability in getting to the rear of Schofield at Spring Hill. It was a masterly maneuver, and afforded the greatest opportunity presented during the war, for one army to capture or annihilate another.

The story has been told over and over, but there will always be an interest and pride felt in the conduct of the men who charged the breastworks at Franklin. The scope of a newspaper article will not permit us to go into details as fully as the subject deserves, therefore many important valuable and interesting facts and circumstances must be omitted.

The Army of Tennessee left Spring Hill about 9 a. m., Nov. 30, 1864. General Forrest, with his escort, and Bell's Brigade, moved in front over the Columbia turnpike followed by the infantry, which was led by General Hood in person. General Chalmers, with two brigades of cavalry, moved by the Carter's Creek turnpike to protect the left flank of the army, while Buford marched by the Lewisburg pike to guard the right flank.

(To be Continued)

PUBLIC OPINION

What the



World thinks

RAILROAD COMMITTEE SEES \$8,000,000 LOSS ON MAILS.

Ralph Peters, Chairman of Body Representing 263 Lines, Says Post Office Bill Rider Is Bold Attempt to Create a Specious Show of Economy

GOLD SHIPMENTS ONE PARCEL POST INJUSTICE.

RALPH PETERS, president of the Long Island Railroad Company and chairman of a committee on railway mail pay which has been at work for more than a year, has reached some definite conclusions in regard to the inadequacy of the rates paid by the Government for transporting parcel post and other matter, and the reasons therefor.

Mr. Peters speaks not only for his own line but for 263 other American railroads, with 90 per cent of the total mileage of the United States. Members of the committee who were in the city yesterday, notwithstanding the seriousness of the situation as far as the railroads are concerned, were indulging in smiles because of a statement made by Representative Moon, chairman of the House Committee on Post Offices. It is intimated that without in the least intending to do so, Mr. Moon has at last "let the cat out of the bag," that he has unwittingly exposed the game that the Administration is undertaking to play on industrial enterprise.

True Purpose of Rider

"The true purpose of the Moon rider

to the post office appropriation bill," Mr. Peters said, "as revealed in debate before the House of Representatives by Mr. Moon, is to reduce railway mail pay by many millions a year, and in particular to force the railroads to carry all of the parcels post, in Chairman Moon's own words, 'without additional compensation.'

"Chairman Moon openly advances this proposition despite the injustice manifest on its face and indirect disregard of the finding submitted to Congress last summer, after nearly two years of careful investigation and study by the Joint Congressional Committee on Railway Mail Pay, under the chairmanship of former Senator Bourne.

"The finding of the Bourne committee was that the railroads were as a matter of right and justice entitled to an advance of at least \$3,000,000 a year for carrying the mails, with relief from certain incidental services now rendered without payment and representing several millions more.

"Chairman Moon's committee, it is true, recommended to the House an increase of more than \$2,000,000 in next year's appropriation for railway mail pay and embodied this recommendation in the post office appropriation bill. But that the apparent promise of the bill and its real object are vastly different things was made clear in Chairman Moon's recent statement at Washington."

The statement referred to by Mr. Peters says that the new appropriation bill does not show a saving upon its face and cannot do it, but only shows an "administrative proposition of sav-

ing." Notwithstanding this Chairman Moon is confident that the saving will occur in the handling of the mails—this "saving" being understood to mean a reduction in payments made to railroads while the parcel post business continues to increase by leaps and bounds.

"In other words," Chairman Moon said, "you have changed from the quadriennial weighing of the mails on a weight basis on which the pay is to be computed to the space provision and *you will have enough space under the contract to carry all your parcel post probably without any additional compensation, and save many millions annually.*"

The old method was to pay the roads according to weight of mail carried; this new idea is to hire car space for mail pouches and parcel sacks, load up the space to the last cubic foot and pay for the area occupied regardless of weight. In Chairman Moon's opinion this will result not in giving the roads the increase of \$2,000,000 as indicated, but will reduce their payments by \$8,000,000.

Specious Show of Economy

In his comment on the new and threatening situation, Mr. Peters said:

"The railway mail pay rider in the post office appropriation bill was not conceived in 'a spirit of candor and justice.' It is a bold attempt to create a specious show of economy in the operations of one department of the Government by depriving the railroads of a large part of the compensation they fully and fairly earn in the performance of an indispensable public service."

If one happened to have a hundred million dollars in gold lying around, according to the railroad committee, and wants to send it out to the farm, or anywhere else for that matter, he need not take the trouble to arrange for special transportation at rates proportionate to the risk involved. All he has to do nowadays is to put the gold up in neat packages and let it go through the mails at parcel post rates. At least that is what the federal gov-

ernment has been doing and the railroad men don't feel very happy over it either.

Looking at the matter from the railroad point of view the trouble lies in the fact that the roads are carrying ordinary parcel post matter for almost nothing—flour, sugar, clothing, laundry and thousands of other articles. This was bad enough; but here comes the Treasury Department, the committee says, sticking a lot of ordinary stamps on actual gold; ordering it transported, paying ordinary parcel post charges and sending along a dozen armed men to watch over it.

Somehow the railroad presidents fail to see the joke, especially since the roads have to carry the squad of guards without payment of fare, not being allowed to charge even live stock rates for them.

Bulk Largely Increased

This is merely one of the details brought out by railroad officials who have just finished a careful examination of the position they have been forced into by the Post Office Department during the year now ending.

They find, for instance, that while certain roads have been granted an increase of something like 5 per cent for carrying the mails, the mail matter itself bulks very much larger than when the increase was granted.

For example, the holiday mail in New York City this year was from 50 to 70 per cent greater than during the Christmas season of 1913. In other words, the railroads were given 5 per cent extra money for carrying from 50 to 70 per cent more in the way of parcel post matter.

Naturally the railroad men are somewhat dazed by the Government's announcement that now, for the first time in its history, the Post Office Department is on a self-supporting basis. They are inclined to believe the Department is being largely supported by the people who own the railroads.

For more than a year the railroads have been urging the Government to fix the rates on a business basis, fair

to the people of the country and to the railroads as well.

One of the most serious handicaps under which the railroads work, in the opinion of their managers, is that no record exists as to the number of parcel post packages carried, or their weights or bulk. When the parcel post was first established special stamps had to be affixed to that class of mail, and it was comparatively easy then to ascertain how much parcel post business was carried and the amount of income it brought the Government. But when the parcel post suddenly leaped to enormous proportions the special stamps were abolished.

Fifty large cities, however, report that from October 1 to October 15, 1913, they handled 10,935,641 parcels; during the same period in October, 1914, the number of parcels had jumped to 26,884,940, an increase of approximately 150 per cent.

Postmaster General Burleson is on record as saying that there is every reason to believe the Department throughout the country is now handling more than 800,000,000 parcels annually. Railroad men say they don't care whether the number is eight hundred million or ten times that figure; all they insist on is that the roads must be paid a fair price for the service they render the country.

Another feature of the present deadlock lies in the fact that the Postmaster General seems to be practically omnipotent in deciding what the railways shall be paid, and under what conditions they must carry all mail other than the first class. To this interesting phase of the proposed treatment of the railways Chairman Bourne devotes some pungent opinions, after his joint committee had passed nineteen months in hard investigation.

"All these classes of mail," he says, "constituting approximately 90 per cent of the total weight of all mail matter, the railroads would be required to carry at rates which the Postmaster General could fix as low as he pleased.

* * No investigation would be re-

quired and no hearing need be granted; the railroads could have no opportunity for defense; the reasonableness of rates could not be debated, there could be no appeal—the mere ipse dixit of the Postmaster General would determine the rates the railroads should receive for transporting all second and fourth class and free mail matter.

"In view of the evidence which is submitted, showing the inability of the Post Office Department to procure reliable statistics regarding its own operations, it is difficult to conceive how the Department could imagine itself competent to make an apportionment of expenses between freight and passenger train service, and among passengers, express and mail.

"Equally difficult is it to comprehend by what course of reasoning the Department could bring itself to believe that Congress might enact a law which required the railroads to carry mail, and then bestowed upon the Postmaster General the power to fix the rates.

"Verily, this is bureaucracy gone mad."—The New York Sun, December 31, 1914.

NEW YARD SYSTEM GOES IN AT JACKSON

Illinois Central Improves Facilities in Mississippi

Stimulates Industries

Other Improvements Expected to Follow Installation of New Switching and Railroad Arrangements. Old Roundhouse in Use 39 Years

Jackson, Miss., Jan. 2.—Among other improvements of the new year in this locality is that wrought by the Illinois Central Railroad Company in the matter of yard and switching arrangements. For years past the persistent switching of cars in the yards, and the stoppage of trains for coal and water within the passenger yard limits, has been not only a

source of much annoyance and stopping of traffic, but it has been a constant menace, carrying danger to life and limb, and exposure to grade-crossing casualties. Thanks to the efforts of President C. H. Markham and his general and divisional superintendents, a plan was worked out whereby the objectionable yard features could be reduced to a minimum and much of the switching and handling of rolling stock could be done away with, within the corporate and the yard limits.

Some 12 months or more ago the officials of the Illinois Central procured a considerable tract of ground some two miles north of the city proper, and this was cleared, graded and drained, and the work of erecting terminal facilities, such as coal chute, water tanks, roundhouse, turntable and repair shops, was begun. This ground is at the point of junction of the Illinois Central main line with the Yazoo-Clarksdale branch and absolutely removes from the passenger yards the most objectionable features which have for years obtained.

Yesterday was the last day on which the old roundhouse and turntable, which have been in use for over 30 years, were utilized, and from midnight of Jan. 1, 1915, the new yard system went into effect. All yard engines were sent north to the new roundhouse, together with the spare locos, and today the old structures were being demolished. The old coal chute and its accompanying incline, which for 20 years or more has stood some 300 yards north of the passenger station, has been dismantled, and not a vestige remains, except the accumulated coal dust, which is being gradually carted away by the negroes who live near, who carefully screen it in order to get the benefit of the modicum of substance thus obtained.

This work has as a matter of course cost the Illinois Central considerable money—just how much no one outside the accounting departments knows, but it has been considerable. There are reports current that the great corporation is contemplating the making of still

further improvements in its property at that point, provided the land owners get the figures on property options down to a level which is considered within reason. There is every reason to believe that this activity of the Illinois Central in improving its terminals here will be an inducement to private industrial promoters to locate in the same neighborhood. There is ample ground, while the facilities for handling products could not be improved upon.—The Commercial Appeal, Memphis, Tenn., Sunday morning, Jan. 3, 1915.

UNFAIR UNCLE SAM.

POSSIBLY some of our readers won't be pleased to hear us say that despite all pretensions to the contrary the United States government's business is not always conducted in a fair way. Of course while some are favored with "soft snaps" that bring high salaries, others of its employees earn all they get—and a little more. The United States has been and is now in many respects less fair and just than a private or corporate employer of labor would dare to be.

Having made a rather broad assertion it remains for us to prove it true. Well, here's the proof. When the parcel post was established two years ago no provision was made for its transportation. The entire parcel post was carried by the railroads for six months without any compensation whatever. Please remember that we went into the parcel post business because it promised to reduce the high cost of living. The business grew like a mushroom does in the advertisements intended to sell spawn. Six months later the mail pay of the railroads was increased to pay for the weight of parcel post then being carried. But the business was still growing at a great rate, and the railroads were certain to be deeper in the hole than ever. Six months later the government increased the maximum weight of parcels from eleven pounds to twenty pounds and on January 1, 1914, to fifty pounds, while the postage rates were lowered.

The Middle states railroads are today carrying free for Uncle Sam packages above eleven pounds in weight. Approximately half the parcel post business after two years is carried without pay. The loss, in this year alone, has been more than \$8,000,000 for the railroads.

These statements are given as facts by the railroads and by employees of the railway mail service. The government does not contradict them. There is no excuse. Railroads which are robbed in one department, by a user of their service who cannot be resisted, must get back their money from some other source, or they must go into the paths which lead to bankruptcy. It has taken a long time, but it is now apparent to most men that the railroads have not had and are not now enjoying a square deal.—The Sunday Call, Easton, Dec. 20, 1914.

WE HAIL THE OMEN!

THE Michigan railroads have started a campaign to arouse popular sentiment in favor of a law permitting an increase of passenger fares. Thursday L. W. Landman, passenger agent of the Michigan Central, spoke at Kalamazoo and Battle Creek. Representatives of other railroads were present.

A vigorous, sound and unique move on the part of the railroads. It is, moreover, a precedent that other railroads may well keep in mind. There is no better way for these concerns to build up a popular interest in their needs and support for their plans than for them to go before the public with a frank and forcible presentation of them.

But the chief point about this speaking campaign is that it shows the distance that the railroads and popular sentiment have measured from the old days when railroads and people seemed to act more or less on the theory that their interests were antagonistic, or at least on the theory that a direct communication and understanding between them was impracticable.

Think of a railroad saying in the old days to a legislature or other body of

public officials in a state: "Very well, sirs, we come to you with a just proposition from every standpoint and you won't entertain it. We'll take this little matter up with the people and see what they have to say about it. You will hear from us on the stump!"

That is, after a fashion, what the Michigan railroads have done. And the act speaks volumes for the clarification of views and sentiment on the subject of the relation of railroads and the public at which the country, after long travail and a deal of disagreeable disturbances, seems now to have arrived.—Chicago Herald, Jan. 25, 1915.

THE FARMING CODE.

A HARASSED railroad officer has sent us the following, showing that he at least might be willing to share his blessings with other classes of citizens. It is rumored that Congressman Whackem may not introduce this bill in the near future.

Article One.

Charges and Prices.

Sec. 1. Only one price for a given commodity shall be lawful. A farmer desiring to change a price shall file a schedule thereof with the commission hereby created, which shall go into effect thirty days thereafter unless suspended by the commission at the instance of any consumer.

Sec. 2. No prices shall be increased however, except upon due proof, the burden whereof shall be upon the farmer, that existing prices are confiscatory of his goods and gear. In its discretion, the commission may refuse to permit any such increase until a valuation by its engineers and accountants shall have been taken. In such valuation, the farmer shall have no credit for past profits invested in new fields or improved structures, but shall be allowed only original cost plus borrowed money invested.

Sec. 3. "Commodity," as used herein, includes all grains, vegetables, livestock, dairy articles, excepting sand, gravel and manure.

Article Two.

Conduct of Operations.

Sec. 4. Every hired man shall work eight hours only per day, not including the Sabbath, and shall not recommence work unless he has completed a period of not less than eighteen hours of absolute rest and quiet. He shall not work on the Lord's Day, nor on legal holidays, nor on Jack Love's birthday.

Sec. 5. Every farmer shall hire one more hired man than his work requires.

Sec. 6. The only permissible exceptions to the two foregoing sections shall be periods of stress resulting from earthquake, Halley's Comet or European invasion.

Sec. 7. All wagons, and all poles and double-trees, shall be provided with couplers, coupling by impact, so that the hired man need not go between the wheels of the wagon and the heels of the horses.

Sec. 8. All wagons shall be supplied with suitable brakes, grab-irons, stirrups and platforms of standard dimensions to be fixed by the commission.

Sec. 9. All bulls, when moving on the highway or in unfenced areas, shall be equipped with a bell of not less than fifty pounds weight, a steam whistle and an electric headlight of at least 1,100 candle power.

Sec. 10. Sheds shall be built over all fields where hired men have to work in summer.

Sec. 11. All field engines and machinery shall be fenced in; all belting shall be encased in metal housings; and all grindstones, churns, hay-cutters, bulls' horns and other moving parts shall be strongly encased in sheaths for the protection of the hired man.

Sec. 12. All barns, sheds and other outbuildings shall, in cold weather, be adequately heated, and at all times shall be well lighted and policed.

Sec. 13. If a calf is delayed in arriving or is born dead, the farmer shall instantly provide another cow whose calf shall be born that day.

Sec. 14. The commission's inspectors

shall weekly inspect all gasoline automobiles. If a cylinder is missing, the farmer must find it before he runs on the road again.

Sec. 14a. The right to mortgage real estate is a franchise reserved to the state. No farmer shall make any mortgage nor incur any indebtedness extending for a period of more than one month, without the written approval of the commission, obtained upon petition and hearing, and upon paying the state treasurer 10 cents for each \$100 of such indebtedness. Indebtedness incurred without such consent shall be void.

Article Three.

The Commission.

Sec. 15. To enforce this act, a commission of five persons shall be selected by the governor with a view to placating as many shades of political opinion as possible. No commissioner shall, however, be deemed disqualified by lack of previous political or other experience.—*Railway Age Gazette*, January 22nd, 1915.

INCREASING THE BUSINESS.

A CIRCULAR that has come to our attention, issued to employes of the Illinois Central and Yazoo & Mississippi Railroad Companies by General Manager T. J. Foley, presents attractively and forcefully the idea that if all employes could be imbued with the desire personally to increase the business handled the receipts of the companies would be helped immensely. There is nothing particularly new in the idea, but Mr. Foley proceeds to show by concrete examples how, by active personal solicitation, the desired end may be accomplished. And this personal solicitation, he insists, should not be confined to the traffic department, either passenger or freight.

He cites a case of a car of coal unbilled at a coal mine station. The conductor noticed it, conferred with the agent, and was told that there was no demand for coal and the sale could not be consummated. The conductor then went to the superintendent of the mine,

who said that, as there was no demand for coal, it was impossible to say definitely when it would be billed. The conductor ascertained the value of the went to the superintendent of the mine contents of the car and personally arranged for the sale of the coal to a dealer at a point other than the mine station, thereby obtaining for his company the revenue for the transportation, releasing the car, and putting a stop to the unnecessary labor and expense of constantly switching the car.

Another example is given of a conductor who made it a practice to scrutinize all waybills, and when he discovers that a car is short routed, writes to the superintendent, making suggestions as to future routings of similar shipments. Another example, this time of solicitating, is that of a brakeman on a passenger train who obtained a shipment for his line.

Mr. Foley does not point the selfish moral, but it is there nevertheless. The men who have the interest of the road at heart, and who do effective work to promote that interest, are the men who in the future will occupy the positions of trust and large salaries. There is no business that proves this fact better than does the railroad business.—Traffic World.

AN UNJUST AND INOPPORTUNE EFFORT.

THE facts, as the Clarion-Ledger learned" of the State Revenue Agent's back tax suit against the I. C. railroad, for nearly two million dollars, closes with the following observation:

It would seem, therefore, that, since all these railroad properties have paid all the taxes with which they were assessed, this is a most unjust and inopportune effort further to deplete the revenues of the railroad by seeking to

collect these enormous sums. This is another of those unfortunate attacks upon railroads and property interests which have done so much to impair the credit of the state of Mississippi and to interfere with investments.

This suit is in fact a legitimate incident of a vicious state policy—a product of the temptations and abuses of a fee-inspired law. First this power for drag netting delinquents was conferred upon the state revenue agent. Incited by a greedy envy of the fortune that the revenue agent got out of his back tax traps, the attorney general succeeded in having the legislature equip his office with equal facilities and powers for pocketing fees from held-up corporations. While the operation of the drag net puts money in the treasury, there can be no doubt that dread of its harassments repels far more from it. This is a plain case of cause and effect.

Through these two fee-fattened officials—and a state railroad commission which sides against the railroad on principle, or prejudice—Mississippi enjoys the name of being the most "progressive" anti-corporation, drive-off-foreign-investment, state in the Union. Their latitude of procedure is limitless—they are unrestricted in the theories and constructions of law by precedent or custom. With the state paying the costs of their explorations and experiments, nothing and nobody with sufficient wealth to tempt their forays—four-fifths inspired by expectations of forcing compromise settlements by harassment and intimidation—neither the living nor the dead are immune to the drag net. A policy more prolific in abuse could not be written into the law. But the people, through their representatives, seem to favor the black jack anti-corporation treatment, which "has done so much to impair the credit of the state," etc.—Daily Herald, Jan. 21, 1915, Vicksburg, Miss.



Correspondence Between President Markham of the Illinois Central and the Yazoo & Mississippi Valley Railroad Companies and the Publisher of the Vicksburg Times-Democrat

The Poor Illinois Central Railroad.

A thorough and persistent campaign has been made during the past two years by the Illinois Central and the Yazoo and Mississippi Valley Railroads against what they denominate the "damage suit evil in Mississippi." Literature has been scattered broadcast over the state citing instances where attempts have been made by individuals to unjustly obtain damages that have not actually been sustained, and in their pamphlet, serious complaints are made of the abuse and mistreatment that they have received at the hands of the courts and juries of the state.

These statements are one sided, and are made and circulated for the purpose of molding public sympathy and sentiment in favor of the two railroads through the agencies of which the literature is issued and circulated.

The average citizen to whom this literature is addressed will give little heed to the matters set out in these pamphlets, and most all of the people who have confidence in the fairness and integrity of our courts and juries, are content that law suits, whether filed against the Illinois Central, or any other corporation or individual, should be tried in the regular way, and not upon the ex parte statements and complaints contained in the literature published and issued by the I. C. Railroad.

If the campaign made by the Illinois Central had been pursued, as originally begun, little harm might result to the individual citizen who may have just cause of complaint against this corporation, but in recent months the sympathy of some of the leading people in the state has been enlisted in behalf of the rail-

road, and the editorial columns of these papers have been brimful of instances where the Illinois Central and the Yazoo and Mississippi Valley Railroads have been abused and mistreated by certain individuals seeking damages for alleged injuries that it was claimed they sustained through the negligence and carelessness of the railroad employees.

We doubt not that there are some wicked and dishonest people who will conspire to deceive the courts by propounding fictitious and fraudulent claims not alone against railroads, but against individuals, as well. This has been done from the beginning of time and it will continue on unto eternity.

In some few instances, justice may miscarry, and these disreputable litigants may be successful. The Illinois Central and all other persons conducting business enterprises may expect to contend with designing, dishonest people as long as they operate their lines of railroad, whether it is in Mississippi, or in any other state in the Union; and this company like all others, must depend upon the ability of their skillful claim agents and their learned attorneys to meet this class of suits as they come, and with the assistance of the courts and juries defeat all unjust and fraudulent claims. This course is much better, certainly more regular, just and proper, than the course it is now conducting, and has been conducting for the past several years.

There can be but one purpose, in the minds of the railroad officials when they mail out their pamphlets to each juror who has been down to serve during a regular term of court, and that purpose is to prejudice and inflame the minds of the juries against all damage suits

against railroads whether the claims are just or unjust.

It would be far better and much more creditable to the Illinois Central Railroad and its competing protege, that it has gathered up in opposition to law, if the courts are permitted to try all law suits in the old and regular way, without, in any way attempting to influence and prejudice jurors by the recitation of alleged abuses that might, or might not have real foundation in fact.

No honest man, and no fair and fearless judge or juror will do aught but decide each case upon its own merits, and it may be depended upon always, that the railroad company with its numerous claim agents, some of whom are not always too scrupulous and honest, and the large force of able and distinguished lawyers, regularly retained by the year, will do their utmost to properly present a defense that will defeat all false, fraudulent and unjust claims made against it.

We feel quite sure that there are none so foolish in Mississippi that will be led to believe, either through the railroad literature, or through the editorials, that have appeared in some of the papers of the state, that the Illinois Central, or any other railroad is made to bear any greater burden than it should bear in the courts of Mississippi.

It might be that in some few instances they may be imposed upon, but for every dollar that they lose in this way, it comes back to their coffers with thousands and thousands added by means of the heavy, unequal and unjust freight rates that the people are made to pay. It would be truly pitiable to hear the whining of the railroad corporation if we could only forget that this same company is the greatest tax dodger that Mississippi has ever known, and that its efforts in this regard, sometimes lurk behind laws that are questionably enacted, and which, when tested, fail to protect them from paying into the state treasury a million and one-half dollars that they for so many years neglected and failed to pay.

The public need have no great uneasiness that the Illinois Central will be too badly treated by the courts in the state of Mississippi. The concern of the public had best rest with the individual who is without means, wealth and influence, who propounds a just claim, that the Illinois Central and its protege endeavors always to defeat.

Just claims against these companies receive the same persistent opposition as the unjust demands that are made against it. If it were otherwise, perhaps, there would be no cause for a whine and a howl.

Fair Treatment All the Railroads Ask

President C. H. Markham of the I. C. Answers Times-Democrat Editorial

ARE NOT TAX DODGERS.

More Suits in Warren County Against R. R. Than in All of Iowa and Indiana.

Chicago January 19, 1915.

Mrs. N. V. Davis,
Publisher, The Times-Democrat.
Vicksburg, Miss.

Dear Madam:—I have just read the article on page 2 of the Times-Democrat of January 4th, entitled "The Poor Illinois Central Railroad." My fondest hope has been that one of the blessings which would result from the crisis through

which we are now passing would be a better understanding between the people and the railroads. I have felt that, perhaps, we would all have time during these unhappy days, when there is not much else to do, to seek for the truth in the fundamentals which have brought about present conditions, and I have been much gratified that the trend has been that way, not only in the state of Mississippi, but throughout the entire country. I acknowledge a feeling of gratitude toward the newspaper editors of Mississippi who have, in their wise discretion, seen fit to blaze the way in

the interest of a new order of things. I believe your newspaper has been the single exception. It must be patent to all that the time has come when a change of some sort is desirable. It must be patent to the people of Mississippi that they cannot expect to attract outside capital to the state if they are unfair and ungenerous toward the large institutions already established there. It must be patent to them that the railroads cannot hope to flourish unless the people upon whom they depend prosper, and that, therefore, the people and the railroads are common sufferers. That some of the newspapers of your state have been fair and brave enough to espouse the cause of the railroads is but a natural consequence of the situation which we find ourselves in. The wholesome attitude of the press is by no means alone true of the state of Mississippi, but it is general throughout the country. The leading newspapers in every state in the Union are pursuing a similar policy. They are doing it, not in behalf of the railroads, but in the interest of the people. Their attitude is well explained by one of the leading weekly newspapers of your own state in a recent editorial, from which I quote:

"The Sentinel has always steadfastly stood for the people against the corporations, wherever an issue has been raised between the two. The record of the paper is well understood, and it has never failed to speak out openly on any question where the rights of the people were involved. In conformity with that policy, the Sentinel wants to now voice its vigorous protest against the attitude of a certain class of individuals who seem to think the railroads ought to be regarded as legitimate prey. We say that this protest is made in the interest of the people. By this we mean that the people's interest is being assailed."

I regret to note from an editorial which appeared in the Times-Democrat in its issue of the 4th inst., that you are not in accord with the change in thought which is sweeping over Mississippi and other states, but that you seem to see the hidden hand of the railroads in the move-

ment. So far as the lines which I have the honor to represent are concerned, we have nothing to conceal, but, on the other hand, we are willing and anxious to unearth any matter, cause or thing whatsoever affecting the interests of these companies for frank and free public discussion. I believe the railroads have been too reticent in the past; that we have not opened up our thoughts, our hearts, our trials and our tribulations to the extent we should have done. In this respect we are now endeavoring to evolve a change. We have published and distributed some pamphlets in Mississippi and elsewhere. They are before the public for such disposition as it may see fit to make of them. That they have been received warmly is, of course, a matter of personal gratification to me. We invite wholesome criticism. We are grappling for light that will lead us away from the path of the demagogue back to the stratum of prosperity.

If errors creep into any of the literature for which I am responsible, I should be glad to have you call my attention to them, and I take it that you will accord me the same privilege with reference to your utterances. You say there are "none so foolish in Mississippi that will be led to believe either through the railroad literature or through the editorials, that have appeared in some of the papers of the state, that the Illinois Central, or any other railroad is made to bear any greater burden than it should bear in the courts of Mississippi." Our books, which are open to your inspection, if you care to take the trouble to examine them, show at different times during the past two years, more personal injury and kindred law suits against the Yazoo & Mississippi Valley Railroad Company upon the docket of the circuit court of Warren county than were pending at the same periods against the Illinois Central Railroad Company in the progressive states of Iowa and Indiana combined, in which states we operate 885 miles of railway as against 35 miles in Warren county. This system of suing may be beneficial to a handful of lawyers and a few litigants, but is it good for the people of your

county as a whole, the men who own the land and pay the taxes, the farmer, the merchant, the manufacturer and the mechanic who are interested in the up-building and the development of the community? I put the question to you in all sincerity.

Again you say: "It might be that in some instances they may be imposed upon, but for every dollar that they lose in this way, it comes back to their coffers with thousands and thousands added by means of the heavy, unequal and unjust freight rates that the people are made to pay."

It costs seven mills, on the average, to haul a ton of freight a mile in America, in England it costs 2.33 cents, in France 1.41 cents and in Germany 1.42 cents. The average daily compensation paid to railway employes in the United States is \$2.23, while in England it is \$1.35, in France eighty-eight cents and in Germany eight-one cents. I do not think I need say more than that to refute your statement about freight rates. This is a question which has been thoroughly threshed out recently before the Interstate Commerce Commission, which authorized a small increase, resulting in the starting up of many mills and factories and the putting to work of thousands of unemployed men. It is said to have been the most popular decision among all classes of people ever handed down by any court or tribunal.

You say "it would be truly pitiable to hear the whining of the railroad corporation if we could only forget that this same company is the greatest tax dodger that Mississippi has ever known" I deny that the Illinois Central and the Yazoo & Mississippi Valley Railroad Companies are the "greatest tax dodgers Mississippi has ever known." I admit they are the greatest tax payers the state has ever had within its borders as evidenced by the fact that during the fiscal year ended June 30, 1914, we paid taxes in the state of Mississippi aggregating the large sum of \$823,949.56, or \$530.98 per mile of railway operated as compared to \$341.45 paid per mile on the Illinois Central in the state of Kentucky and

\$317.95 paid per mile in the state of Indiana. I know these figures do not look well in print, but you have made the charge which I do not think should be permitted to go unchallenged and it is, therefore, incumbent upon me to give the facts.

You have spoken of claims, claim agents and a purpose to inflame the minds of the people, and prejudice them against damage suits in general. Our policy is to settle bona fide claims at fair and reasonable figures and we are endeavoring to pursue that course in a thorough and systematic manner. If a person has a meritorious claim against us, he does not have to sue. All we ask is a fair opportunity to settle, but oftentimes, in Mississippi, we are not afforded an opportunity, but are promptly yanked into court. Nobody ever heard of an individual being treated in that manner, yet that is what is very often meted out to the railroads. As to claim agents, you have two of them located in your city, one working north and the other south of Vicksburg. You know them perhaps better than I do, but I have inquired about them. I find they are both natives of Mississippi, one born and reared at Hernando, and the other from the southern part of the state. I understand they are gentlemen of the highest character. Furthermore, I am informed that they are men of wide acquaintance and deservedly popular, the kind of men that would be a credit to any line of business or any community as citizens.

If we can obtain justice and fairness in our dealings in the courts, and elsewhere, we shall be more than satisfied. We are only trying, in our feeble way, to combat the prejudices which have been built up against railroads in the state of Mississippi, the outgrowth of years of systematic effort on the part of those who fight the railroads for personal gain and, as we earnestly believe, against the public interest. We are merely trying to present our side of the controversy and the moment we undertake to do so we have it hurled at us that we are trying to "prejudice and inflame the minds" of the people. Is it right? Are we not en-

titled to the same patient hearing which the other side have had, uninterruptedly, for years? Is it not time that the railroads should be given an inning with the view of letting them try their hand and see what they can do under favorable opportunity? The other side have been in the saddle. What have they encompassed for the good of the people? Look about you and answer the question.

Through agitation and restriction, unwise legislation with its added burdens, increased taxes, unjust litigation and regulation, the railroad edifice of today is facing a most critical situation. In the

language of Hon. Warren G. Harding, United States Senator-elect from the state of Ohio, "the lawmaking industry is too often worked overtime. It is the only industry in the country that is going 100 per cent. This country needs today less legislative bills pending and more railroad bills of lading."

Let us all place our shoulders to the wheel, bury our differences, cast aside suspicions of ulterior motives, and make one good, long pull in the interest of the common weal.

Yours truly,
C. H. MARKHAM.

Comments of Mississippi Newspapers on the Above

MR. MARKHAM'S REPLY.

In this issue of *The News* will be found a letter from Mr. Markham, the President of the Illinois Central system of railroads, replying to a recent editorial in the Vicksburg *Times-Democrat*. The editorial in question accused the railroads of being tax-dodgers, greedy corporations and a menace to the public welfare.

Mr. Markham's letter is so plain, open and frank that the average person can readily see the injustice of the said newspaper's remarks. Sentiment in Mississippi is undergoing a rapid change toward the railroads. People are beginning to recognize their real worth in up-building the sections they traverse—that they cannot afford longer to hamper the railroads by forever nagging at them about taxes, damage suits, etc.

The railroads, to succeed, must traverse a progressive, enterprising territory, hence it is to their interest to build up and improve the country in order to secure a sufficient hauling tonnage to make their business profitable.

The ones who are continually carping on the railroads should look back 40 or 50 years before we had the iron horse, and ask themselves this question: Could we do without them?

We believe in demanding of the railroads all that is justly due the state and the public, but we don't believe in for-

ever harassing them and requiring tithes that would bankrupt any organization.

President Markham's letter is worthy of careful perusal.—Yazoo County News, Feb. 1, 1915.

CHANGE IN SENTIMENT.

In the Vicksburg papers of Saturday, Jan. 23, appeared a letter from C. H. Markham, of the I. C. R. R. system. This letter was in reply to a criticism of the road by the *Times-Democrat*, of Vicksburg, and contained many interesting facts relative to the operation of railroads, and especially the numerous claims made against them in this state.

While we have no intention of trying to champion the cause of the railroads and corporations, it is our intention to be just as fair to them as if they were private citizens of our own county. Railroads have been imposed upon for years through fake damage suits and suits for unreasonable amounts for trivial injuries. Public prejudice against corporations has cost them many dollars, but sentiment is changing, and the time is near when a man must have a real claim before a Mississippi jury will allow damages. When this time comes there will be a marked change in the railroad service, for the dollars that are being paid out as damages to a few can be turned into improvements that will benefit the public

in general.—The Franklin Advocate, Jan. 28, 1915.

A PLEA FOR JUSTICE TOWARD THE RAILROADS.

President C. H. Markham, of the Illinois Central Railroad, has given out a reply to a recent editorial in a Vicksburg weekly newspaper, in which he sets out some facts that will appeal to the reason and common sense of those who read it. It is reproduced elsewhere in this issue of the Sentinel, without money and without price or hope or expectation of compensation of any sort, despite the gratuitous and contemptible fling of the Vicksburg nondescript, of a "subsidized" press. It is reproduced in the Sentinel as a just and reasonable presentation of facts which the public ought to know, and sheds a new light on railroad matters of which the public has heretofore been ignorant.

The Sentinel is aware that it has heretofore been popular to "cuss" the railroads, and declare that they are tax-dodgers, but in the light of the facts brought out in Mr. Markham's card, this charge will not stand the test of truth. As a matter of fact, the roads represented by Mr. Markham paid last year in taxes to Mississippi the total of \$823,949.56, or \$530.98 per mile, compared with \$341.45 per mile in Kentucky, and \$317.95 in Indiana. Certainly this does not indicate that the road is a tax-dodger. On the contrary, it indicates that this road is paying its just share of taxes, and when this is the case, it should be treated with the same fairness that is given to an individual.

Railroads are great agencies for the development of any section. They add to the sum of human progress and human happiness, and so long as they bear their just share of the public burdens they should be upheld, and not harassed, as has been too frequently the case in Mississippi.

Happily, there has been a wonderful change in sentiment in Mississippi toward the railroads in the last year. And this has been brought about by the railroads themselves in pursuing an open and frank policy toward the public. A few years

ago the roads pursued the mistaken policy of accomplishing legislation and promoting the interests of the road through the medium of paid lobbyists. The unwisdom of this course has been recognized by the new regime as represented by Mr. Markham and his official family, and this is finding expression in presenting just such facts as appear in the letter referred to elsewhere in this issue of the Sentinel.—The Yazoo Sentinel, Yazoo City, Miss., Jan. 28, 1915.

A PLEA FOR FAIR PLAY.

Elsewhere in this issue appears a frank and straightforward letter from President Markham, of the Illinois Central, in reply to a recent criticism in a weekly newspaper published at Vicksburg.

Mr. Markham tells some facts that are of more than passing interest to the people of Mississippi at this time.

Replying to the assertion of the critic the Illinois Central system is "the greatest tax dodger Mississippi has ever known," he proves the statement utterly false, and shows that the company is paying \$530.98 per mile in taxes on its property in this state, whereas the tax rate is only \$341.45 per mile in Kentucky and \$317.95 per mile in Indiana, yet the company's property in both of those states no doubt has a greater mileage value than in Mississippi. Last year Illinois Central paid in taxes in this commonwealth \$823,949.56, and the sum will be considerably larger for the current year. The road pays more taxes than any corporation or individual in the state, which doesn't sound much like tax dodging.

It is true that the company has resisted efforts to assess unreasonable and excessive taxes, and it is also true that on several occasions the courts have held that figures fixed by assessment boards were excessive. The individual taxpayer often makes complaint of the same character, and a common carrier should certainly have the same right.

President Markham touches briefly on the deluge of damage suits with which the Illinois Central, and other common carriers as well, have been afflicted, and

shows, as has often been asserted in these columns, that a railroad company will always give courteous hearing and equitable adjustment to any bona fide damage claim, but they are getting very tired of being mulcted with fake damage suits filed by professional jury-fixers who carry around with them paid witnesses, and have shamelessly robbed the railroads of many thousands of dollars in recent years. Any person with a meritorious claim for damages against a common carrier does not have to bring suit. He can get a much more satisfactory settlement by dealing with the company instead of the courts, and, better still, he doesn't have to pay half of the amount he receives over to a damage suit lawyer.

As Mr. Markham says, there is now taking place in this country a sweeping change in public sentiment toward the railroads. The people are waking up to the fact that the common carriers are entitled to a square deal, and that when the railroads are plundered and pillaged the expense thereof must eventually come out of the pockets of the people. The railroads only ask justice and fairness from courts and commissions, and if this is accorded them they will be more than satisfied, for it is something they have not been accustomed to receiving in former years.—Jackson (Miss.) Daily News, January 24, 1915.

PRESIDENT MARKHAM, OF THE I. C., PLEADS FOR FAIR PLAY.

President Markham, of the Illinois Central Railroad, has written a frank and outspoken letter in refutation of recent criticism of his road, and charges made by the deluge of damage suits with which the I. C. has been afflicted.

President Markham is hoping for better understanding between the people and the railroads and says, "I believe the railroads have been too reticent in the past; that we have not opened up our thoughts, our hearts, our trials and tribulations to the extent that we should have done." With this end in view—the informing of the people from the railroad standpoint—literature has been distributed among the people and is open

to whatever criticism the press and people see fit to give it.

When the people come to understand that litigation—"fake damage suits"—is profitable only to a few impecunious lawyers who seek them and that the burdens imposed upon the railroads rebound to rest upon the people, the court dockets will not be so conspicuous with suits against the railroads.

Mr. Markham says, "Our policy is to settle bona fide claims at fair and reasonable figures and we are endeavoring to pursue that course in a thorough and systematic manner. If a person has a meritorious claim against us, he does not have to sue. All we ask is a fair opportunity to settle, but oftentimes, in Mississippi, we are not afforded an opportunity, but are promptly yanked into court. Nobody ever heard of an individual being treated in that manner, yet that is what is very often meted out to the railroads."

The Illinois Central Railroad Company at this place is not litigating just claims as it does unjust claims. Its local attorney, Mr. T. Brady, Jr., has frequently stated that where claims are just and meritorious, that it is his purpose, as well as that of Claim Agent H. G. Whitney, to make reasonable settlements. As an evidence of the fact that the company is doing this, it may be seen by reference to the Court Docket, that the company has paid out over \$8,000.00 in settlements at this term of court.

As to freight rates compared to those of other countries and wages of employes, the president states:

"It costs seven mills, on the average, to haul a ton of freight a mile in America. In England it costs 2.33 cents; in France 1.41 cents, and in Germany 1.42 cents. The average daily compensation paid to railway employes in the United States is \$2.32, while in England it is \$1.35, in France 88 cents and in Germany 81 cents."

In this connection we would state that Dun's Review, in its annual number, in an article on "Railroad Earnings in 1914" shows a loss to the railroads of 5.3 per cent compared with last year,

and a decrease in every section. In the southern sections conditions in the cotton markets accounted for the falling off of 2.5 per cent; and in the West the competition of the Panama Canal caused a loss of 6.4. There was the greatest depression in February of last year caused by weather conditions. This is authoritative information and we are taking pleasure in informing our readers, so that to some extent at least each one may be enabled to consider impartially the positions of both the people and the railroads. Prejudice and bias should be relegated.

When a corporation meets legal requirement, pays its taxes and does legitimate service, it should be accorded protection under the law as an individual.

In this connection it is interesting to note how the people north of the Ohio and Potomac rivers and east of the Mississippi were protected by the Interstate Commerce Commission, who recently refused to permit the increase of freight rates on live-stock, fresh meat, and packing house products. The increase, it is stated, would have added \$10,000,000 to \$20,000,000 per annum to the cost of such commodities to the public.

The people's interests are being subserved everywhere. They need only to be just to themselves in their attitude toward corporations and enterprises that, primarily, mean their upbuilding.—The Semi-Weekly Leader, Brookhaven, Miss., January 27, 1915.

THE RETORT COURTEOUS.

The Sentinel surrenders a goodly portion of its first-page space this week to the retort courteous of President Markham of the Illinois Central Railroad, to an editorial in the Times-Democrat of Vicksburg regarding strictures placed upon the road by that paper.

Mr. Markham's article is timely and will have a good effect in removing erroneous impressions a good many people entertain regarding the "robber method" of the railroad. His idea of getting closer in touch with the people seems to have been an inspiration, for

the closer the railroad officials get to the people the better the genial and kindly understanding between them and the less injustice and acrimonious feeling entertained each for the other. He pleads only for fair play and certainly should have it on all occasions, yet at the same time, if his company attempts to gouge the public it should be held to a strict accountability—and we have the Interstate Commerce Commission and state railroad commission to hold it in leash.

We need the railroads badly and want to see them grow and expand; it is to our mutual interest and development that they do so, but it is impossible to accomplish it if juries continue to render immense personal damage suits against them that they would not dream of rendering against a private citizen, or they be frightfully taxed. It is noticeable all over the state the people are awakening to a sense of justice towards the railroads, realizing, too, that in the end they "pay the freight" for all these heavy damage suits. Read Mr. Markham's article.—The Summit Sentinel, Jan. 28, 1915.

SENTIMENT TAKES A CHANGE.

When the railroad first began to plow its way through the country it was looked upon with suspicion, and as a sort of soulless corporation with no other idea than to get all they could from the dear people, and it immediately became a target for law suits for every little accident of whatever nature. Now the people see and realize that it is the greatest factor the world has for developing and furthering the agricultural, industrial, educational and financial affairs of the country. The states which encouraged the building of railroads have made great strides in every branch of industry, their people are, as a whole, in a better financial condition, and best of all, what is manufactured or raised is in close touch with the different markets.

This thing of rushing into court for every little accident is being frowned down by the better class of people, and the lawyers are not so apt to carry a

case before a jury unless it is a case of real negligence on the part of the railroad. If one would stop and consider for one minute they would know that the railroad is doing everything possible to protect the passengers and there isn't a device known to man that will in any way protect the interests of the patrons of the road which they have not adopted. They are still watching to get anything which will make travel pleasant and safe and the freight hauled by them delivered on as quick time and in as good condition as it is possible to do.—Yazoo City Herald, Jan. 29, 1915.

OUR COMMON CARRIERS.

The Mississippi press during the past week comments in very favorable tone on the recent letter of President C. H. Markham, of the Illinois Central, addressed to the editor of a weekly paper at Vicksburg, showing that the Illinois Central instead of being a taxdodger, as charged, is in reality the largest taxpayer in the state, and is paying on a higher basis of assessment than usually required of a common carrier.

President Markham quoted some figures on taxes, freight rates and law suits that should cause the citizens of this state who feel an interest in its material development to sit up and take notice. We cannot build up a prosperous commonwealth by discouraging and besmirching the business institutions that are taking a prominent part in the work, and of all the factors that have contributed in substantial form to Mississippi's growth and prosperity, the Illinois Central is unquestionably the greatest.

It is unfortunate, in fact, that we have so few friends of the caliber of C. H. Markham, who, since he was placed at the head of this great railway system, has shown in many ways his earnest desire to promote the growth and progress of Mississippi.

It would mean a great deal to our commonwealth if such a man as the head of the Illinois Central system could honestly say to eastern capital-

ists, "Take your idle funds to Mississippi for investment. You will find great opportunities there. You will also find a citizenship that is fair and reasonable in their treatment of invested capital. You will not be troubled with unfair legislation, unjust damage suits or excessive taxation. The state is run in behalf of all the people, and not for the benefit of demagogues and fee-hunting lawyers."

If Mr. Markham and other great captains of industry could conscientiously say this, we would quickly have in Mississippi the most remarkable era of development of our untouched resources in the history of the state.

But, under existing conditions, can we expect the captains of industry to say these things. With a record of more law suits filed in a county in Mississippi with only thirty-five miles of trackage than the same company has pending in two whole states, where it has a total mileage of 885 miles, we could not reasonably expect Mr. Markham, or any other railroad president, to speak very kindly in our behalf. On the contrary, it is astounding that the Illinois Central has, at all times, displayed such a friendly interest in our behalf.

It is a plain, unvarnished truth—disagreeable to admit, but the truth nevertheless—that the people of Mississippi have not been friendly toward the railroads, have not even shown a willingness to give them a square deal, and that this hostile spirit has been also shown in some departments of state government, and in the courts of justice.

But the signs of the times are hopeful. A new spirit is being manifested. An awakening of the public conscience is being seen. We have reached the point where we can view with suspicion the fellow who sits on a rail fence, squirting tobacco juice at a stump-tailed yellow dog, and cusses out the corporations for oppressing "the peepul." We are learning that it is disastrous to our own interests to wage war on railroads simply because they

are railroads. We are learning that it is dishonest to return excessive verdicts in damage cases, merely because the defendant happens to be a common carrier, and, supposedly, has plenty of money with which to pay all sorts of claims. We are awakening to a realization of the fact that we need more railroads, and we will never get them by fighting the railroads we now have.

Getting right down to the bottom of the trouble, a little coterie of lawyers in each county are chiefly responsible for the bad name Mississippi has acquired for unjust and vexatious legislation against corporations. These men have sacrificed the public interest for their own personal gain. Up to this time there has been very little realization in the public mind of the enormous extent of this pillaging and of the obnoxious publicity resulting therefrom, but recent exposures in the state press are causing the people to open their eyes, and a marked change is taking place in public sentiment which augurs well for Mississippi.—Jackson Daily News, Feb. 2, 1915.

GIVE THE RAILROADS A SQUARE DEAL.

Under the caption of "The Poor Illinois Central Railroad," the Times Democrat of Vicksburg undertakes to give the Illinois Central and Y. & M. V. Railroads a severe arraignment on the "damage suit evils of Mississippi."

We will not question the motives of this paper, but it occurs to the Register that the article is certainly without justification and when one thinks about it, we do not see how the railroad company could be blamed for taking precautionary measures against them. We have often found occasion to criticize the railroad company and will continue to do so but when a case is trumped up against them, at the instance of certain lawyers, eager to make a fee, when there is not a semblance of grounds for suit, it is high time the railroads were looking after their side of the case and in pointing out the evils of the suits referred to. Railroads are maintained and conducted

at an enormous expense and if any jack-leg could be permitted to come along and obtain a judgment for \$10,000 for some imaginary grievance it would not take long to bankrupt the railroads. In dealing with the railroads in our courts we should treat them just as humanely as we would any of our citizens and when there is no excuse for rendering verdicts against them, we should be careful to see that the railroads are not imposed upon. The fact that the Interstate Commerce Commission at Washington is giving the railroads of the county more consideration now than ever before would indicate to our mind that heretofore they have not been receiving what was due them. It shall be our purpose in the future to lift our voice in behalf of the railroad, whenever we think they have been imposed upon and we would only be doing our duty when this is done. At the same time when they deserve criticism we will not hesitate to point it out and whenever there is any cause for such criticism you will not hear one whimper from the railroad people.—Daily Register, Clarksdale, Miss.

APPEAL TO REASON AND COMMON SENSE.

In replying to an editorial printed in a recent issue of a Vicksburg weekly newspaper, President C. H. Markham, of the Illinois Central Railroad, sets out some facts that appeal to the reason and common sense of all the people. In gently rebuking this Vicksburg non-descript, he sheds a new light on railroad matters of which the people have heretofore been ignorant, and makes a just and reasonable presentation of facts which the public ought to know.

The Challenge is aware that it has been popular to censure the railroads and declare them "tax-dodgers," but in view of the facts brought out by Mr. Markham the charge cannot stand the test of truth. The most illuminating of these is the fact that the roads represented by Mr. Markham last year paid in taxes to the state of Mississippi the sum of \$823,949.56, or \$530.98 per mile,

compared with \$341.45 per mile in Kentucky, and \$317.95 in Indiana. Surely it does not appear that his roads are "tax-dodgers."

Railroads add their full quota to human happiness and human progress, and are the greatest agencies for the development of the country, and so long as they bear their just share of the public bur-

dens, they should be upheld and not harassed as they have been in the state.

The attack of the Vicksburg paper further reveals some of the popular fallacies created by demagogues who are constantly pointing circumstantial suspicion at the control of the press by special interests.—The Clarksdale Challenge, Clarksdale, Miss.

Appointments and Promotions

Effective Jan. 15, 1915, Mr. John F. Porterfield is appointed General Superintendent of Transportation, with office at Chicago, vice Mr. John M. Daly, resigned to engage in other business.

The position of Superintendent of Transportation is abolished.

Effective Jan. 15, 1915, Mr. Lewis W. Baldwin is appointed General Superintendent of the Lines South of the Ohio River, with office at New Orleans, La., vice Mr. John F. Porterfield, promoted.

Effective Jan. 15, 1915, Mr. John M. O'Day is appointed Car Accountant in charge of car records and per diem with office at Chicago.

All junction, mileage, or per diem reports and tracers, conductors' wheel, interchange and per diem reclaim reports, should be addressed to him.

Effective Jan. 15, 1915, Mr. Lawrence A. Downs is appointed Superintendent of the Kentucky Division with office at Louisville, Ky., vice Mr. Lewis W. Baldwin, promoted.

Effective Jan. 15, 1915, Mr. William Atwill is appointed Superintendent of the Minnesota Division, with office at Dubuque, Iowa, vice Mr. Lawrence A. Downs, transferred.

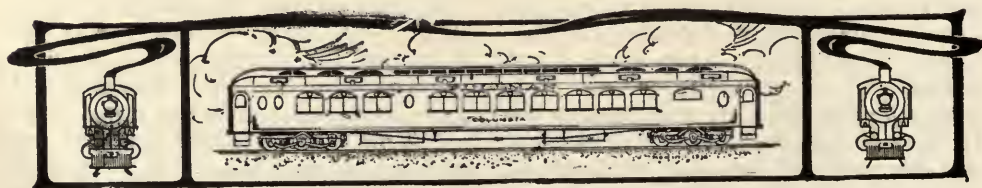
Effective Jan. 15, 1915, Mr. Henry G. Duckwitz is appointed Train Master of the Dubuque and Cedar Rapids Districts, with office at Dubuque, Iowa, vice Mr. William Atwill, promoted.

Effective Feb. 2, 1915, Mr. Arthur M. Umshler is appointed Train Master, office at Centralia, with jurisdiction Branch Junction to Irvington.

Effective Feb. 2, 1915, Mr. Frank E. Hatch is appointed Train Master, Johnston City and Golconda branches, and Carbondale and Eldorado districts, except between Du Quoin and Pinckneyville, with office at Carbondale.

Effective Jan. 15, 1915, Mr. Peter E. Talty is appointed Chief Train Dispatcher, and Mr. Frank E. Thompson Assistant Chief Train Dispatcher, of the Minnesota Division, with headquarters at Dubuque.

District Attorney James E. Kepperley, of Indianapolis, Indiana, having resigned to engage in practice elsewhere, effective Feb. 1, 1915, Messrs. John T. Hays, Will H. Hays and Hinkle C. Hays of Sullivan, Indiana, under the firm name of Hays & Hays have been appointed his successors as District Attorneys, and on and after that date Local Attorneys in the District will report to them.





Baton Rouge

Louisiana

by
J. P. Norris.

The writer is deeply indebted to Messrs. A. F. Cazedessus, A. R. Barracks, G. A. Waterman, W. R. Dodson and Dr. W. H. Dalrymple for not only the facts but largely the wording of this article.

A CAREFUL consideration of the geographical and topographical location of the City of Baton Rouge should be sufficient to justify the average thinker in the conclusion that here one should find a city of great commercial and industrial importance.

A study of the history of Baton Rouge producing as it has some of the greatest men in the educational and political life of the South, should stamp it in the mind of the average student as a city where the ideals of life would find the highest type.

Its political history as the seat of the government of the great State of Louisiana, would add much to the already interesting story. Her commercial history dates back over 100 years, when from the time the first gaudy beads were bartered by the pioneer Mississippi River traders to the native Indians down to the present day, when modern transportation facilities are working day and night carrying millions of dollars of commerce through her gateway.

In looking back to the Baton Rouge of yesterday, we have in our mind that strange medley of romance and tragedy which has constituted the history of the state from the glorious days of antebellum prosperity, down through the dark days of the Nation's internal strife, and

the still darker days of Carpet Baggery and reconstruction.

Baton Rouge is a happy composite of the best of all yesterdays, and the progressiveness of the todays, and has many historical land marks bearing record of our domestic, political, and if you please, military achievements, together with modern twentieth century building, industrial achievement that shows that she is not disposed to pass her time in day dreams of the present, but keeps step and time with the progress of the age.

From a sleepy settlement upon the banks of the lower Mississippi, of comparatively a few years ago, without a railroad or an important feature of attractiveness, save such as was vouchsafed by nature's prodigality, the city of Baton Rouge has forged to the front as one of the thriving, prosperous and promising cities of the southwest. This transformation has not been by metes and bounds, but by safe, sane, steady and conservative progress, making sure the steadfastness and certainty of the last step before the next was taken. This has proven a guarantee to the soundness and stability of her industrial and commercial life.

Blessed by nature with every gift that a bountiful Providence could bestow; seated upon the very last toe of the last

foot of the Ozark range of mountains in its effort to reach the sea, she sits a queen upon the first highlands from the Gulf, above and beyond the reach of Miasm, Malaria and all other noxious ills and evils of a sub-tropical climate. Scourge and epidemic are unheard of here. Her rainfall is normal and ample; her climate a happy medium, seldom either extremely cold or uncomfortably hot.

The soil of her adjoining territory, especially the alluvial soil which skirts her entire southern border, is as rich as the valley of the Nile, while at a short distance to the east of her, spring fed, rock bottom streams abound of great beauty and picturesqueness, giving fine opportunity to the lovers of piscatorial sport. One of the crowning natural features of which she justly boasts is a water supply, boundless as air and as pure as the driven snow. Her gutters are flushed and her fires extinguished by Aqua Pura, which, by other communities would be bottled and sold to commerce. In 1910 she was made a Port of Entry, and her facilities, as such, have few superiors anywhere. With a clean cut clay bluff front extending from her lower boundary for miles in a northerly direction, she has water sufficiently deep at all seasons of the year for a safe harbor for the largest ships that float, and extends southward over 200 miles past New Orleans to the Gulf, giving to Baton Rouge equal if not superior facilities to those enjoyed by the greatest metropolis of the south.

Incidentally, the wisest and most farsighted corporation in the United States has selected Baton Rouge as a site for its great manufacturing and distributing plant, and, thus the best authority on the continent spoke when the Standard Oil Company located its \$5,000,000 plant at Baton Rouge. An appreciation of the natural advantages and strategic location of Baton Rouge has brought from the representatives of the National Government a favorable report upon this city as a desirable location for the topping plant of the Government.

Its healthfulness, beauty and natural

surroundings pointed it out to Spain, France and the National Government as the ideal spot for a military post. But long before this the Indian Tribes centered here for their annual games and pastimes, naming it Istrouma, which being interpreted means Red Stick, and retranslated into French, "Baton Rouge."

Her people are generous, brave, public spirited and progressive. When the floods devastated much of alluvial Louisiana, a few years ago, the gates of Baton Rouge were thrown open and thousands in distress and want were welcomed to her highlands. She became the center of the relief movement for the entire state, acquitting herself in a way to gain the thanks and commendations not only of the sufferers themselves, but of the State and National Government. Strangers are always welcomed here with cordial and sincere hospitality.

As above pointed out, the spirit of modern progress has long since been caught by her citizenry. Seven railroads now serve her trade and commerce, and others are knocking at her gates. Her public school system is in the front rank of the south, and her modern school buildings constantly increasing in number, are her chief pride. Both races are being thus served with generous equipment. Already she enjoys a splendid system of sewerage, drainage and street paving, but when the present outlay of a third of a million dollars, already voted by the people, and cash in the banks, is expended for these purposes, she will enjoy an equipment unexcelled by any of her sister cities.

Her present wholesale trade runs well on to five million dollars annually, and is rapidly increasing. The boll weevil is almost forgotten in the new lessons taught with diversification of crops, in the surrounding territory, and the fact that "Old King Cotton" is himself actually coming back. Building permits issued in 1914 exceeded three hundred thousand dollars, with a largely increased prospect for the current year.

Among the acquisitions of the last year may be mentioned a new railroad depot, a modern brick and stone colored school

building, the location of the Southern University and the erection of its buildings a few miles north of the city, the Peabody Teachers' building at the Louisiana State University, the city's modern sanitary abattoir and the municipal incinerator, which, when completed, will be the last word in its line. The Standard Oil Company, already referred to, constantly grows and multiplies its industries with more and larger tanks, new and more extended factories for its by-products, giving steady employment to more than a thousand men, with an annual pay roll averaging half a million.

Modern homes are springing up in all directions in Baton Rouge, and plans and contracts are now in hand for a score or more of these. A further spirit of progress is manifested in the many miles of highway built and building in all directions out of this city at a cost to our progressive citizens of more than a quarter of a million dollars.

With such facilities, with such natural gifts, with such bounties and blessings, homeseekers and investors would be running over each other in the mad scramble to reap the harvest if they did know.



A. GROUCHY, JR., MAYOR AND COMMISSIONER OF PUBLIC HEALTH AND SAFETY;
L. J. RICAUD, COMMISSIONER OF FINANCE; I. LARGUIER, COMMISSIONER OF
PUBLIC PARKS AND STREETS

Municipal Organization.

Baton Rouge, the capital of Louisiana, is under a commission form of government, since May 1, 1914.

The community has a scientific system of equalization of assessments for purposes of taxation.

On a basis approximating 50 per cent of the selling worth of all realty, the total assessment for 1914 is\$6,696,470.00

The total tax rate on this assessment is 27 $\frac{1}{4}$ mills, distributed as follows:

City 10 mills

State	6 $\frac{1}{4}$ mills	
Parish	5 mills	
Schools	4 mills	
Special	2 mills	27 $\frac{1}{4}$ mills

The city's total income from all sources is.....\$140,628.00

The municipal corporation has net assets, exclusive of property owners' pro rata cost, of..... 367,680.98

Total assets.....\$837,180.98

The total indebtedness is.... 469,500.00

Of the assets \$203,538 is in schools.

The population of Baton Rouge and its environs is 25,000.

It is located on Istrouma Bluffs, 20 feet above flood level in the Mississippi.

The City of Baton Rouge—Its Government.

The City of Baton Rouge, under the Legislative Act authorizing the cities of Louisiana to adopt the Commission Form, by almost unanimous vote, adopted this form of government, and on May 1, 1914, the first Commissioners were duly sworn and took charge, as follows: A. Grouchy, Jr., Mayor and Commissioners of Public Health and Safety; L. J. Ricaud, Commissioner of Finance; Isidore Languier, Commissioner of Public Parks and Streets. The sub-divisions of these three departments are as follows:

Public Health and Safety.

- (1) Board of Health.
- (2) Police Department.
- (3) Fire Department.

Finance.

- (1) Collection of Taxes and all other revenues.
- (2) Auditing.
- (3) Public Charities.

Public Parks and Streets.

- (1) Streets and Landings.
- (2) Public Works.
- (3) Public Buildings.
- (4) Public Parks.

For its legislative work the Council meets regularly once each month, or as often as necessary to properly transact the business coming before the Commissioners. In the administration of the three departments and sub-divisions the Commissioners devote their entire time. All appointments are made by the Commissioners for their respective departments, and dismissals are likewise final, the only matters referred to the Council being the fixing of all salaries of all officers and employes other than laborers. All ordinances which would be enforced under any of the three departments, emanate from the Commissioner of that department, and its enforcement therefore devolves upon its author, if adopted by the Council. It is, therefore, obvious that responsibility is absolutely fixed, in the administration of the affairs of the

city, as the enforcement of all laws come under the direct authority of the Commissioner to whose department the ordinance applies. The plan has worked admirably, there being no conflict of authority as would be likely under any other form of government.

Promptly upon its organization the Commission mapped out a constructive policy, made necessary by the rapid growth of the city and an obvious demand for better living conditions. The Council, therefore, enacted several ordinances of much importance, among which may be mentioned:

1. Defining and regulating the disposition of garbage.

2. The screening of all food ready for consumption, and prohibiting the display of goods on the sidewalks.

3. Regulating the construction of Private Markets for the sale of fresh meat, and prohibiting its sale except under these conditions, and

4. The enforcement of the dairy and milk inspection ordinance; also the ordinance requiring all premises to be connected to the sewer and water systems of the city, both of which were adopted by the preceding council, but not enforced.

Among the important laws enacted relative to public safety, may be mentioned the ordinance prohibiting gambling and the enforcement of the one regulating traffic on our thoroughfares.

Public Improvements.

In 1899 Baton Rouge voted its first bond issue of \$200,000, previous to which time the city owned no public buildings, nor had it made any public improvements worth mentioning. Therefore, the improvements now enjoyed and enumerated below, have accrued since the year 1900, when actual work was begun. In the year 1905 an additional \$100,000 was voted, and in 1914 another \$225,000 was added to the public improvement fund, the last named issue being now expended for the purpose for which it was voted. In additions to these a special issue of \$75,000 was voted for the construction of a high school building, which was completed in 1913.

It is gratifying to state that in the



Gov.
Hall
in
his
office

✠
Baton
Rouge
La.



Governor's Mansion



Governor's
Office force

period between 1900 and the present time the city has accumulated assets, convertible and passive, as follows:

Public Schools:

(1) Cost of buildings	\$153,938.00	
(2) Value of real estate	49,600.00	\$203,538.00

Fire Department:

(1) Station house...\$	7,500.00	
(2) Fire fighting equipment	10,300.00	
(3) Fire alarm system	10,000.00	27,800.00

City hall and jail.....	25,181.00	
Market house	12,000.00	
Public squares (unimproved)..	12,500.00	
City lot (1 square), including hospital and buildings....	6,500.00	
Municipal abattoir	20,000.00	
Garbage incinerator	4,700.00	

Department of public works:

(1) Live stock.....	\$4,500.00	
(2) Equipment	5,000.00	9,500.00

Sewer pumping station, pumps, etc.		4,500.00
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Cash on Hand:

(1) To purchase park site	\$35,000.00	
(2) To construct hospital	10,000.00	45,000.00
Total convertible assets.		\$371,319.00

Passive Assets:

City's pro-rata cost of street paving..	\$184,652.04	
Total cost of 4 miles gravel streets...	15,963.93	\$200,615.97
Cost of 30 miles sanitary sewers		116,822.91
Cost of permanent drainage....		32,923.10
Sidewalks, city property.....		5,000.00
New levee (1913).....		20,500.00
Cash on hand, for city's pro rata street paving		90,000.00

Total passive assets..... \$465,861.98

Total convertible assets (as above) 371,319.00

Total assets \$837,180.98

Property Owners:

Pro-rata cost of street paving..	103,590.00
Total cost, 30 miles sidewalks..	95,000.00

Grand total, all improvements to date..... \$1,035,770.98

Chamber of Commerce Work

Constructive Policies of Eight Years and 1915 Program for Practical Results

For the past eight years the Chamber of Commerce has both fostered and reflected public spirit, and has been the machinery of co-operative activity in Baton Rouge.

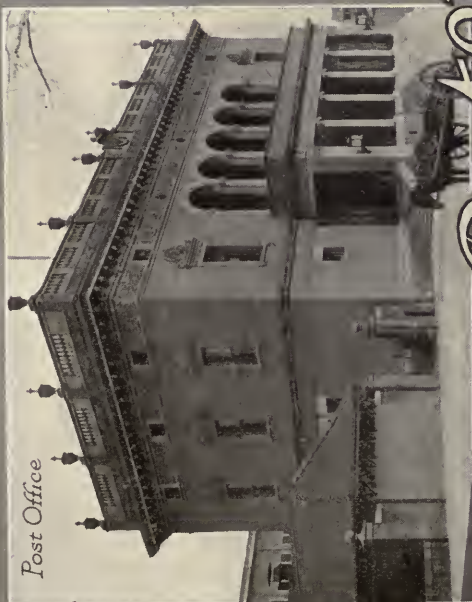
In its records, originally as Board of Trade and now Chamber of Commerce, the informed student of commercial organization methods finds steady progress from the relatively haphazard methods that characterized all such organizations ten years ago to the systematized efforts that today governs all successful organizations of its class. A decade ago, the prevailing idea was to "boost" flamboyantly; today, the governing idea is to do those things which produce results that will of themselves be convincing advertisement—the two extremes being a call for help because of things that might be done, and the proclaiming of things that are being done.

The old Baton Rouge Board of

Trade, earlier than most of its southern contemporaries, realized that the true foundation of a city's success depended upon the prosperity of farmers in its trade territory. The principle was the motive in most of its efforts under previous administrations and underlies every essential of its 1915 program. In its gradual transition from the experimental and sometimes diffused activities of its earlier years to its concentrated and definite program for 1915, it has consistently borne in mind the strongest doctrine in commercial organization effort, and the big co-operative movements in Baton Rouge today are the logical results of earlier, if less well defined, efforts.

The monthly market day, for instance, is the natural outcome of the older marketing efforts expressed in part in the promotion of a truck growers' association. The Mid-Winter

Post Office



Baton Rouge La.



Fair of January, 1914, a strictly Chamber of Commerce effort, was an advanced step in the older policy of encouraging diversification, especially toward the live stock industry. The surprisingly big free fair in October, 1914, sprang from the spirit that was fostered and the confidence that was created by the Mid-Winter Fair. The monthly market day supersedes the less meritorious method of trying to have reasonably accurate data of available surplus crops, in order that buyers and sellers might be put in touch.

The boll weevil, in cutting down cotton, accentuated the necessity of diversification, and so created the problem of marketing new crops. The Chamber of Commerce has striven both to encourage diversification and to help the growers meet the new marketing problems. Its efforts did not always show prompt results, but adherence to the proper spirit had some cumulative effect, and finally evolved plans and system that now encourage both city and country to hearty effort to co-operate for mutual good.

Today, the organization can be truthfully said to have "hit its proper stride." The more thorough organizing of its efforts is daily making heavier demands on the time of its active members. On the other hand, the amount of work to be done by each is easier and more promising of success because of former efforts that were not infrequently put forth under far less encouraging conditions and with far less promise of success.

With the calendar year, 1914, better financed than any previous year in the history of the organization, the wholesale and allied interests organized a Traffic Department under the management of a technically trained former railroad man. The policy of this department is essentially constructive, the consistent trend of its work is to give Baton Rouge distributive advantages.

In the formal program for 1915 the terms "good roads," "tick eradication," "immigration development," "co-

operation with the farmers," "a bigger fair," and "market day," all point the same way and illustrate what has already been stated regarding the basic principal of this organization—the creation of prosperity of the city by betterment of the conditions affecting the rural life around Baton Rouge.

The program items of "play ball," and "buy at home campaign" cover the two principal lines of action regarding the internal improvement of Baton Rouge, while the "buy at home campaign" and the several agricultural or rural planks in the 1915 program are so closely related in their nature as to constitute an unusually unified program for both city and rural work to the advantage of the whole section.

Agriculture.

East Baton Rouge Parish embraces a territory approximately sixteen to twenty miles in width east and west, and thirty-five to forty miles in length north and south, an area of approximately two hundred and seventy-two thousand acres; embracing a total change in topography from the pine hills on the north through the undulating plains to the more even bluff soils and finally the abrupt depression of twenty to thirty feet to the alluvial lands of the Mississippi River. The strip of alluvial on the south side of the parish, is composed of what the soil survey designates as Yazoo clay and Yazoo silt loam. By far the larger portion of the parish is undulating plains, composed of what the soil survey designates as Marshall silt loam and Memphis silt loam. These soils have an elevation of from forty to ninety feet above sea level. Except for occasional depressions on the table lands, drainage is good or may be made good at comparatively small expense. This formation gradually fades into the pine hills in the extreme north and northeastern portion of the parish.

For generations the greater portion of the lands of the parish, exclusive of the alluvium, have been devoted mainly to the production of cotton,



while the alluvial land has been devoted largely to sugar cane and rice. Until the invasion of the boll weevil a few years ago, little attention was paid to the development of other possible staple or truck crops. While the bluff soils rank somewhat below the alluvial soils in productiveness when planted to sugar cane, corn or cotton, these soils are the best class in the state for oats and lespedeza as grain and hay crops, and with a little attention become close competitors of the alluvial soils in sugar cane and corn. Land that has been fairly well cared for should produce from thirty-five to forty-five bushels of oats per acre, and from one and a half to two tons of lespedeza hay the same year, or when devoted to lespedeza alone should produce from two to three tons of good hay per acre, or from five to eight bushels of lespedeza seed. Seed has generally been worth about three dollars a bushel, and the threshed straw makes a fairly good hay for cattle feeding, or for horses and mules not on hard work.

Some of the crops that people have been directing attention to since the

boll weevil has made cotton production unprofitable have been found to thrive in this soil and climate. The sorghums, Japanese cane, mixed corn and cow peas, or corn and soy beans give large yields of most excellent material for making silage, and stock feeding is being developed with considerable rapidity in the parish. The sorghums do not yield a good crop of grain, but will produce from ten to twenty tons of green forage per acre in from seventy to one hundred and twenty-five days from planting, varying with the variety used. All of the non-saccharine sorghums make a good growth of foliage, but not a good seed crop.

Root crops thrive when planted at the proper time and are properly cared for. Mangel wurtzels planted in September and October on the best land will yield from twenty to thirty tons per acre the following April and May. Half to two-thirds of that yield may be secured in shorter time with stock carrots, rutabagas and turnips. Sweet potatoes yield from two hundred to three hundred bushels per acre when varieties such as the Southern Queen



CONVENTION STREET SCHOOL, BATON ROUGE, LA.

are planted. These make most excellent stock feed, particularly for hogs. Soy beans, cow peas, peanuts, millet and other forage crops produce good yields.

Of the pasture grasses, Bermuda grass, carpet grass, white clover and lespedeza are the best and make grazing of very high quality for eight to ten months in the year, the clover growing during the winter and the grasses and lespedeza during the summer. Most of the soils will grow any of the clovers, particularly if a light top dressing of stable manure is applied to hasten through inoculation of the soil. Red clover sown in October would yield from two to three tons of hay the following May. Rape on the best quality land, makes good grazing throughout the entire winter and early spring.

A large assortment of vegetables will thrive so that one may have fresh vegetables throughout the year. During the winter months, cabbage, carrots, turnips, beets, spinach, onions, mustard and some vegetables less commonly cultivated survive winter freezes, while others a little less hardy may be carried through the milder winters or up to January of all ordinary years, such as cauliflower and lettuce. Of the early spring vegetables, probably no county can surpass this territory in the production of various kinds of beans, tomatoes, egg plants, peppers, garden squash, early sweet corn, etc. Some of these vegetables may be carried through the entire summer. Irish potatoes produce moderately good yields and the first crop may be harvested in early May; the second crop planted in July or early August and harvested after frost. Sweet potatoes may be planted on the same soil after the crop of Irish potatoes is taken off.

Of small fruits, strawberries grow to perfection and have a long bearing seasons. Blackberries are very abun-



THE BANK OF BATON ROUGE.

dant in a wild condition, but very few people cultivate them. Figs are to be found at nearly every home; they are very hardy and never fail to produce a crop. While pecans do not come into bearing for many years after they are planted, the soil is well suited for this nut. Peaches and plums are uncertain crops, but for family use a few trees should be planted. Sometimes a good crop is secured. Less common fruit such as Japanese persimmon, Japanese walnut, the jujube do well. Watermelons, cantaloupes, pumpkins, cushaws, cucumbers, and other vine vegetables do well in their season.

Health conditions throughout the parish are good. Artesian water may be secured practically all over the parish by boring to a sufficient depth; that depth will vary from two hundred to twelve hundred feet, and much greater pressure may be secured at a depth of fifteen hundred to sixteen hundred feet.

The schools generally are fairly good. In the more thickly populated communities, excellent schools are to be found.

In quite recent years, much interest has been taken in good roads, one stretch of sixteen miles of model road with gravel surface is being completed, and a bond issue has been voted for the grading and graveling of three other roads leading out of Baton Rouge.

Live Stock.

The Parish of East Baton Rouge is eminently suited for the breeding and raising of farm animals of all kinds.

Chief among the factors which make for success in the production of live stock in any country, or section of country, is the question of feeds. In this parish, feeds and forage crops of all necessary varieties are, or can be, produced, and may be made to yield generously, not only on account of the suitability of the soil, but the climate and seasons, which afford almost continuous growth of feed products.

As to the variety of animals that may be produced, we may include all of the common domesticated animals of the farm.

Horses may be raised to as high a state of development as in any other state, of which we have many illustrations. The same may be said regarding mules. It is simply a question of the right kind of parent stock, and the necessary care and attention.

East Baton Rouge is quite a dairy parish, and some as fine specimens of the dairy breeds of cattle are to be found in it as anywhere else in the country, because many of representatives of the famous families of dairy animals have been introduced as foundation stock.

Beef cattle do well, and representatives of all of the more important beef breeds, such as the Shorthorn, Hereford and Aberdeen Angus, are to be seen on many of the farms. Besides, several large feeding equipments have been established in the parish, and are being used preparing fat stuff for the different markets.



Photo: Melton
J. C. R. Photo.

COTTAGE FARM, BATON ROUGE, LA.

There are perhaps more hogs, relatively, in the parish, so far, than of other meat-producing animals. Here, again, all of the more important breeds may be found, from the Essex to the Tamworth, and the market is a favorable one both for breeding animals and for the market hogs, the latter finding a ready outlet, locally, or at some of the different packing centers. Although comparatively little interest has, as yet, been manifested in sheep husbandry, its possibilities are much greater than have so far been realized. Sheep do well in the parish, and are subject to no greater ailments than are found in other sections of the country. Up to the present, the industry has been neglected, but, in the hands of those who are familiar with sheep, their management, and necessary care to make them profitable, we believe there is a great future for sheep husbandry in this parish, and especially with such a convenient market, in addition to the local market, as the city of New Orleans, which imports, from other states, the greater part of its mutton and lamb.

The chief drawback to the cattle industry in the parish is the presence of the cattle tick. This, however, may be looked upon as a temporary condition, only, as systematic co-operation work is now being inaugurated, by the federal, state, and parish authorities, with the view of finally eradicating the ticks from the parish, which should be accomplished in a very short period of time.

One of the chief incentives to the producer of farm products is the knowledge of a regular local market in which he may dispose of his surplus when he has such ready for sale. Such a market has just been established in the City of Baton Rouge for the bene-

fit of the farmers of the parish. It is a free public central place where producer and purchaser may come together and transact their own business as suits themselves. The first market has just been held (January, 1915,) and was pronounced a success by everybody interested.

It is a monthly fixture, and its regular date is the second Tuesday of each month. The parish has also an annual agricultural and live stock fair, which is assuming larger and more important proportions every year. This, too, is a free institution for the farmers.

East Baton Rouge possesses all the possibilities necessary to the development of a very profitable live stock section. The main essential lacking is good, intelligent farmers from a distance who are thoroughly familiar with the principles and practice of diversified agriculture. When once the parish has added to her present population a sufficient number of the desirable class of such individuals, and they have had time to familiarize themselves with changes in conditions, in order that they may be able to intelligently apply their information in a practical manner here, the benefits are sure to be of a mutual character. In fact, in the ordinary course of events it can only be but a very short time before the possibilities of this parish, for diversified farming, including stock raising, are certain to be fully realized by those in other sections of the country who may be looking South with the view of making a change of location and bettering their condition.

It may be of general interest, also, to state, that Louisiana has a state live stock sanitary board to look after the more dangerous diseases affecting farm animals.



Around the Camps of



Baton
Rouge, La.
1915

Louisiana State University



RECENT IMPRESSIONS OF BATON ROUGE UPON A MAN FROM INDIANA.

By James T. Lawson.

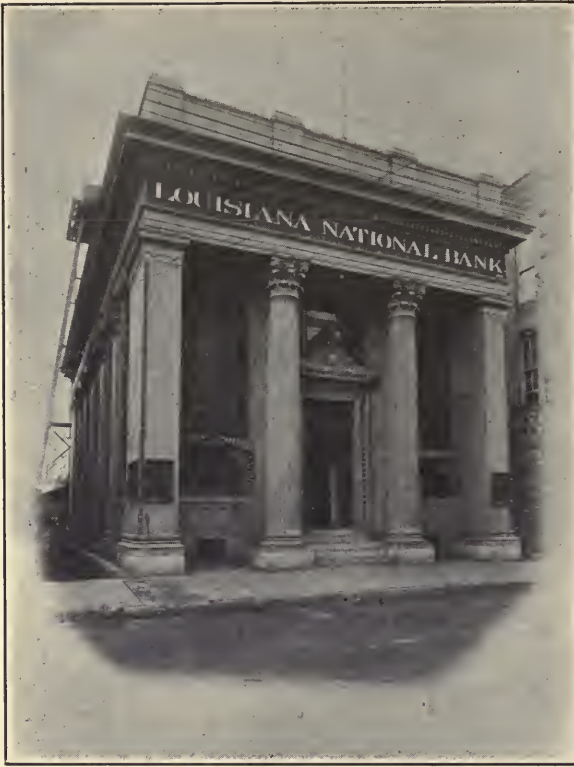
BATON ROUGE, ISTROUMA, strange names to one from the north bank of the Ohio, and the Man from Indiana wondered what was the meaning of the words. The railroad said the next station was Baton Rouge, and Baton Rouge it was. In the early morning out of the darkness flashed the name "Istrouma." Being of an inquisitive turn he asked the meaning and was told they were one and the same in significance. Here words of two tongues. Istrouma told of a people long departed, strange of customs, and whose history was as a dream. Baton Rouge breathed of the days of the lilies of France. In unpoetic matter-of-fact English the names were reduced to ordinary Red Wood. However distant might be the days of Istrouma and however far the days of France, however far the time when the lordly Don was master of the province of Louisiana, there remain traces of his touch. Words live in their successors and are the indices of a day when history was in the making. Around these marks of yesterday there linger the romance and charm of the hours when history was in the making. "What is your population?" asked the Man from Indiana. Various answers were given. Some were ambitious to create the idea of a large city, placed the figures high, some more conservative, gave a smaller number. All were sure that the city was growing and destined by location and advantages natural and artificial to be one of the leading cities and ports of the South. Confident? Of course every one was confident and resented any idea that his confidence was probably ill-founded. Said the Man from Indiana, "according to the census of 1910 your population was not quite fifteen thousand." "Yes," answered the champion of the larger city and larger population, "but there were mistakes in that

census and it was not large enough." Even the conservative citizen was sure that his more ambitious neighbor was correct, and besides he knew that the population had increased very much during the past few years. The Man from Indiana felt that here was a city that was growing and would grow for her citizens believed in her and her future.

The Man from Indiana was hungry as all men who journey are hungry. "Could he find a cafe?" "Certainly," said the obliging citizen, "and they are among the best. Take your choice there are the Istrouma, Mayer, The Commercial, The Savoy, and The Shanghai and several other places, any of which I am sure will meet your wants." He was right. Such courtesy could hardly be repaid by cold "thank you." The Man from Indiana wondered if such courtesy is common in Baton Rouge. Day after day the same courtesy and same polite and interested information were extended by every citizen, and the Man from Indiana could form but the conclusion that it was inherent in the city, the environment and citizenship. There was no boundry line to acquaintance-ship, every heart was generous and all were eager to be friends of the new comer. "It is not mercenary, but the expression of the nature of people," said the Man from Indiana and he felt as one of those to city born.

Whether great or small, whether growing or static, the Man from Indiana found that the business of Baton Rouge was progressive. Her business houses are modern, vying with cities of even a larger population. The sky line is not low and squatty and wearisome, but buildings five and six stories relieved the monotony. They are equipped with every convenience for the tenant of office and business house. The proprietors are active, alert, courteous and in the vanguard of progressive merchants.

The citizenship are supplied with a convenient means of transportation. One electric line belts the city, another passes through the center of the busi-



LOUISIANA NATIONAL BANK, BATON ROUGE, LA.

ness district and extends to the outskirts of the southern part of the city. The employees were eager to extend any information to the inquirer, and courteous to the extreme.

Standing by the picturesque capitol, which rises on the bluff overlooking the river, the Man from Indiana was hushed by the splendid vision of the Lord of Waters. Rolling majestically past he bears on his bosom the vessels of inland and foreign commerce. With a depth sufficient to admit a battleship to anchor and ride safely Baton Rouge has a means of communication to the heart of the world through the Mississippi. Keen-eyed business men have seen the advantage of the height of the country above the river and the Standard Oil Company has here one of its largest refineries. Oil comes from the Caddo fields, from Oklahoma by pipe lines and by vessel from Tam-

pico, Mexico. It has a large payroll, affording employment to a great number of men. Twice each day the workmen are brought to the city by trains on the Y. & M. V. and L. R. & N. Company's lines. As the refinery is situated scarcely three miles from the heart of the city the means of travel are fully adequate for the needs of the employees to have the advantage of the city for themselves and families.

The Man from Indiana is from the state of railroads and interurbans. He was interested in the railroad situation. There is the great system of the Yazoo & Mississippi Valley, an artery reaching north and south connecting with the north and east, entering New Orleans in conjunction with the Illinois Central. At the Y. & M. V. depot the S. P. and Frisco come from the west and southwest. Across the river, reached by a convenient ferry, is the T. & P., which gives the traveler access to the far northwest. The Lou-

isiana Railway & Navigation Company connects Shreveport and New Orleans. Visiting the station the Man from Indiana was most hospitably received by the ticket agent, Mr. J. P. Norris who was unwearied in his attention and showed him through the passenger office. Every one of the employees was affable and courteous and thoughtful and sought to serve in a natural manner, which made the Man from Indiana understand why the employees of the Y. & M. V. were so highly esteemed by the citizens of Baton Rouge.

To any man from Hoosierdom education has a first place in his heart. What does Baton Rouge have to offer? She has a co-ordinated system whereby all graduates from her high school are received into the State University as Freshmen. There are two grade schools and one high school for the



ONE OF BATON ROUGE'S BEAUTIFUL RESIDENCES.

whites and a sufficient number to meet the demands of the negroes.

Louisiana State University is noted as being the pioneer school of sugar chemistry in the world, and therefore she has students from many foreign countries, those from the Spanish-American countries predominating. The university is in full accord with the great farming constituency of the state, and Professor Dodson is known throughout Louisiana as being in the front of progressive farming and makes the interest of the agriculturist his own. The other departments of the university are well equipped and any student can fit himself for his chosen profession with ease.

Just north of the city is the new Southern University for negroes. It was formerly located at New Orleans, but was removed to Baton Rouge within the last year. It has good enrollment and new buildings are being erected to meet the needs of the university.

Baton Rouge can almost be said to be a city of churches. Her spiritual

needs are carefully supplied by the active and interested efforts of the different ministers, who also are directors of the Associated Charities. At present the greater number of churches are what would be called downtown churches, but it is very clear that very soon as the city grows the churches will move further from the business section. Along Church street are found the Episcopalian, the Presbyterian, Methodist and the Catholic churches. At the corner of East Boulevard and Africa is located the East Boulevard Christian Church and two blocks away is the Keener Memorial Methodist Church. The negroes have churches in numbers equal to their requirements and the churches are located in almost every part of the city.

The Man from Indiana could say more of the recent impressions of Baton Rouge, but time would fail him to tell of the advantages of the city. The best way for any man to learn about the merits of this city of the bluff and of the advantages which it offers from every angle of business of every character is "to come and see."



Plant of Standard Oil Co. Baton Rouge

Contributions from Employes

Construction and Its Hazards—Bulletin No. 3

A. D. Brooks, Supervisor of Fire Protection

STANDARD OIL HOUSES.

AT terminals and division points it is necessary to carry in stock a large quantity of illuminating and lubricating oils, and it is important that these should be so stored and handled that they may not be a fire risk in themselves or be liable to become ignited from fires originating from without.

The storage and handling of oils is recognized as a hazard of considerable magnitude. Many oils that do not give off inflammable vapors at ordinary temperature do so in large volume when but slightly warm. Practically all are highly combustible under certain conditions and once ignited burn with great persistency, resisting water to a greater extent than most substances.

Handling of Oil.

Where large quantities of oils are used, they should be stored in an outside underground vault in tanks with pumps inside of building; otherwise oil storage room to be in basement constructed throughout of brick or concrete and oil pumped to room above.

Volatile oils, or those which give off ignitable or explosive vapors at ordinary temperature, should be isolated. It is best to bury tanks containing gasoline, benzine or naphtha in the ground or place them in a separate vault outside of the regular oil house; vault construction to be the same as for main building.

Construction.

To be fire resisting with basement or separate underground vault (preferably outside stairway to basement).

Walls.

Brick or concrete throughout with no exposed steel.

Roof.

Concrete, without exposed steel, and properly ventilated.

Floor.

Concrete, graded and drained to one point.

Platform.

Concrete, graded and drained to outer edge.

Doors.

National Standard, tin clad or other approved doors hung automatically. Standard automatic trap doors over all openings to basement. If trap doors are not provided, stairs to basement to be enclosed in "concrete, brick or terra cotta tile" and openings covered with National Standard automatic tin-clad or other approved swinging doors.

Windows.

Wired glass in metal sash and frame.

Vent Pipes.

To extend from the floor through roof, ending with a screened U fitting vent pipe from tank:—To extend above roof ending with a screened U fitting.

Drain Pipes.

To extend 30 feet outside of all buildings or to a separate safely arranged and ventilated receptacle.

Order and Care.

Racks, stands and shelves for barrels or cans to be constructed of concrete, metal or incombustible material.

Waste Cans.

At least one standard metal self-closing oily waste can must be provided.

"No Smoking"—Signs must be posted in oil room and on the outside of building at doorway.

"Danger, Keep Lights and Fire Away" should be painted on all doors.

Heating.

Steam only, overhead pipes preferred.

Lighting.

Electricity, incandescent system, wires to be in metal conduits with keyless sockets and vapor-proof globes, controlling switch and fuse outside.

Miscellaneous.

Glass gauges, the breakage of which would allow the escape of oil, should be avoided. If their use is necessary they should have substantial protection (slotted pipe preferred) or be arranged so that oil will not escape if broken. Valves on sight glasses to be normally closed.

Protection.

Automatic steam jets approved automatic sprinklers to release steam from pipes. Valves on pipe line to be sealed open at all times. Pipe sizes to be in accordance with rules governing the installation of automatic sprinkler equipment, viz.:

Pipe	Sprinkler
3/4-inch	1
1 -inch	2
1 1/4-inch	3
1 1/2-inch	5
2 -inch	10
2 1/2-inch	20
3 -inch	36

If oil house is over 200 feet from boilers, supply pipes to be one size larger than regular schedule size.

Pipe from inside of building to boilers to be lagged to prevent condensation and an independent line.

Automatic jets—one for each 1,000 cubic feet.

Jets to be spaced not over 10 feet apart.

High pressure steam to be maintained at all times.

Distributing pipes to be graded sloping from main feeder, so that water from condensation will remain in pipes against sprinkler, or by using an S fitting at each sprinkler head. Install steam trap under main riser to carry off condensation.

Steam jets to be operated manually. If automatic steam jets are not provided for install steam jet high pressure connection; to be operated by hand. Pipe sizes to be as follows:

Pipe	Cubic Feet
1 -inch	1,000
1 1/4-inch	2,000
1 1/2-inch	4,000
2 -inch	5,000

Controlling valve to be prominently located outside of building, designating its use.

Openings in building; all openings should be provided with means for closing them tightly.

Sand—Three or more pails of clean, dry sand (with hand scoop for throwing) to be provided and located on shelf or hooks near doorway; or a standard sand box holding an equal amount of sand, with hand scoop for throwing sand.

Chemical Extinguishers—The "carbon tetrachloride" type of extinguisher is preferable for buildings of such occupancy. Extinguishers when installed, should be sufficient in number and so located as to be quickly accessible owing to the rapid spread of fire in buildings of this class.

Oil rooms to be equipped with extinguishers as follows:

- 1 extinguisher to every 2,500 sq. ft.
- 2 extinguishers to every 3,500 sq. ft.
- 3 extinguishers to every 5,000 sq. ft.
- 4 extinguishers to every 6,500 sq. ft.
- 5 extinguishers to every 8,000 sq. ft.

Storage and Handling of Small Oil Supplies.

One of the greatest hazards in connection with depots, freight houses, warehouses, towers, coaling stations and other miscellaneous properties along the line of road is the storage of

Baton Rouge Churches



oil supplies without proper safeguards and at the same time it is undoubtedly one of the most difficult hazards to guard against.

On railroads having little fire prevention supervision small supplies of oil will be found scattered around throughout the various station buildings, quantity and location depending upon the use it is put to and convenience of the user. At many places the oil supplies will be surrounded by an oil soaked floor with small quantities of oily waste or rags in evidence; no thought whatsoever is given to the hazard involved.

The danger of such storage without proper precautions is evident particularly where floors become thoroughly saturated from constant lamp filling drippings.

The fire loss records of the railroads of this country show us that too little attention is being paid to safeguarding the so-called country station with values running from \$1,000 to \$5,000 against loss and a study of this subject will reveal a large percentage of these fires are of unknown origin.

A majority of our country agents not only use oil for illumination purposes, but likewise take care of signal lights and in some cases keep a supply of gasoline for lamps, cooking and motor car purposes. Sometimes this oil is kept outside the station, but more often it is found inside the building. Quite frequently it is concealed in closets underneath stairs or in record rooms.

The hazard of spontaneous ignition is often present with improper oil storage and handling, for although pure mineral oil in combination with cotton or oily waste or rags will not oxidize and the hazard of spontaneous ignition is not present when they are used, they are often adulterated with vegetable or animal oils, making the presence of oily waste in railroad stations a serious hazard. I, therefore, make the following suggestions and recommendations:

Oil storage at all properties other than standard oil houses wherever

possible, should be entirely removed from station buildings and other properties and housed in a separate and inexpensive structure, built expressly for that purpose, in a portion of which provision can also be made for coal supply. This combination coal and oil house should be located a sufficient distance from all other properties to permit possible destruction by fire without endangering any other structure, but not far enough away to seriously interfere with its convenient and economical use.

All lamps and lanterns to be filled and trimmed in this structure. (Plans showing combined coal and oil house standard No. 30.)

The ordinary metal tray (standard No. 20) or sand box is of course an advantage over the old system of allowing oil cans to set on wooden floors of freight houses, but for reasons explained above, it is my recommendation that a separate isolated coal and oil house be given preference, but, if for any reasons this cannot be arranged or becomes impracticable to construct separate buildings, it is recommended that a metal lined oil cabinet for filling lamps (standard No. 19), and the storage of oil be installed in freight room.

Regardless of where oil is stored a supply of dry, fine sand for extinguishing fires must be kept on hand. At terminal warehouses where electricity is usually installed for lighting, it is frequently found that oil is stored in building, often in large quantities. Regardless of all precautions to guard against fire in connection with such storage the danger is great and the large values exposed do not warrant the presence of oil of any kind or quantity. It is recommended in such instances that separate buildings be constructed similar to that suggested for station buildings and miscellaneous properties. Where it is felt that a large expense is warranted or the city ordinance prohibits the construction of a wooden building a brick oil house should be built.

(To be continued)

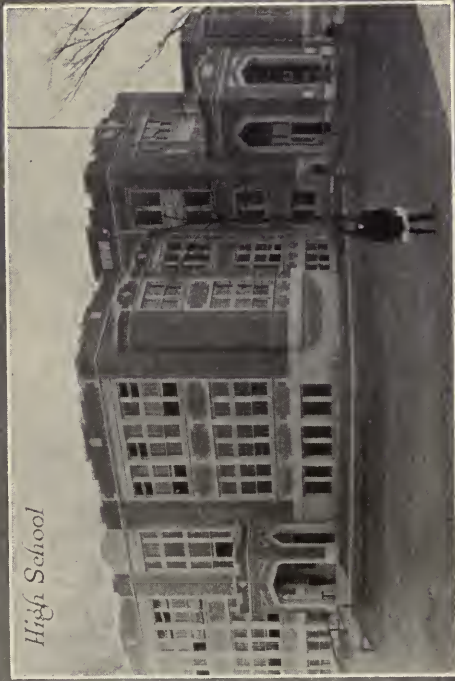
Institute for the Blind



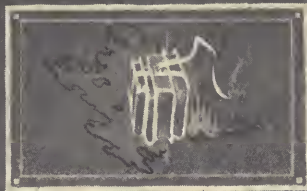
City Hall



High School



Baton Rouge, La.



File for Loose Leaf Records

By Clyde R. Edmiston

WHEN first employed as a clerk in the Illinois Central freight office at Clinton, Ill., I found that we made a great many loose leaf records each month which were saved for future reference, and that unless they were permanently fastened together they became scattered and perhaps lost or destroyed. I had read of a method of filing magazines which we adopted in filing these records. It is a very easy and simple way of tying them together in a book form which has the further advantage that the books will open out flat at any point.

For covers secure two pieces of heavy cardboard the size of the records to be filed. In each board punch two holes about one-half inch from the top and one inch from each side. Then place the records to be filed in piles of from seventy-five to one hundred

sheets and punch corresponding holes in them.

Take a pair of shoe strings or two pieces of hemp twine and one of the cardboards. Tie one cord through each hole by running the cord through the hole on over the end, tying with a hard knot on top, leaving about the same length of twine on each side of the knot, then tie in the records a bundle at a time, finally tying in the second piece of cardboard with a bow knot so that it can be easily untied to add more records. When the file is complete, finish by tying the second cardboard in with a hard knot and trim off surplus cord. These files will handle from one hundred to two thousand single sheet records and the danger of a lost or destroyed record is done away with.

Pullman Upper Berths.

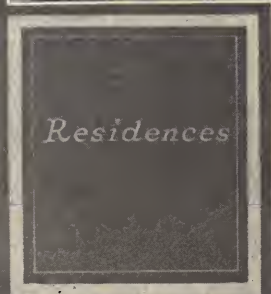
MANY travelers are prejudiced against upper berths in Pullman sleepers, and many of our ticket agents thoughtlessly assist in keeping alive this prejudice. This is done, to some extent, by stating to travelers to whom a lower berth cannot be assigned, "There is nothing left but an upper," or "I can only give you an upper," leaving an impression in the traveler's mind that an upper berth is inferior or undesirable.

Would it not leave a better impression, in case the passenger's wish for a lower berth cannot be complied with, to say, "The lowers are all taken, but I can assign you a choice upper berth. The rate is 20 per cent cheaper than the lower." The traveler may at once see that, considering the difference in the rate, an upper berth has perhaps an advantage over the lower. Then a few

words of explanation as to other advantages of the upper may decide the matter favorably with the prospective passenger.

In the more recently constructed Pullman sleepers, upper berths are now furnished with protection guards, precluding the possibility of falling out of the berth. Reading lamps are also provided in uppers, as well as lowers, and the aisle lamps are under individual control, doing away with the annoyance of unnecessary light. The ventilation in upper berths is also of the best and for that reason alone many travelers prefer them.

As only a limited number of passengers can be accommodated in Pullman sleepers, every effort should be made to dispose of the uppers as well as the lowers, thereby reducing the demand for extra sleepers.—R. I. Magazine.





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 ▲ ▲ ▲ ▲

Mosquitoes and Their Prevention

SINCE the discovery of the fact that mosquitoes are not only a pest, but also conveyors of malaria, yellow fever and other serious diseases, a great deal of work has been done by individuals and communities looking towards their prevention and destruction. Many remedies and plans of action have been tested on a large scale, and what follows is a summary of what has been tried out successfully by the Bureau of Entomology.

Protection from Bites.

Spirits of camphor rubbed upon the face and hands or a few drops on the pillow at night, will keep mosquitoes away for a time. Pennyroyal has this property also. Neither of these are durable—that is a single application will not last through the night. Oil of peppermint, lemon juice and vinegar have all been recommended, while oil of tar has been used in regions where mosquitoes are very abundant. Oil of citronella is one of the best substances to be used in this way. The odor is very objectionable to some people, but it has the advantage of keeping mosquitoes away for several hours. A good mixture is the following: Oil citronella, 1 ounce; spirits of camphor 1 ounce; oil of cedar one-half ounce.

Ordinarily a few drops of this mixture sprinkled on a bath towel hung over the head of a bed will keep the common house mosquitoes away. Where they are very abundant and persistent a few drops rubbed on the face and hands will suffice. But this mixture loses its efficacy toward the close of the long night.

It is the habit of the yellow fever mosquito to begin to bite at daylight. By that time the average person is sleeping very soundly and it would be well to have this mixture re-applied in the early morning hours. If vaseline is added to the mixture, 1 part of the oil of citronella to four parts of vaseline, the evaporation is greatly retarded.

This mixture is also of value: Take equal

parts each of castor oil, alcohol and oil of lavender and mix. This mixture is much pleasanter than the one containing oil of citronella, but is not so efficacious. Pure kerosene has been used extensively in the Philippines.

Screens and Bed-Canopies.

Such measures as the screening of houses and the use of netting for beds, and the wearing of gloves after night-fall in badly infected regions, need no detailed consideration, but neither can such protection be too carefully done. Even with well-fitting screens there are often places where mosquitoes can enter, and constant care and vigilance alone will prevent this. It is also well to screen breeding places. Rain-water barrels or fire barrels should be screened. A cheap cover for a water barrel can be made by covering a large iron hoop with a piece of stout calico or sacking, free from holes, in such a manner that a good deal of sag is left in the material.

Smoke and Vapor.

Anything that will make a dense smoke will drive away mosquitoes, and the best of these is Pyrethrum Powder. Burning the powder in a room in which there are mosquitoes is common practice. The powder is heaped up in a little pyramid which is lighted at the top and burns slowly, giving off a dense and pungent smoke. The powder may be placed upon a metal screen above the chimney of a kerosene lamp, with the result that the vapor of the volatile oil will be dissipated. This is very effective. This stupefies the mosquitoes and they all can be swept up and destroyed.

A very useful mixture can be made by mixing equal parts by weight of carbolic acid crystals and gum camphor. The acid crystals are melted over a gentle heat and poured slowly over the gum camphor, resulting in the absorption of the camphor and the formation of a clear volatile liquid with an agreeable odor. This liquid is permanent and can be kept in tight jars. The substance is inflammable but not ex-

plosive. The vapor is not dangerous, but produces a headache if breathed too freely. This vapor will destroy mosquito life. Rooms to be fumigated should be made air-tight and three ounces of this mixture should be evaporated for every 1,000 cubic feet of air space in the room. A convenient method of evaporation is to place the liquid over an open flame, such as an alcohol or kerosene lamp.

Remedies for Mosquito Bites.

The most satisfactory remedy is moist soap. Wet the end of a piece of ordinary toilet soap and rub it gently over the puncture and the irritation soon passes away. A solution of epsom salts, a tablespoonful to a pint of water, is very efficacious. Others speak of household ammonia or alcohol; others tincture of iodine. No doubt all of these are of decided benefit in neutralizing the poisoning and irritation from the bite, but in no way do these remedies lessen the danger of transmission of disease. The thing, therefore, is to prevent the insect from biting you, rather than be prepared to treat the bite.

Abolition of Breeding Places.

Some forms of mosquitoes breed in tree-holes others will breed in almost any chance accumulation of water; certain species breed only in the salt marshes and lay eggs on mud. Others lay their eggs upon the surface of the water. Another species, which by the way is frequently very annoying to men, breeds only in certain permanent swamps where the larvae live attached to the roots of certain aquatic plants. Others breed on pitchers of the pitcher plant. Where the rain-water barrel and rain-water tank are necessary, these should be screened. About a given house the waste places in the immediate vicinity should be carefully searched for tin cans, broken bottles, and wooden or tin boxes in which water accumulates, and all such receptacles should be destroyed or carried away. Roof gutters of every building should be examined to make sure that they are not clogged, so as to cause the water to accumulate. The chicken pans in the poultry yard, the water in the troughs for domestic animals and the water-cup of the grind-stone are all excellent breeding places. In short, wherever water stands, the ground should be drained or filled in or else the water regularly oiled.

Drainage Measures.

Drainage measures really form a part of the consideration of the treatment of breeding places. But the drainage question needs no explanation or argument. The value of re-claimed swamp-land is well known. In many parts of the country, drainage on a large scale with mosquito abolition in view, is going on, notably in New Jersey, New York and California. Much work is

also being done in the state of Louisiana. Cuba and Panama present notable examples as to what may be accomplished in the way of mosquito extermination.

Destruction of Larvae.

That oil can be used successfully for this is well known. The best to use is the low-grade oil, known as fuel oil; but in choosing the grade, two factors are to be considered; first it should be capable of being spread rapidly; second, it should not evaporate too quickly. An ounce of oil to 15 square feet of surface is about the right proportion, and in the absence of wind, such a film will remain persistent for about ten days. Not only are the larvae killed by it, but many adult mosquitoes alighting on the surface to drink or lay their eggs, are killed by it. In Panama a larvicide is being used which is made as follows: 159 gallons of carbollic acid is heated in a tank to a temperature of 212 degrees Fahrenheit; then 150 pounds of powdered resin is poured in. The mixture is kept at a temperature of 212 degrees Fahrenheit and thirty pounds of caustic soda is then added, and the solution is kept at this temperature until a perfectly dark emulsion without sediment is formed. One part of this emulsion to 10,000 parts of water is said to kill the Anophles mosquito (that is the malaria transmitting mosquito) in less than half an hour.

Natural Enemies of the Mosquito.

The common Goldfish and Silverfish destroy mosquito larvae and should be used in artificial ponds. Top-minnows of several species have been introduced successfully in several localities. There are many predatory aquatic insects that feed upon mosquitoic larvae; others that catch the adults. Certain birds prey upon the adult mosquito; and they are also eaten by bats. Indeed in some places bats are propagated to destroy the mosquitoes in their locality. Dr. Samuel G. Dixon, Commissioner of Health of Pennsylvania, reports some interesting experiments. He says: "After trying the ability of fish to devour larvae and pupae of mosquitoes with varied success, I built two dams near together on the same stream, so that each would have the same environment for the breeding of mosquitoes. Each covered nearly 1,400 square feet. In one 20 Mallard ducks were permitted to feed, while the other was entirely protected from water fowl. The latter pool, however, was well stocked with Gold Fish. The one in which the ducks fed was for several months entirely free from mosquitoes, while the pond protected from ducks and stocked with fish was swarming with young insects in different cycles of life. To this infected pond 10 Mallard ducks were admitted, and as they entered the pond, they were at once at-

tracted by the larvae and tadpoles. They soon, however, recognized the presence of larvae and pupae of the mosquitoes and immediately turned their attention to these. At the end of 24 hours no pupae were to be found, and in 48 hours only a few small larvae survived. For some years I have been using ducks to keep down mosquitoes in swamps that could not easily be drained, but I never fully appreciated the high degree of efficiency of the duck as a destroyer of mosquito life until the foregoing test was made."

Mr. William Lockwood of Boston also

expresses an opinion that the Spoon-bill duck is particularly adapted to the destruction of mosquito larvae on the surface of water. Ducks can be used in ponds, swamps, both open and in jungles, and can be driven from place to place. Not only can they be generally used to keep down mosquito life, but they also furnish a delicious and valuable food stuff. Their practical value in destroying the mosquito has not generally been recognized, but their use may prove of exceeding value in the warfare against that pest and menace to the human race—the mosquito.

This Gentleman Thinks His Monthly Contribution to the Hospital Department Is a Good Investment

Belleville, Ill., January 4th, 1915.

Mr. G. G. Dowdall,
Chief Surgeon,
Illinois Central R. R. Co.,
Chicago, Ill.

Dear Doctor: Having about recovered from the operation under your care at Mercy Hospital, Chicago, December 9, 1914, I feel that I owe the company and yourself especially as the head of the hospital department, grateful acknowledgment for the splendid service rendered me.

Looking at it from the standpoint of an employe of the Illinois Central R. R. Co., and as a member of the Hospital Association, I wish I could say to all my associated fellow employes of the company that to belong to the Hospital Department, is the best investment I have ever made both from a financial point of view, as well as getting the very best and most expert treatment.

I again wish to thank the Company through you for what good they have done me in this matter.

Yours truly,

J. J. HEIDINGER,

Agent.

An Expression of Thanks

By the Widow of the Late Engineer Alonzo Van Housen

We wish to express our sincere thanks to the many friends and fellow workmen of our beloved husband and father for the kindness, sympathy and beautiful flowers.

Most especially do we wish to thank

Mr. P. J. McSherry and Mr. Thomas Duffy for their kind assistance. It is indeed comforting in our sorrow to note the loyalty and fidelity of his many friends and fellow workmen. Mrs. Alonzo Van Housen and children.

Passenger Traffic Department

Little Talks with the Rambler



What a Ball Game Started

WHO gave you a rain check?" said the Rambler. "How did you know that I came in on a rain check?" "Because I never knew you to spend your own good money on anything so non-essential to a grind like yourself as amusement." Such was the little banter between the Rambler and myself when he unexpectedly came and sat down beside me in the grand stand at the ball game one Saturday afternoon during the past summer. It was only a little way of nagging or joking each other in a friendly way that we had both fallen into in our social converse. Hence the joking insinuation that I would not have attended the game had it cost me anything was only one of the Rambler's many ways of saying in effect, "Hello, didn't know you were going to be here, but am glad to see you." The game was a good one, and the umpire seemed to satisfy the crowd, particularly as the home team won. Of course there were many thrills, and the Rambler got more or less excited at times but not sufficiently so to join in with the exclamations of "Rotten," "Bonehead," and the various other little remarks that seem to be such a necessary part of some people's enjoyment of our great American game. As we stood on the elevated platform after the game, awaiting trains for our respective homes, the Rambler incidentally remarked that he expected to go out of town that evening, which he evidently did, as it was eight or ten days before I saw him again. In the meantime I had entirely forgotten about the ball game, but he reminded me of it as

we met in the corridor of the general offices on his return; and his reminder was characteristic.

"Say, Old Man," he exclaimed, "what was that advertisement about on the fence at the end of the field over at the ball game the other day? You remember, when we were chatting between innings, that you thought one of them was a particularly good thing." The inquiry was so foreign to my line of thought at the moment that I found difficulty in concentrating my mind on that ball field and fence, but as far as my memory served me, my recollection was that the advertisement was that of a newspaper and I replied to that effect to the Rambler. "Which newspaper?" he asked, "the Chronicle, the Eagle or the Telegram?" I tried to concentrate my mind and definitely identify that newspaper, for I recognized that the Rambler was trying to confuse me by his manner of putting his question. I finally, in sheer desperation, for I was conscious that I had really forgotten, told him I thought it was the Telegram. He laughed heartily and said sarcastically, "It surely was a good ad, from your point of view for you said so yourself when you saw it. But it happens that it was not a newspaper advertisement at all, but exploited a certain brand of cigarettes."

We had been walking toward his office as we conversed and he said as we neared his door, "Come in and I will show you what I consider the best kind of advertising; but incidentally, first tell me another thing, for I noticed you

took from your pocket when you lighted your cigar a match case on the flap of which there is some printing, probably the name of the firm distributing that match case as advertising. Now don't look at it but tell me whose advertisement is stamped on the cover of that match case." Again I was nonplussed, for while I distinctly remembered that case being passed to me in a cigar store in St. Louis, and while I had used it several times a day for three years or so, what that printing was I could not tell beyond the fact that it was the name and address of the distributor. I laughingly was obliged to confess as much, to the Rambler's great glee. "Well," he remarked, "I have taught you one thing at least about advertising. That is, that it takes a certain receptive mood for it to be effective. You do not smoke cigarettes, hence, while at the time you were attracted to it, no lasting impression was made on you by what you saw on the fence. But, although I might defend your short-coming better than you have done yourself in this matter of the two advertising features mentioned, I have not time to go further into the subject at present because here is something better that came in this morning." He then took from his morning's mail the following letter and asked me to read it, remarking, "as you will note, it was sent to one of our District Passenger Agents, who has forwarded it for our perusal":

Minneapolis, Minn., Nov. 20, 1914.

My dear Mr. _____:

Just a line to advise you that my wife and I just made a round trip to Florida, using the Seminole both ways. And it is my delight to say to you that there has been a world of improvement in the Seminole service, especially in the dining car; and I do not hesitate to say that I believe you have one of the best, if not the best, dining service running south of the Ohio river. And I wish you a world of business for this year, because the service you are giving the public is such that you are entitled to it.

Very truly yours,

(Signed) _____.

"Now," continued the Rambler after I had read the letter, "in there is the fundamental basis of all advertising; and I do not refer particularly to the letter itself. That may or may not be made use of in the way of incidental or general advertising, but the real advertising, the advertising that is more effective than anything that can be constructed on artificial lines, is in the fact that the letter brings out plainly the quality of the train service that the gentleman has tested. In other words, the Seminole Limited, by its actual performance, became its own and most efficient advertising medium in the estimation of the gentleman writing the letter; and that kind of publicity gets unconsciously passed along, for a favorable reputation is the strongest and best exploiter that can be conceived. On the other hand, the best laid advertising plans are doomed to defeat if the matter advertised does not itself make good—does not measure up to the reputation claimed for it. It is simply a waste of money to exploit in the various ways known to the advertising art a certain condition or quality, and have that condition or quality fall short of what the public, who read the advertising, have a right to expect. "Incidentally," the Rambler interpolated, "I think that the one great art in advertising is to know the exact point to which it is necessary to go in the matter of exploitation to accomplish a given end. If, for instance, it could be known for a certainty that an expenditure of twenty thousand dollars would advertise a fact sufficiently to bring a desired result, it would simply be a waste of money to spend forty thousand dollars for the same purpose; for it by no means follows that if an expected maximum were obtained on a twenty thousand dollar expenditure that the returns would be doubled on a forty thousand dollar output. Of course, like everything else, this proposition admits of some argument, but in the main I think my position is unassailable, and there is no time this morning to go into it further. But the illustration given easily blends into another, or rather is practic-

ally synonymous with another phase of advertising, i.e., that of waste. Just as in the case of expenditure it is also often a question whether ten thousand pieces of advertising properly handled will not do the work as efficiently as twenty thousand. Now understand that there is no objection to the twenty thousand if that number will be judiciously used, and seems to be required to accomplish a given end. Here is a case in hand, before me," and the Rambler reached over to a pile of morning mail and from near the bottom extracted a return postal card sent out by a connecting road. The card described briefly certain attractions on the line of that road and on the return portion requested that "If interested" in a trip to the locality exploited, that the receiver send for "travel literature" on that specific locality.

"Now we do something along this same line ourselves," the Rambler said as to took the card from my hand after I had perused it. "It is good advertising, and I believe that the clause 'If interested' helps very materially not only the business it seeks, but in the saving of the road's travel literature; as it makes a distinction, appealing only to the man who has legitimate use for that specific literature, thereby implying that the collecting fiend is not expected to make the request. True, the latter may send for it anyway, but he, or she, is not specifically invited to do so, and undoubtedly that helps some in the matter of conservation. But," said the Rambler as he nodded to his stenographer that he was ready for the morning's work, "you will have to excuse me from further dissertation on the subject, concerning which much more can be said. Some other time I will give you a further talk on it if you wish. In the meantime, however, I have demonstrated to you by the sign at the ball park and by your pocket match safe, that you are not as keen an observer as you think you are; or if you are a fair observer you have not trained your memory to be retentive; although I will admit," he added with a laugh, "I do not know as it is essential for one to attempt to train

themselves into remembering all of the stories that advertisers insist on crowding on their attention. However, as everything helps, you know, it is possible that I have given you something to think of."

"Yes," I said, "you have, but before I accept your dismissal give me at least another minute to explain what this is that I hear about timetable folders." "Ah," said the Rambler, "that is a good point, and I am glad you brought it up. In short, the whole question is simply one of preventing *unnecessary* waste. There is no objection to furnishing the timetable folders to local agents in such quantities as may be proven necessary. Quite the contrary if they only get into the hands of those who have a legitimate use for them. Even further than that, we are willing to take a reasonable chance on one's having a folder who *thinks* for the moment it is necessary, but who may shortly find that it really was not. There is no doubt, however, that through custom growing out of early conditions, when railroading, especially in the west, was comparatively a development, certain liberal habits were encouraged in the matter of these timetables. Habits for which there is no longer the old imagined necessity, or even excuse. During the period mentioned many abuses and much carelessness crept into even the avowed liberal policy. The public came to look upon timetable folders in somewhat the same light as hand bills; to be glanced at and thrown away. Did one wish to know the arriving time at a station, or what time a train left for a given point—a matter of but a single question of an agent, a folder was consulted; and, *it was probably never put back in the rack from which it was taken.* On the other hand, had the agent been asked it is equally true that the chances are he would have at least passed out a folder with his answer, if he did not make the folder do the answering for him. Again, even at headquarters the time has undoubtedly been when the thought prevailed that it was better, if need be, to have more folders, within reason, in the

hands of an agent, than he needed than for him to be out in case of need.

"Aside from this, however, was the too liberal, and sometimes even careless distribution or handling of folders on the part of some agents. A 'help yourself' method often prevailed; on the other hand, with some the folders were allowed to accumulate and be forgotten. This last naturally more among agents of smaller stations than with the larger agencies; although even the latter have been known on receiving their regular supply of more than one package to open the first, put the others away and forget them, calling for more when the first package was about to be exhausted instead of drawing on their own reserve. Of course, if the agent at a small station had been receiving more than he had calls for, he should have so reported; and some of them did, but not as a rule, for when, during the past year, their supply was materially cut without their being advised to that effect, protests were not received from more than two per cent of the entire list.

"But, as has been said, this whole matter as far as local line agents are concerned, resolves itself into a question of efficiency. It is not intended to be one of prohibition. If a patron, either

prospective or in fact, asks for one of our folders, we want the agent to be in position to supply it; but between that proposition and the old promiscuous throw-out, voluntary offering and other thoughtless usages of the folder supply, there is a wide difference. One that has at one end an unnecessary waste and at the other end an equal efficiency with a minimum of waste.

"I am glad to say," concluded the Rambler, "that local agents as a whole are co-operating very generally with this new effort, which, while it has not as yet reached perfection, is vastly improved. But what is the most encouraging feature of it all is that there are indications, slight, it is true, but still indications, that the general public is growing more thoughtful in its requests for timetable folders in cases where a simple bit of information imparted by the agent will serve its need. In this, I am sure, the agents are aiding materially by care in imparting the desired information.

"Now run along, son," said the Rambler as he began reading his correspondence, "no more time for you this morning. Be thankful for the little you have received—everything helps, you know."



BATON ROUGE, LA.



CLEANINGS

from the

CLAIMS DEPARTMENT

*Fragments of a Story
Seldom Ever Told*

Record of a Misspent Life Foils a Law Suit

IT IS truthfully said that if a man has a skeleton in his closet, and runs for public office, the dark spot will come under the limelight. The same thing is true with one who undertakes to recover damages for alleged personal injuries, especially in a suit against a railroad, which makes a practice of thorough investigation. This, at any rate, was the experience of T. C. Shearer, recently of Atlanta, Georgia, but formerly from most every place in the United States.

Shearer was a traveling salesman for a firm at Atlanta, Georgia, and was a passenger on N. C. & St. L. train, which collided with Illinois Central freight train on track of the latter near McConnell, Tennessee, May 30, 1913. There were only about twenty passengers on the train at the time, none of whom claimed serious injury. Shearer stated at the time that he was not hurt. Later he propounded a claim for a large sum on the ground that the alleged injuries had left him a nervous wreck. He brought suit against the Illinois Central in the circuit court at Atlanta for \$30,000.

After securing a physical examination of him by doctors, some of whom said he was seriously injured and others emphatically stating that he was not, he was followed

over every step he took following the accident and every one with whom he talked interviewed. Enough was learned to arouse suspicion that the claim might be a "fake."

The investigation spread pretty much over the East, the Central West, including Beeville, Texas City, Houston and Dallas, Texas, Oklahoma City, Okla., St. Louis, Missouri, Denver, Col., Hot Springs, South Dakota, Omaha, Nebraska, St. Paul and Minneapolis, Minnesota, Cincinnati and Columbus, Ohio, Indianapolis, Indiana, Syracuse and New York City, New York. His deposition was taken and he was found to have a very convenient memory. He could recall the names of the different firms for whom he had worked and people he had met, etc., but could not recall the names of towns he had lived in and particularly hotels or apartments in which he had lived, or buildings in which he had had offices. He testified to having married several years ago in Indianapolis, but could not recall the place where he was married or the name of the minister, and did not know whether his wife's parents were living or dead, but stated positively that he had never previously married. Examination of the records at Indianapolis, however, did not disclose any record of his marriage.

A woman was found in New York City, bearing the name of Martha Shearer, who had a picture of Shearer, and who furnished positive proof that she had lived with him as his wife at Syracuse and other places for a number of years and that he had deserted her. From her it was also learned that he was presumed to have married a woman in St. Louis years before and took her to Denver, Colorado, and it was also found he had a son by her living at Hot Springs, S. D.

At all places where trace of Shearer was found, it was learned that he was a very heavy drinker and had frequent nervous spells and breakdowns, evidently due to his excesses, and a mountain of evidence was secured that his troubles in this respect, which he was claiming were due to the railroad accident, had existed for years.

When the railroad company served the plaintiff with notice to take depositions at different places for the purpose of proving Shearer's past life, he precipitately fell from a demand for thousands to an offer to accept a very moderate amount, a sum much less than it would have cost the company to assemble the witnesses at Atlanta, and the case was settled. While the investigation cost the company heavily, the exposure was complete.

Moral: People who do not care to have the light turned on their past lives ought not to attempt to extort money from railroad companies through fictitious claims or those based on simulated or greatly exaggerated physical ailments alleged to be the result of railroad accidents.

JUDGE CATLIN'S VALEDICTORY.

Judge F. M. Catlin, in retiring from the Minnesota bench on January 1, said some very pointed things about the system which has grown up in Minnesota of colonizing there personal injury law suits brought in from other states through the solicitation and efforts of energetic damage suit lawyers. The following is copied from the St. Paul Pioneer Press of January 2:

The valedictory of Judge F. M. Catlin in leaving the Ramsey county district bench yesterday was a blow directed at St. Paul attorneys who bring for trial in district court the personal injury suits that originate outside the state.

Denies Inspection Order.

In a decision filed late yesterday, Judge Catlin denied the motion of Barton & Kay, attorneys for B. H. Rainey, to order the inspection of records in the possession of the Illinois Central Railroad Company, that are kept in the offices of the railroad company in Illinois.

Discharges Action.

He discharged the mandamus action which ordered the railroad company to show cause why an order for the inspection of the records, relating to the personal in-

jury sustained by Rainey, should not be made. Rainey is suing for \$60,000 damages.

Suggests a Plan.

In a few sentences Judge Catlin suggested a way in which the necessary records might be obtained.

"The plaintiff's difficulties are due to his choosing to come into a state to prosecute an action against a defendant living in another state.

Not Only Method.

"He sustained injuries in Illinois where the records are kept. In that state he could have access to the records by the usual process and he is hardly in a position to assert that he cannot get an inspection except by the method herein proposed."

Plead Difficulties Here.

According to Barton & Kay, they found it impossible to take depositions in Illinois because the witnesses would not appear before a notary public.

Judge Catlin held that an order for the inspection of papers is not a matter of right, but rests in the discretion of the trial court. This discretion, he stated, should be exercised cautiously and only when the party has no other adequate remedy.

Expects an Appeal.

"The decision will be appealed, I haven't a doubt," Judge Catlin declared. "It would be interesting to know how many outside cases have been brought into Ramsey county for trial during the past year," he said.

Pierce Butler, attorney for the Illinois Central, made an affidavit which is included in the files of the case, that incorporates the report of the ethics committee of the Minnesota Bar Association. According to his affidavit, 317 "foreign" cases were brought into the state during the first nine months of 1914.

SPLENDID TYPE OF AN EFFICIENT RAILROAD MAN.

"I read your article on TACT in the January number of the Magazine," said an officer of the company to the writer, "and in this connection I was reminded of a few days' visit I recently made at Dyersburg, Tenn., at which time I was around the depot a good deal and had opportunities to make some observations. I was impressed with the courteous manner in which the various clerks in the freight and passenger departments at the depot transacted their business with the public," continued the official, "and I was particularly impressed by the way Oscar Turner, the chief clerk, handled himself. With several telephones on his desk ringing almost constantly, and with people coming in for information, he was kept just about as busy as a man could be, and yet he found time to sandwich in pleasant little chats with

those who called personally to transact business with him. The thought occurred to me that Oscar Turner was the right man in the right place, and that he was a splendid type of the kind of man that is the most valuable to the railroad company as an employe and official. I was so much interested in my observation of the man that I made inquiry of a number of citizens of Dyersburg with whom I came in contact about Mr. Turner, and they told me he was just that way all the time, always pleasant, willing and obliging, and always courteous, polite and solicitous in his dealings with the public. We need more Oscar Turners on the railroad."

SECTION FOREMAN T. J. SEALES.

Mr. Seales entered the service as bridge carpenter September 4, 1906, and on May 31, 1909, was made section foreman, and since that time has worked in this capacity at different places on the New Orleans division. He is now located at Gloster, Miss., and is well thought of, not only by the road department, but by other departments of the service, and particularly the claims department.

Some time ago, a woman filed a claim for a cow killed on Mr. Seales' section. An investigation developed that the cow was not struck by a train, but died from disease. When the claimant learned that Mr. Seales had proof of this, the claim was immediately dropped, because the reputation and standing of Mr. Seales in the community was such that when he made a statement it was accepted by the people of the community, and that was the end of it.

On January 20, 1913, Mr. Seales was located at Tatum, Miss. A negro by the name of Robinson claimed that his mule had been struck by a train and he demanded damages. At this point, the waylands were well fenced on both sides, and Mr. Seales could not find where the animal had gotten through the fence. The point, where the animal was alleged to have been killed was in a deep cut. Mr. Seales went up on top of the bank and saw signs indicating that the animal had been shoved over the bank. He also found wagon tracks on top of the bank and traced these tracks back into the negro's field, where he found clubs and sticks covered with blood and hair and indications on the ground that the mule had been killed at that spot. The negro filed suit against the company for damages for the mule, but when he learned of the extent of Mr. Seales' investigation, he left for parts unknown and has never been heard of since.

A very interesting story could be woven around performances of Section Foreman Seales while he was in charge of the section at Centerville, Miss. About that time there were some attempts at train wrecking in that vicinity. Mr. Seales had his ear



T. J. SEALES.

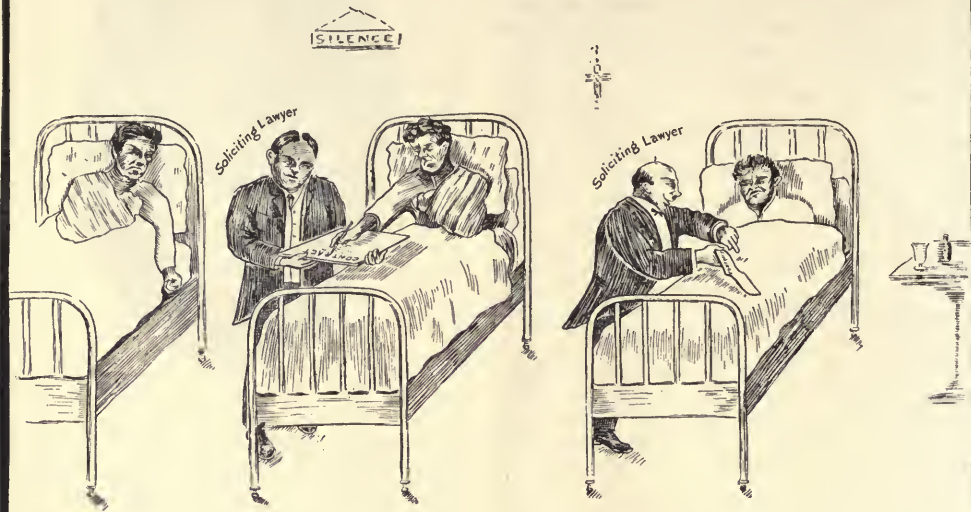
to the ground and made some investigation on his own account which led to the arrest of one Richard Lee, who entered a plea of guilty to the charge of attempted train wrecking and was sentenced to five years in the penitentiary.

It is a pleasure to record in these columns the accomplishments of an efficient section foreman, for there are few positions connected with the company fraught with more importance than that of section foreman.

SUPERINTENDENT CAULFIELD TALKS.

Supt. Caulfield of the Mississippi division, upon having been requested to write something of interest about his division, has responded as follows:

"I know of no more important subject than to add something further to the present crusade going on in this state with a view to enlightening the people as to the enormous expense and trouble that railroads are put to each year defending damage suit claims. Two-thirds of the time of each circuit court in the territory embraced by the Mississippi division, which extends from the Tennessee line north to Canton and Aberdeen south, is consumed in trying railroad law suits. One of the main troubles is that the juries which try a majority of these suits are not always made up of the well informed people of the county. A rule to draw juries by lottery is adhered to in most cases, but a majority of the jurymen drawn are excused for various reasons, which leaves, as a general rule, the professional juror, who has no other particular vocation, to serve on the jury. One of the former circuit judges of this district in conversation on this subject not long since stated to me that it was al-



BUZZARDS.



S. M. COPP
1914

most impossible to get good men to serve on the juries, and in one of the counties of his district, a gentleman who was drawn on the jury by lottery desired to get off, for the reason that he had not served on a jury in 20 years and that he had too much other business to look after to devote any time to jury service, which the judge advised him was not a valid reason for his not serving and retained him as a petty juror, but he did not serve very often as he was challenged by lawyers in cases against the railroad because he was known to be an unbiased man.

We have in this state what is known as a prima facie statute, which is very drastic and imposes a vast hardship in cases of trespassers or others injured or found dead near the track. The burden of proof is on the railroad to show that the trespasser was not killed or injured through the carelessness of any employe and in most cases the employes know nothing whatever of the occurrence.

Recently there was published in all the local newspapers in the state an article over the signature of the general manager asking the co-operation in reducing the killing of stock. A generous response has been noted from a great number of newspapers throughout the state, calling attention to the article, editorially and otherwise.

The officers of this division have been making a campaign for several months, strengthening and erecting new fences on waylands, asking the co-operation of farmers personally in reducing the number of stock killed, by closing of gates, thereby keeping animals off track. Some good results are being felt.

A record is also being kept showing on what miles stock is killed each month, and copy of such record is placed in the hands of the division officers.

The writer of this article being a Mississippian and having spent his entire railroad life among the people of this state, firmly believes that the people as a general rule will aid the railroad company in this campaign, and were it not for the advice of a large number of damage suit lawyers, litigation against the railroads in Mississippi would be reduced to the minimum and compare favorably with other states. The prejudice that has been existing for years, as the people become more enlightened, is on the wane, and I believe that there is in sight the dawning of a brighter day for the railroads doing business in Mississippi.

OBTAINED SMALL FORTUNE UNDER THE GUISE OF LAW.

We have noticed that many newspapers are beginning to publish stories about questionable personal injury law suits in which large recoveries were had against railroads. In most of these cases coming

under our observations, the man suing got well remarkably fast after getting a firm hold upon the railroad company's money.

The general public knows very little of the raids that are made upon the treasuries of railroads by designing and unscrupulous persons. If the public had intimate knowledge of even some of these things, railroads would have fewer enemies and more supporters in their multiplicity of troubles, which have become so complex that it is difficult for them to operate, notwithstanding the fact that they are the real barometers of prosperity, and that when they suffer, the public suffers along with them.

One of the most popular schemes for raiding the treasuries of railways is the feigning of personal injuries inflicted at a time and place which would render the railroad company liable in damages.

Whenever there is a collision or a derailment of a train on which passengers are carried (and these things will happen occasionally as long as railroads operate trains), invariably one or more persons are uncovered who attempt to take advantage of the situation.

A notable case of this kind was that of a veterinary surgeon who formerly resided here in Greenwood. He was a passenger on a Y. & M. V. train, which was in a collision with an extra freight train some years ago. The collision was not severe, yet the impact was sufficient to slightly injure a number of passengers on the train. At the time of the accident, Dr. Plew, the veterinarian, was sitting in the smoking car in a seat with Mr. W. A. Wadlington, manager of the Valley Log Loading Company of Memphis, Tennessee, and a gentleman of unimpeachable reputation. After the accident occurred, Dr. Plew and Mr. Wadlington conversed pleasantly about it and congratulated each other on having escaped without injury, except that Dr. Plew claimed he sustained a very slight sprain of his thumb, caused by jamming it into the upholstered cushion in front of him. A number of doctors were called, as is customary in such cases, to look after the injured, among them Drs. Hall, Hawkins and Denman. All three of these doctors approached Dr. Plew and inquired if he had sustained an injury and he laughingly replied that he had not. However, about thirty minutes later, he was seen to have his arm in a sling. Later on the arm injury developed into a spinal trouble and Dr. Plew's powers of locomotion, so he claimed, were diminished to such an extent that he could not walk except with the greatest difficulty. The case became a serious one for the railway, and efforts were made to have Dr. Plew examined by reputable and disinterested surgeons, but each time he declined. However, on one occasion, while he was supposed to be unable to get around, Dr. Plew was found on a

platform behind a barn attempting to ram medicine down a mule's throat. In about three months after the accident occurred, he filed suit in the Circuit court of Coahoma county, at Clarksdale, against the Y. & M. V. Co. for \$20,000 damages.

In the following September, Dr. Plew was on the alert for testimony, looking for doctors who would testify that he was seriously and permanently injured. With this in view, he stumbled into the office of Dr. Frank A. Jones, of Memphis, one of the most distinguished diagnosticians in the South. Referring to this examination, Dr. Jones said, in a written statement.

"Dr. Plew's chief complaint at the time I saw him was periodic headache, together with pain along spine. He walked with a walking stick and had a brace around his body. He was stripped and examined in the presence of Mr. E. M. Holmes and Dr. Casa Collier. Heart and lungs normal. Some pain on pressure along spine and down thigh. I was not able to find evidence of material injury to spine. Gave him several tests, such as bending forward and picking up objects from the floor. On placing him upon table, his limbs could be manipulated without much pain. There were no contractions. He stated that he had been having chills, but that his blood had never been examined for malaria. An examination of blood was made by Dr. Collier. Malarial parasites were found. I advised ten grains of quinine, together with warm baths before retiring for several

nights, and to report for further examination. He never returned."

When asked his opinion of the case, Dr. Jones stated he thought Dr. Plew would get well as soon as his suit was disposed of.

The case was tried at Clarksdale, Mississippi, in January, 1911. A large number of reputable witnesses, including many doctors, were introduced by the railroad company. Dr. Plew, looking and acting as though he were in a serious condition, testified strongly in his own behalf, to the effect that he was permanently and completely disabled. The jury determined every question of doubt in favor of Dr. Plew and against the railroad company and returned a verdict for \$10,000, which was later affirmed by the supreme court, and was paid.

Thus, under the guise of law, Dr. Plew obtained \$10,000, plus interest amounting to more than \$500, from the treasury of the Y. & M. V. Railroad upon the theory that he was permanently and completely disabled for life. He made a remarkable recovery soon after he obtained the money, and has been practicing his profession of horse doctoring ever since, and long ago discarded his walking stick and his body brace.

It is noteworthy that Dr. Plew did not bring his suit in this county, where he made his home at the time and where he was well known. He brought the suit in a county where he was a stranger, which, we have observed, is characteristic of this class of litigation.—The Greenwood Commonwealth, Jan. 15, 1915.

Quick Work of Non-Employes Which Probably Prevented Accidents

Mr. G. R. Grieves of Robinson, Ill., discovered a broken joint in the main track near that station. With a switch light Mr. Grieves flagged train 302 and notified the conductor in charge of the damaged joint. At the request of the conductor, Mr. Grieves remained on duty for two and one-half hours protecting the broken joint until section men could be gotten to the point to make the necessary repairs.

On Nov. 25th Mr. Jack Solsberry of Linton, Ind., discovered a broken rail near that station and notified section men, in order for them to flag train 304.

Neither of these gentlemen are in the employ of the Illinois Central Railroad, but it is needless to say that the thoughtfulness and promptness in action displayed is greatly appreciated by the Management.

Baggage and Mail Traffic Dept.

Transportation of Baggage

By J. A. Osborn

A GREAT deal may be said about the transportation of baggage, but we will not attempt, in this article, to cover the entire field. The subject is one with which the carriers have had to deal since the operation of railroads, but until recent years it was only given secondary consideration, due, perhaps, to the fact that the same importance was not attached to this branch of the business as now; notwithstanding the fact that the gross earnings of the baggage department are worthy of consideration. The records of this department show that the gross earnings for the fiscal year ending June 30, 1896-1897 were \$105,373.71; for 1913-1914 \$285,646.47, and for the past seventeen years there has been an average increase of \$10,604.29, or a total increase of \$180,273.47. These figures give some idea of the importance of the department and due consideration should be given it.

A number of shipments are carried in our baggage cars, consisting of milk, cream and corpses, for which this department received no revenue. If these items were credited to the baggage earnings, the total receipts would be treble. Again, we think credit should be given the department for handling company supplies, stationery, etc., the same as if shipped by some outside firm or concern. This would boost our revenue.

Since the government found it necessary to issue an order to the carriers that they should make reasonable rules and regulations pertaining to the handling of personal, sample and excess baggage, this subject has had marked attention paid it. In fact, has

been discussed more, perhaps, than any other transportation matter, and has brought about a general evolution in the handling of baggage, which will, no doubt, be advantageous to the carriers. Before the order was issued by the government, uniformity in the transportation of baggage and other shipments did not exist, each carrier acting on its own initiative, thus resulting in complications coming up. It is true that the carriers had rules and regulations, but they were not as uniform as at present.

We wish to mention one important rule, adopted years ago, limiting the weight of a single piece of baggage to 250 pounds. This rule has been of much aid to our baggagemen and, no doubt, has saved them from injury. Before the rule was adopted, trunks weighed all the way from 100 to 500 pounds, and some of them more.

Baggage is one of the essential things for travelers to carry, depending, of course, upon the time and purpose of the journey. Many travelers carry no baggage, some carry but suitcases and grips, while others carry trunks, personal or sample, and sample cases. All baggage coming within the provision of the rules and regulations may be checked upon presentation of a ticket or other legal form of transportation, it being understood that the ticket will be cancelled by the baggageman with BC punch, in order to prevent other baggage being checked on it.

The carriers in the States are more liberal than in any other country on the globe as to the free allowance of

baggage, the rules providing for 150 pounds on presentation of an adult ticket and 75 pounds for a child. In some of the states 200 pounds are allowed on a full ticket and 100 pounds for a child. Furthermore, 350 pounds is checked free for passengers holding Trans-Pacific or Around-the-World tickets, and 175 pounds for a child holding the same class, so it may be seen that this country is far ahead of European countries in the free allowance and the transportation of baggage. The accommodations given passengers in this country are far superior to any other.

The carriers have had serious problems to solve in baggage matters, which are yet unsettled, and it might be proper to mention some of the changes that have been made in the past four or five years in reference to baggage. The limitation of liability for loss of and damage to baggage checked on an adult ticket is \$100 and \$50 for a child traveling on a half ticket. This limitation has been sustained by the Supreme Court of the United States and has since been made a basis for settlement of baggage claims. Of course, if a passenger wanted to declare an excess valuation on his baggage at the time of checking, he is granted the privilege to the limit of \$2,500.00 by paying 10c on each \$100.00 or a fraction thereof. Before this question was settled there was no limitation and the carriers were obliged to pay out large sums for loss and damage. Therefore, the change has been very beneficial to them.

Another question is with reference to baggage of excess size, which has caused the carriers considerable trouble. Before it was settled it had to be decided by the Interstate Commerce Commission, they ruling that a trunk exceeding 45 inches in any dimensions would be subject to a charge

of five pounds for excess for each inch and that no trunk exceeding seventy-two inches would be received and checked as baggage. This question is no doubt settled for some time to come and will be a source of great relief to the carriers and also a benefit financially.

Other questions pertaining to baggage are now before the Commission and which may be adjusted in the near future, possibly favorably to the carriers.

Our baggage service might be considerably improved if closer attention were given it by our train and station baggagemen. It is a well known fact that there are many losses of baggage which should not occur, due to inexperienced men, or carelessness, or indifference. Frequently baggage is left on the platforms, unprotected, both day and night, not only exposed to theft, but to the weather. This manner of handling baggage is directly in violation of the rules and regulations and it is to be hoped that the employes who read this article will use their best efforts to cut down the losses and damage to baggage.

We call attention to the fact that a great many suit cases are damaged, which should be handled with more care than they have been in the past. Baggage is frequently carried past its checked destination and allowed to remain at the station where it is put off, longer than necessary. Such baggage should be given preferred attention as any delay means expense to the company. Attention is called to the reporting of baggage short at station. This feature might be greatly improved.

We offer these suggestions, believing that they will reach the employe who has been derelict in the performance of his duty and will turn over a new leaf and endeavor to co-operate with the department.



LOSS & DAMAGE BUREAU



WITH a view of improving our service, thus pleasing our patrons, we find that an avenue is open concerning the handling of over freight with the free astray waybill.

When shipments check short at destination, the person to whom consigned is naturally disappointed and looks to the agent for advice as to when the shipment will arrive. There is considerable trouble in connection with ordering duplicate shipments, and our patrons would much prefer not to do this, if we could assure them of the arrival of their original shipment.

In the past it has been impossible for our agents to supply patrons with the desired information. They merely know that the shipment did not arrive with the waybill as it should have.

It is embarrassing to agents to be forced to inform patrons, upon receipt of inquiry, that the shipment has not arrived, but that he expects it daily. We feel that this has been overcome by recent instructions issued, whereby the coupon of the third copy of the

free astray waybill, on which the shipment moves forward, will be detached and mailed direct to destination agent, thus giving him information that the article lost has been found, and is on its way to his station.

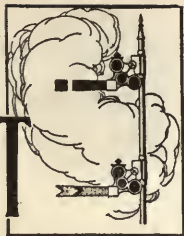
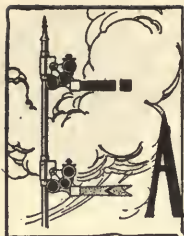
The largest per cent of short shipments check over at another station the same day as reported short, and should then be billed promptly to their correct destination, on the "Combination Free Astray Waybill," and forwarded, and by mailing coupon as above mentioned to destination, should be valuable to the agent, enabling him to inform the party to whom billed the possible date of its arrival.

This advance information will save our patrons the time and expense incidental to duplicating shipments. Will prevent agents having to admit that they do not know where the shipments are, and will save the expense in connection with handling of claims, which of course are filed if shipments are duplicated.

If You Work for a Man, Work for Him

IF YOU work for a man, in heaven's name work for him. If he pays you wages that supply you with bread and butter, work for him, speak well of him, think well of him, stand by him and stand by the institution he represents. I think if I worked for a man, I would work for him. I would not work for him a part of his time, but all of his time. I would give an undivided service or none. If put to the pinch, an

ounce of loyalty is worth a pound of cleverness. If you must vilify, condemn and eternally disparage, why, resign your position and when you are outside, condemn to your heart's content. But, I pray you, so long as you are a part of an institution, do not vilify it. Not that it will injure the institution—not that—but when you disparage the concern of which you are a part, you compromise yourself.—The Chariot, Crawfordsville, Ind.



ALWAYS SAFETY FIRST

Comparative Statement of Fatal and Serious Non-Fatal Injuries Occurring During the Years 1914 and 1913

I C. R. R. and Y. & M. V. R. R.

	Employees		Trespassers		Others	
	K.	I.	K.	I.	K.	I.
January .....1914	7	20	16	9	.	6
January ... ..1913	6	18	10	4	.	9
February .....1914	6	30	10	7	1	6
February .....1913	8	32	6	2	.	2
March .....1914	3	15	15	9	1	2
March .....1913	9	22	9	5	2	7
April .....1914	5	21	12	8	1	7
April .....1913	14	11	11	10	0	3
May .....1914	2	23	11	8	8	1
May .....1913	7	16	24	3	1	7
June .....1914	8	26	14	14	2	10
June .....1913	4	25	9	10	2	3
July .....1914	7	20	15	14	1	4
July .....1913	8	27	17	14	1	7
August .....1914	8	23	15	11	.	6
August .. ..1913	11	16	22	7	1	9
September .....1914	3	10	15	10	11	16
September .....1913	9	23	15	8	1	5
October .....1914	6	7	18	6	2	2
October .....1913	6	23	15	11	2	5
November .....1914	7	12	6	13	2	4
November .....1913	6	7	16	12	2	6
December .....1914	5	11	18	2	.	1
December .....1913	8	12	16	5	1	8
Total .....1914	67	218	165	111	29	65
Total .....1913	96	232	170	91	22	71
1914 over 1913	†29	†14	†5	*20	*7	†6

*Increase. †Decrease.



Report of the Interstate Commerce Commission

THE Interstate Commerce Commission has made the following report for the twelve months ending June 30, 1914:

Total number of casualties to persons for the year.....	202,964
Number of persons killed.....	10,302
Number of persons injured.....	192,662
Decrease under 1913 persons killed.....	662
Decrease under 1913 persons injured.....	7,646
Employees killed for the year.....	3,259
Passengers killed for the year.....	265
Other persons (trespassers and non-trespassers) killed.....	6,778
Decrease under 1913 employees killed.....	456
Decrease under 1913 passengers killed.....	138
Decrease under 1913 other persons killed.....	68
Employees injured	165,212
Passengers injured	15,121
Other persons injured.....	12,329
Decrease under 1913 of employees injured.....	6,205
Decrease under 1913 of passengers injured.....	1,418
Decrease under 1913 other persons injured.....	23

This showing no doubt can be credited largely to the "Safety First Movement" so generally adopted on railroads of the United States.

Safety First

IN the last twenty-four years over 100,000 trespassers on railroads have been killed.

Keep Off the Track!

"The way of it. It was a wizened little man who appeared before the judge and charged his wife with cruel and abusive treatment. His better half was a big, square-jawed woman with a determined eye. 'In the first place, where did you meet this woman who has treated you so dreadfully?' asked the judge. 'Well,' replied the

little man, making a brave attempt to glare defiantly at his wife. 'I never did meet her. She just kind of overtook me.'"

Danger bravely met in course of duty may insure safety.

Trespassers, loafers, idlers, triflers are often overtaken by disaster.

Meet what you have to meet.

Be where you ought to be.

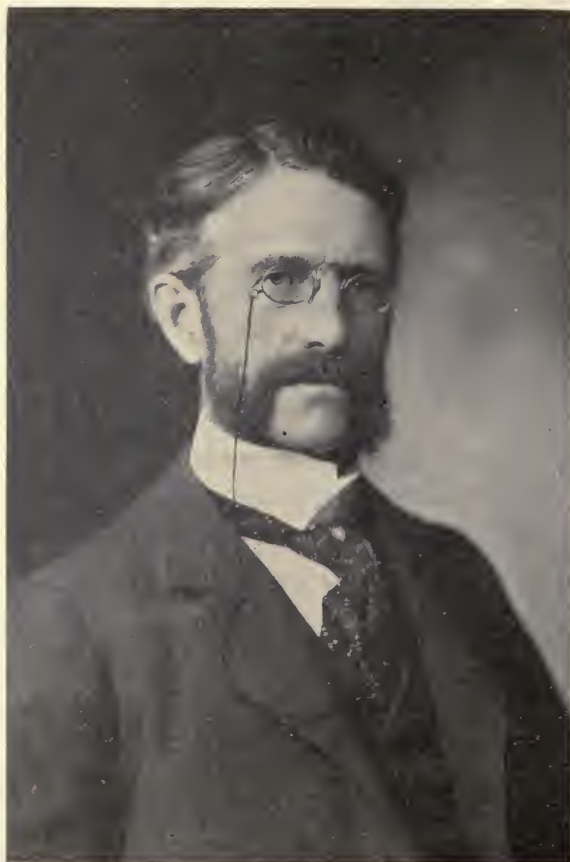
Better be safe than sorry.

SAFETY FIRST.

E. P. & S. W.

From the
Law Department

Biographical Sketch No. 12



HON. BURR W. JONES,

District Attorney, Illinois Central Railroad Company, Madison, Wis.

MR. BURR W. JONES was born March 9, 1846, at Evansville, Wis., where he secured his early education in the district school during the winter terms, while aiding his father in work on the farm during the summer; later he attended the Evansville Seminary and became a school teacher; at the age of 25 years he was graduated from the Law School of the University of Wisconsin, having completed the classical course the year before; entered the law office of Col. William F. Vilas, practiced law at Portage, Wis.; returning to Madison, he entered the office of Judge Alden S. Sanborn for a short time; then practiced alone until 1874; and since then his partners have been successively, Gen. A. C. Parkinson, Mr. F. J. Lamb, Judge E. Ray Stevens and Mr. E. J. B. Schubring.

In 1872 Mr. Jones was elected district attorney for Dane County, Wisconsin, and re-elected in 1874; in 1891 he was elected city attorney of Madison; was chairman of the first Tax Commission of the state in 1897-8; served as chairman of the State Democratic Convention in 1892 and as national delegate in 1896. He has achieved unusual distinction in the law and is the author of *Jones on Evidence*, which is a standard authority. For many years he has been a lecturer in the University Law School on Evidence and Domestic Relations. He and Mr. Schubring have served the Illinois Central Railroad Company faithfully and well as district attorneys with jurisdiction over all its lines in the state of Wisconsin, since January 1, 1904.

Recent Commerce Decisions

Advances in Hardwood Lumber Rates.

—In *Northbound Rates on Hardwood*, 32 ICC Rep., 521, the Interstate Commerce Commission, on January 12, 1915, approved among others, an advance of 2 cents per 100 pounds in the rates from Cairo to Omaha and Kansas City, the advanced rates approved being 17 and 16 cents respectively. Assistant General Freight Agent J. H. Cherry testified on behalf of the Illinois Central R. Co. in this case.

Coke Rates Advanced.—In *Rates on Coke from Chicago and Other Points to St. Paul and Other Points*, 32 ICC Rep., 543, opinion by Mr. Commissioner Daniels, the Commission approved, among others, an increase from \$1.60 to \$1.85 per ton in the rate on coke from Chicago and Milwaukee to St. Paul, the average distance being 366½ miles, also an advance from \$2 to \$2.15 in the rate to Duluth, the average distance being 422 miles. General Freight Agent C. C. Cameron while coal traffic manager, testified on behalf of the Illinois Central R. Co. in this case.

Grain rates from Kansas City and Omaha to Memphis approved.—In *Board of Trade of Kansas City vs. St. L. & S. F. R. Co. and I. C. R. R. Co.*, 32 ICC Rep., 97 (1914), opinion by Mr. Commissioner Meyer, the Commission held that the proportional rates from Kansas City to Memphis of 14 cents on wheat and products and 13 cents on coarse grain and products are not unreasonable *per se* and not unjustly discriminatory as compared with rates from Omaha to Memphis one cent per 100 pounds higher than from Kansas City; and it reaffirmed previous decisions to the effect that it is not within the power of the

Commission to equalize economic conditions or to place one market in a position to compete on equal terms with another market as against natural advantages, and that it has not the power to require railroads in the face of varying trade conditions to adjust their rates schedules in such manner as to insure to a market the continuance of a trade it has once enjoyed. Former General Freight Agent J. S. Brown testified on behalf of the Illinois Central Railroad Company in this case.

In Switching Charges at Milwaukee, 32 ICC Rep., 509, opinion by Mr. Commissioner Clark, the Wisconsin Railroad Commission had made a finding, after a careful investigation with respect to the switching of intrastate traffic, that for the "in" movement of all loaded cars \$6.11 per car was necessary to cover operating expenses, taxes and return on investment, while for the "out" movement of such cars, the corresponding figure was \$5.96 per car. The proceeding before the State Commission was made a part of the record before the Interstate Commission, which said it is unable to find that the proposed switching charge of one cent per 100 pounds, minimum 60,000 pounds, is unreasonable as applied to interstate traffic.

Prayer for lower rates on cotton in carload lots than in less than carload lots denied.—In *American Round Bale Press Company vs. A. T. & S. F. R. Co., et al*, 32 ICC Rep., 458, opinion by Mr. Commissioner Daniels, complainants sought to secure a lower rate upon cotton from producing fields in Arkansas, Oklahoma and Texas to Houston and New Orleans, when that cotton was compressed to such a density that a ma-

terially greater quantity can be loaded into a car than is the case with the standard bale now generally used; but the complaint was dismissed on December 24, 1914, the Commission stating, per syllabus, that cotton shipped from the gin to these destinations is usually compressed in transit, for which service the railroads pay to Compress Companies 10 cents per 100 pounds. Upon cotton which is already compressed when offered to the carriers for transportation, and will, therefore, cost them nothing in the way of compress charges, they make a rate of 10 cents per 100 pounds less than that upon cotton to be compressed in transit. The net revenue to the carriers is the same in both cases. Complainants, however, who are interested in the manufacture of machines for the compressing of cotton at the gin into bales of especially high density, and shippers of cotton so compressed, attack the existing any-quantity rates as unreasonable and unduly discriminatory when applied to bales of high density which will load 50,000 pounds to a car, and they ask that carload rates with a 50,000-pound minimum be established. The Commission held: (a), that the existing any-quantity rates on cotton are not unreasonable nor discriminatory, even when applied to bales of high density, and (b) that the cotton industry in the southwest is so organized that the existing *any-quantity rates are best suited to its needs*, and the establishment of carload rates, though they might effect some economies in transportation cost, would tend unduly to concentrate the cotton-producing industry, especially in the light of the facts that the average product of a cotton farm of this region is not over 11 bales, and that a carload of cotton represents an investment of several thousand dollars.

In *Rates on Poultry in Western Trunk Line Territory*, 32 ICC Rep., 380, opinion by Mr. Commissioner Meyer, the carriers' increase from fourth class to third class in the rates on live poultry in carloads in Western Trunk Line and Trans-Missouri territories was approved on December 14, 1914.

In *Tailboard Delivery Cases*, 32 ICC Rep., 387, opinion by Chairman Harlan, certain team owners in Philadelphia and other cities prayed for an order directing the carriers to put in effect a rule providing for a so-called tailboard delivery and a tailboard receipt of less than carload freight. By *tailboard delivery* is meant that the carriers shall make the goods readily accessible by permitting the complainants to back their trucks to the place at the station where the goods have been placed, or where that is impracticable, that the carriers by their own employes shall truck the goods to the tailboard of the wagons. By *tailboard receipt* is meant that the carriers shall promptly receive outgoing merchandise at the tailboards of the wagons, without requiring complainants to remove the goods previously unloaded at that point by other shippers, and that the complainant shall not be required to unload their shipments at more than one location upon the station platform.

The Commission said, p. 391: "The legal duties of common carriers in connection with the delivery of package freight have been clearly stated in numerous decisions of the courts. From these decisions it appears that when the goods have been so placed in the warehouse at the point of destination as to be reasonably accessible to the consignee, open to his inspection, and permitting of their safe and convenient removal by the consignee or his agent, common-carrier liability ceases and the responsibility thereafter is that of a warehouseman only. It is likewise made clear, however, that goods are not regarded as being ready for delivery if they are so placed as not to be obtainable by the person to whom delivery is to be made or if they are so mingled with or covered by other goods that the consignee cannot inspect or remove them without himself undertaking their selection and separation from the heap." * * * "It is acknowledged of record that the teamsters of one city are not in competition with those of another, and it does not follow that because a form of tailboard delivery is maintained at a few places under peculiar and spe-

cial conditions an order would be justified imposing this duty upon the carriers at all places. No complaint has been filed by the actual *consignees* at Philadelphia or elsewhere as to these different practices prevailing at Cleveland and Buffalo, and *they* are the real parties to the transportation contract."

In *Class and Commodity Rates to Salt Lake City*, 32 ICC Rep., 551, the Commission approved, on January 19, 1915, advances ranging from 2 cents on class E to 20 cents per 100 pounds on first class in the rates from Chicago and the Mississippi River points to Salt Lake City, Utah. At pp. 553 and 558 the Commission says:

"The class rates from Peoria, Ill., are fixed midway between the Chicago and

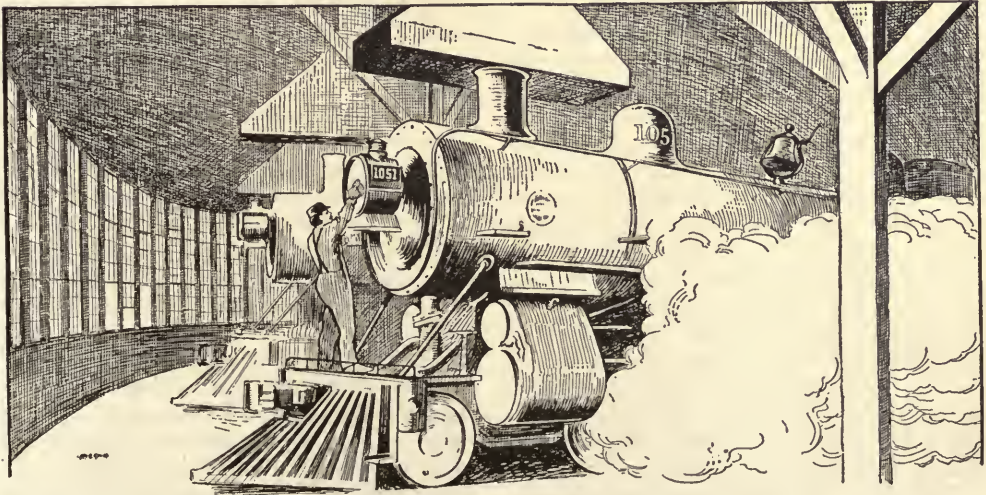
the Mississippi River rates. Those from St. Paul, Minn., are transferred from the Chicago to the Mississippi River basis, thus observing the suggestions made in *Minneapolis Traffic Asso. v. C. B. & Q. R. R. Co.*, 22 ICC Rep., 259. Those from Duluth, Minn., and Memphis, Tenn., are retained on the Chicago basis as at present." (p. 553).

"The record before us contains some evidence showing that under the proposed rates Rockford, Ill., together with other points in northern Illinois and some in southern Wisconsin, have been placed upon the Chicago basis, and it is urged that they should take the lower Peoria basis. We are not prepared to say that the showing by respondents in justification of group changes is overcome by the evidence of protestants on this point."

A Case of Guilty If You Do, and Guilty If You Don't

RAILROAD companies have a hard road to travel. In a recent case it was necessary for the court to hold that a railroad company was not guilty of negligence in having a large headlight on an engine, because it was liable to blind a person who met the

train at night. The court said that the company "was put in the position of being guilty of negligence in case it either provided or failed to provide its engine with an electric headlight." *Louisville & N. R. Co. vs Shoemaker's, Admr.*, 171 S. W., 383, (Ky. 1914).





Industrial, Immigration and Development Department



Beef Production in Mississippi

By G. B. Harper, Asst. Industrial¹ and Immigration Commissioner

THE combination of a bountiful rainfall, an almost continuous growing season, and a soil highly adapted to the growing of grasses of all kinds, as well as forage crops of every description, will in the final analysis lead to that form of agricultural effort best suited to such conditions.

With these fundamental conditions obtaining, observers of agricultural conditions and changes are noting the gradual transition in the state of Mississippi from the one-crop system to a system of diversified farming, the feature of which is the production of beef cattle.

The soil of a large section of Mississippi had become more or less impoverished by the continual production of one crop, and some change to a system that would lead to its rehabilitation had become imperative, and leaders in thought and action throughout the state began raising cattle. These men began to prosper and the idea to spread among the people to such an extent that many farmers, large and small, began in a small way to care for their cattle and increase their herds as fast as their means would allow. About this time, that is, in the fall of 1913, the Illinois Central, in connection with the A. and M. College of Mississippi, operated over all of its lines in that state a Live Stock Demonstration Train, upon which was carried specimens of pure bred animals of all kinds, including hogs and poultry, also specimens of native scrub Mississippi cows, with their calves about eight months old which were sired by pure bred beef bulls. This

showed that the first cross between a pure bred sire and a scrub mother produced a very desirable beef animal,—the production of which meant more profit to the farmer than he could realize from any other crop from the same land. The lectures of Professor Archibald Smith, who represented the College, made this clear to all who were present. During that fall, nearly every railroad in the state operated a train of the same kind, thus giving all the people of the state a chance to view these great object lessons, which showed conclusively that a farmer could rent his land to cows and reap a far greater and more certain revenue than to devote it to any other use.

Since the time mentioned, I have a personal knowledge of more than 1,600 pure bred beef type bulls having been placed on farms in Mississippi, and several hundred silos have been erected, and more are being erected as fast as the means of the people admit of it.

In 1912, about 32,000 cattle were shipped from Mississippi to the St. Louis market. I have not the figures for 1913, but for the year 1914, 86,229 head of cattle were marketed in St. Louis alone, from Mississippi, which shows how fast the cattle business is growing in that state.

Throughout the entire state, I find every land owner getting into the stock business in some of its phases. Most of them are raising cattle and hogs, while others are engaged in raising mules, and there are two race-horse farms in the state which are owned by some Kentuck-

*Live stock Farm No 4, I.C.R.R. Terry, Miss.
J. W. Grantham, Owner.*



ians who recently bought them and to which some of the most notable horses in the United States have been taken.

During the year 1914, there were in active operation in Mississippi 242 pure bred Berkshire hog farms, more than in any other state in the Union, not to mention the farms for breeding other kinds of hogs. The Mary Mac Planting Co., of Robinsonville, has employed Prof. Archibald Smith to manage its business, and a large part of that great plantation will be devoted to raising cattle and hogs. The necessary barns and pastures are now being constructed. The Mississippi Delta Planting Co., at Scotts, Miss., are buying 1,000 cows to commence cattle raising on that large estate, and all along the line through the delta section of the state, heretofore devoted entirely to the growing of cotton, we find smaller herds of Herefords, Angus and Galloway cattle.

The increase in the production of cattle and hogs in Mississippi is now attracting the attention of the packers and others interested in stimulating this business, which leads to the belief that money will later on become available to those

desiring to raise cattle on practically the same basis that obtains in other states in which this industry is more firmly established. This will greatly promote the development of the live stock business.

At Starkville, Miss., under the auspices of the A. & M. College, the largest mule-breeding experiment station on the continent is being conducted, which has shown conclusively that with the quality of sire and dam, as fine mules can be produced in Mississippi as anywhere, and at smaller cost than in almost any other state.

The greatest deterrent factor in the cattle business in Mississippi has been the cattle tick, but this pest has been eradicated from more than half of the area of the state, and the process of eradication is being pushed in all but four or five counties, and in a year or two, at most, the ravages of this pest will be a thing of the past. Mississippi is making more rapid strides in this direction now than any other Southern state. The Federal Government, the agencies of the state, the railroads, and in many instances, counties alone, are

all working for the rehabilitation of the state in a diversified farming way, with livestock as the chief factor, and whenever one goes to attend a lecture along the line, he is certain to be greeted by an audience of interested listeners, which goes to prove that all who are interested in agriculture in any of its phases are anxious to learn of the best ways and means of accomplishing desired results.

The Illinois Central and Mobile & Ohio Railroads operate regularly, special livestock trains from Mississippi to the St. Louis market, thus affording rapid transit to all stock destined to that market, making it possible and profitable to ship to a central market from any part of the state. In addition to St. Louis,

New Orleans and the Mississippi Packing Co., located at Natchez, Miss., absorb a large percentage of the livestock for slaughter from Mississippi.

While very rapid strides in the development of the livestock industry in Mississippi have been made in the last two years, this business is just in its incipency, and as fast as the means of the people will admit, it will be forced along, and our most astute observers of economical conditions and development predict that in two or three years more, the chief resources of the people will be from livestock, and the largest item of revenue to transportation lines will be from this source.

Roll of Honor

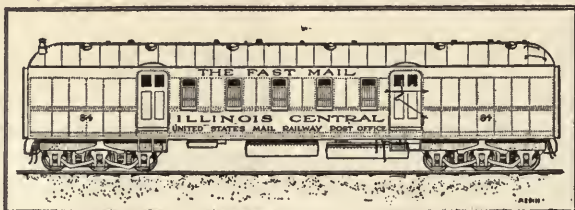
Name.	Occupation.	Where Employed		Date of Service Retirement
Richard Sherlock	Laborer	Gilman, Ill.	16 years	10-31-14
James McKeon	Laborer	Cherokee, Ia.	27 years	1-31-15
A. H. Isbell	Engineman	Champaign, Ill.	42 years	1-31-15
Louis R. Carpenter	Conductor	Springfield, Ill.	24 years	1-31-15
Josiah S. Evans	Agent	El Paso, Ill.	31 years	1-31-15
Robert Patterson, Sr., (Col.)	Oilhouse Man	Canton, Miss.	33 years	12-31-14

Cherokee, Iowa, January 2, 1915.

Mr. T. F. Shannon,
Foreman.

Dear Sir:—I wish to thank the officers of the Company very much for their kindness in granting me a pension, and in receiving this pension, I am convinced more than ever before, that a great corporation and their employes, should be like a big family; each one working for the good of all. I surely appreciate all the kindness and the courtesy shown me during the thirty-nine years of my service with the Company, and shall always wish for the prosperity and well being of the management.

Sincerely yours,
Chas. D. Greig.





CHARLES D. GREIG,
Passenger Engineer, Iowa Division, Cherokee, Ia.

AN OLD EMPLOYEE HAS PASSED ON.

MR. J. W. Stokes, aged 77, died at 10:30 A. M. Sunday, Dec. 30, 1914, at the home of his daughter, Mrs. W. O. Springstun, 3250 Audubon Place, after a short illness due to pneumonia. Mr. Stokes was born in New York City. Several years later he removed with his parents to Louisville, Ky. After the Civil War he again returned to his trade as a machinist for the B. & O. R. R. (formerly the O. & M.) at Aurora, Ind. In 1873 the shops were moved to Seymour, Ind., and he moved with them. In 1881 he was made master mechanic on the O. & M. Railroad and moved to Pana, Ill. In 1891 he accepted the position as master mechanic for the Cairo Short Line Railroad (now the Illinois Central) with headquarters at East St. Louis.

He remained in that position for eight years when he retired from business on account of ill health.

Mr. Stokes served the Provident Association several years and also served as appraiser for the Building & Loan Company. He was a stockholder in both the Building & Loan and the Southern Illinois National Bank of East St. Louis.

He is survived by his widow and three children, Mr. W. D. Stokes, general storekeeper for Central of Georgia Railroad, who resides at Savannah, Ga.; Mr. L. E. Stokes, statistician to the president of the Union Pacific Railroad and Oregon Short Line, of Omaha, Neb., and Mrs. W. O. Springstun, his only daughter, wife of Engineer Springstun of East St. Louis, one of the oldest engineers on the I. C. R. R.

The deceased was a member of Lodge No. 504 A. F. & A. M., and has lived here for over 25 years.



J. W. STOKES.



Memphis New Central Station and Track Elevation Work

By Assistant Engineer H. C. Brown

ON October 21, 1914, the new Central Station, formerly known as Calhoun Street Station, was dedicated and opened to passenger traffic. This station is used jointly by the Illinois Central, the Yazoo & Mississippi Valley, Rock Island Lines, and the Frisco Railroads, the last three mentioned roads being tenants, paying interest on the investment and their portion of the operating expense on a wheelage basis. The entire expense of the project, amounting to \$1,500,000.00, was borne by the Illinois Central Railroad.

The Illinois Central has for a great many years maintained two passenger terminals at Memphis, one at the north end of the city on the river front, known as the Poplar Street Station, where the trains of the Y. & M. V. formerly terminated; the latter south of the business district at the corner of Calhoun and Main Streets, known as the Calhoun Street Station. The new station stands at this latter site, although much larger than the former, the main structure covering a space of 250 feet by 150 feet, rising to a height of eight stories.

Under the new arrangement trains of the Y. & M. V. will terminate at the new Central Station, and the Poplar Street Station will be used only as a local stop, all switching of cars being done at the former.

The building is of the Roman Doric type of architecture, the main motive consisting of a colonnade of Bedford stone three stories high, from the sidewalk to the first cornice, above which the office portion of the building, in brick walls with terra cotta trimmings, continues an additional five stories. Above the second floor of the building is devoted to offices of the Illinois Central and Yazoo & Mississippi Valley roads, including those of the passenger and freight traffic departments, the general, division and terminal superintendents, the superintendent of motive power and the claims department. One of the features of the building is the emergency hospital on the fourth floor. This hospital is equipped

with all modern sanitary and medical appliances and emergency wards for both white and colored patients, which will be available for patrons of the roads entering the station who may become ill or in need of surgical attention. A surgeon and a graduate nurse will be on duty constantly throughout the day.

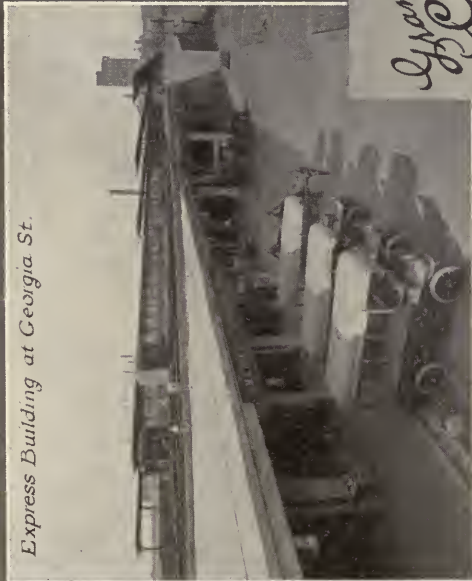
The main entrances to the station consist of five large doorways on Main Street, at the sidewalk level, and there are additional entrances on Calhoun Avenue leading directly to the waiting room for colored passengers and to a carriageway and cab stand. In addition to these, there are separate exits on both streets named for white and colored passengers, so that passengers leaving trains do not need to pass through the waiting rooms. The ticket office and the baggage checking counter are located on the ground floor directly opposite the main entrance. Immediately off the ticket lobby is the lunch and dining room fronting on Calhoun Avenue. From this ground lobby an easy half flight of stairs leads up to the main waiting room, which measures 75 feet by 75.

Adjoining the main waiting room are general waiting rooms for both white and colored passengers, which are reached by a short flight of stairs, and where passengers may rest while waiting for trains, removed from the rush of the main waiting room. Connecting with the white waiting room are rest rooms for women and smoking rooms for men, together with toilet facilities.

Directly outside of the main waiting room is the passenger concourse, 35 feet wide. A broad flight of stairs leads from this level to the train concourse at the end of the stub tracks used by all trains terminating at this point. The concourse also extends underneath the through tracks, to which the passengers gain access by means of stairways between the tracks.

The main and general waiting rooms are lighted by an indirect system. The ticket lobby and the general offices are equipped with direct lighting. The floor of the ticket

Express Building at Georgia St.



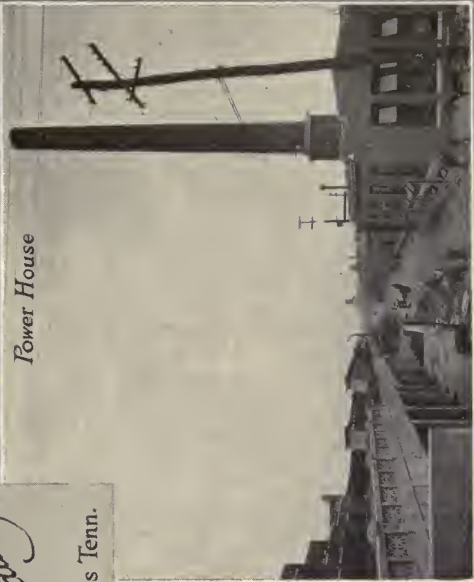
View of trainsheds from offices



*Grand Central Station
from
Calhoun & Main Sts*



Power House



Grand Central Station
Memphis Tenn.

lobby, waiting room and corridors is of mosaic tile with Tennessee gray marble wainscot, and ornamental plaster side walls and ceiling. A white glazed tile is used to a considerable extent throughout the ticket lobby.

The entire building is equipped with vacuum cleaning system. The offices are all connected by a pneumatic tube system, with the central station located in the telegraph office, thus facilitating the handling of special mail and telegrams. The clocks throughout the building are all electrically operated and controlled by a master clock located in the telegraph office. Conduits have been laid to provide for the installation of a callaphone system whereby trains may be announced from one point, the sound being distributed over the various waiting rooms and ticket lobby by means of loud speaking telephones. Arrangements have also been made for installation of a telautograph system, by means of which writing may be transcribed from one point to another. This was proposed principally to enable the information regarding the movements of trains may simultaneously be given by the dispatcher to the man in charge of the information bureau and the various operating officials.

The depot layout consists of ten tracks, five being stub tracks for the use of the trains which terminate at this point and five being through tracks for use of the I. C. Seven platforms are provided, two of which are used solely for trucking of baggage and mail in connection with the through tracks. The length of these platforms varies from 700 feet to 940 feet. The three platforms on the east served by the stub tracks are used both for trucking and passengers. All platforms, with exception of those used for trucking only are protected by an umbrella shed extending the full length of the platform. The train concourse at the end of the stub tracks is covered with a wired glass and concrete roof.

The track elevation work that was carried on coincident with the construction of the Central Station eliminated dangerous street crossings at grade and provided subways at Carolina, Calhoun, Butler, Front, Wagner and Nettleton Avenues.

The bridges are all of permanent construction, reinforced concrete with ballast floors, the floor depths varying from 3 feet at Calhoun Avenue and Front Street to 4 feet 3 inches at Carolina Avenue. This variation in depth is due to the fact that a construction of I-beams encased in concrete was used in the former streets, and in the latter concrete slabs reinforced with corrugated bars. The I-beams were used in order to decrease necessary raise in tracks, and keep the approach street grades as light as possible.

Piers were placed on curb lines and in middle of the street in Carolina and Calhoun

Avenues, Front Street and Nettleton Avenue, while at Butler Avenue and Wagner Place I-beams span the full width of the street. At Calhoun Avenue, the supports are of structural steel encased in concrete, and the columns are spaced far enough apart to permit teams to pass through from either driveway to the baggage and carriage concourse, west of the depot proper and underneath the tracks. In other streets the supports are of reinforced concrete, the columns being spaced 6 feet center to center and strengthened with spiral reinforcement. The forms were of the collapsible steel type.

Traffic for the I. C. and Y. & M. V. was maintained on present alignment from Huling Avenue down Nettleton Avenue and south through an alley between Front and Main Streets from Butler to Calhoun Avenue. The work of building the west one-half of Butler Avenue Subway was deferred until the last, as the present line crosses the proposed one at that point. The remainder of the track elevation work, including all subways and retaining walls was carried on without interruption until completed. Through trains of the Illinois Central and Y. & M. V. Railroads operated from Calhoun Avenue south on a team track located just west of the west retaining wall, thence across Broadway into present main track, south of this point.

The work of elevating the depot tracks was carried on as follows: The wall on the west side was first constructed and the fill started from this side and extended eastward, abandoning the depot tracks as it became necessary in order to provide for slope of the embankment. As soon as the width of embankment permitted it the tracks were laid on top on the west, as they were abandoned at the bottom of slope on the east.

A baggage tunnel was constructed between tracks Nos. 5 and 6, with cross tunnels at the south end so that baggage could be taken to either end of the platform and reduce trucking on the track level to a minimum.

A building to house the American & Southern Express Companies and the I. C. Commissary Department was located at the northwest corner of Main and Georgia Streets. This is a fireproof structure and the layout includes driveways paved with creosoted blocks for express companies' vehicles. An entrance has been provided from the express building directly into the baggage tunnel in order that the express may be handled in the baggage elevators to the track platform level.

The U. S. mail is handled from a transfer room at the south end of the depot proper just east of the baggage room with a special driveway for teams on Main Street. Both of these facilities are on the street level and the baggage and mail are handled through

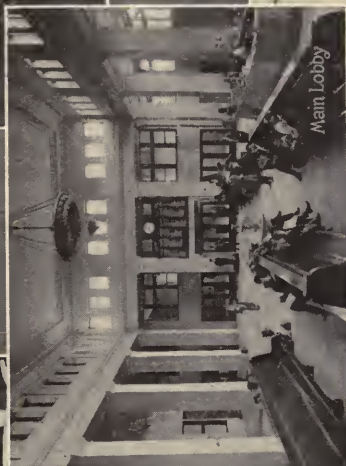


Office of Genl. Passenger Agent

Memphis, Tenn...



Ladies' Waiting Room



Main Lobby



Dining Room

Grand Central Station



Ticket Lobby

the tunnel and up the elevators to the track level. Mastic floors make the rooms noiseless, sanitary and easy to work in. Automatic dial scales have been installed to expedite the handling of baggage.

The James Alexander Construction Company of Memphis had the contract for constructing the station proper. The concrete construction in connection with the track elevation was done by Bates & Rogers Construction Company of Chicago. George B. Swift & Company of Chicago had the con-

tract for the construction of the power house and express building, and Kehm Bros. Company of Chicago furnished and installed the power house equipment.

Graham, Burnham & Company of Chicago were the architects for the station building, superintending its construction through their representative, Mr. H. L. Small. Assistant Engineer F. R. Judd had charge of the track elevation work and the construction of power house and express building.

How An Engine Foreman Can Help His Railroad

Vicksburg, Miss., Jan. 25, 1915.

Illinois Central Magazine.

I see very little in the magazine about yard operation. It appears to me that the yards is the most important part of the railroad, so far as getting and holding business.

I suppose that every man that takes interest in his work thinks that his department is the most important.

I am down on the firing line in the yards and closely observe all the good and bad features and the results.

In the yards is where most of the industries are located, and the man that does the work or delivers the goods knows more about the shippers' wants than any one else, and if the engine foreman that does the switching looks out for the shippers' interest and sees to it that the shippers' wants are satisfied he will get his business.

The engine foreman also hears the first complaints and has the best opportunity to soothe irritated feelings and settle little troubles and make friends for himself and the road. He is the man on the grounds and understands things better. He should always reason with the people in behalf of the company instead of roughly informing patrons that it was not his fault or some one else fell down on there job. Many claims could be avoided and business saved if the man at the bat would play ball with the right spirit.

Another great mistake is made by promising things that you cannot do. If a man wants a switch or demands a car to be placed at once and it can't be done, treat him with courtesy and explain the situation to him; and nine times out of every ten he will wait until you can get to him and cause no more trouble. If the office is called they should know how the foreman is situated before a promise is made to have work done at a certain time. A promise made by any one and not fulfilled causes confidence to be lost in the whole system.

The foreman must keep the business moving after he gets it, keep a sharp lookout for old cars and keep them all moving in rotation.

W. W. Ramsey.

Engine Foreman, Vicksburg Yard.



Quick and Effective Work by Flagman Adams

Waterloo, Iowa, January 5, 1915.

Mr. H. G. Brown, Trainmaster,
Waterloo, Iowa.

Dear Sir:—I wish to call your attention to an incident which took place at Waverly, Ia., on the depot platform.

As train 531 was leaving the station after making the usual stop, a man in form but very erratic, fell between the two rear coaches and upon the rail. Flagman C. Adams, who was just about to get aboard, saw the man's plight and jumped down between the platform and coach and pulled him off the rail and without doubt saved him from being run over.

I quite often read in the I. C. Ry. magazine of some conductor who has put off a section man or bridge man because his pass was a little irregular or didn't understand fully what he was to do, but a case of this kind when a man's life is saved but very little mention is made as this was the man's duty.

This man in question was very much under the influence of "booze" and was not responsible for his actions. I did not learn his name or address but through the efforts of flagman Adams he made it possible for the drunk to reach his happy (?) home instead of his "happy hunting ground."

Please give this your kindest consideration and if you feel it is worthy of any notice, credit Mr. Adams with a favorable mention.

Yours truly,
H. J. MANDLEVILLE,
Conductor.

Mrs. Cremer is Very Appreciative of the Return of Her Pocketbook Which Was Found by An Employe of An Illinois Central Train

West Frankfort, Ill., December 14, 1914.

Mr. W. S. Williams,
Supt. I. C. Railroad Co., Carbondale, Ill.

Dear Sir:—I received word from the First National Bank this morning concerning the hand bag which I lost Tuesday evening while on my way to Marissa, Ill.

The hand bag was small and made of black silk ribbon, sewed together. The drawstrings are crocheted of black sansilk in a plain chain stitch. The coin purse inside had one of the catches broken off and I had a heavy band rubber tied around it to hold it shut. I can not tell the exact amount of change in the purse, but between eight and one-half and nine dollars. I am sure of a five dollar bill but cannot say about the other change. There was also beside the deposit slip, several one cent stamps and several green trading stamps. Besides the coin purse, there was a chamois skin with a blue crocheted edge and a silver handled nail file.

Hoping the above description, which I have given to the best that I can remember, will be plain enough to identify the hand bag.

Thanking you in advance and hoping to receive the hand bag soon.

The I. C. Railroad Co. is certainly to be complimented on the service it gives its patrons.

Respectfully yours,
BEULAH CREMER,
West Frankfort, Ill.

A Plea for Fair Treatment to Railroads of Iowa---An Argument on the So-called "Full Crew" Bill

Des Moines, Iowa, December 10, 1914.

FULL CREW BILL.

THERE will be an effort at the next Legislature to again enact a Full Crew Bill, or Car Limit Bill.

This bill was defeated by the Thirty-fifth General Assembly of Iowa.

It was defeated by a popular vote of all the people of Missouri at the last election in November, 1914.

Under date of Monday, November 23, 1914, the Chicago Evening American, discussing this proposed law, said:

"This law adds unnecessary expense to the cost of production. It adds to the burdens of the producer and consumer. It makes an article expensive and interferes with the consumption. . . . The action of the voters of Missouri makes clear the fact that though the people sympathize with the Unions, they do not sympathize with unjust demands on the parts of the Unions."

The Literary Digest, under date of November 21, 1914, referring to the defeat of the Full Crew Law in Missouri, said:

"Even the popular heart has at last been softened by the financial plight of the railroads, and that railroad-baiting is consequently no longer a profitable sport for politicians—these are the principal lessons to be learned from Missouri's repudiation of the Full Crew Law."

The New York Times, referring to the defeat of the Full Crew Law by a popular vote in Missouri, said:

"The people are better judges of their business than those who assume to be specialists in what they think the people want."

The New York Commercial, referring to the defeat of this law in Missouri, commended the people and said:

"The decrease in sales of commodi-

ties to railroads, which influenced traveling men, business men, and manufacturers to work against the bill, and the belief of the farmer that the passage of the bill would result only in further indirect tax on him also had its effect.

The New York Sun, referring to this matter, said:

"The bill was vetoed by the public itself in a manner that made it plain that the people of Missouri do not want the railroads bled."

The New York Herald said:

"The people are tired of oppressive legislation against the railroads."

The Brooklyn Eagle, referring to the vote in Missouri, said:

"A sense of justice seem to be asserting itself."

The Rochester Post Express said:

"It is the beginning of the end of meddlesome legislation having no other purpose than to burden the carrying corporations by compelling them to make worse than useless expenditures."

The Boston Herald commends the people of Missouri for defeating the bill, and says that it is one of the most significant of recent events.

The Boston News Bureau said:

"It is a straw indicating a refreshing change in the political wind."

The Des Moines Register and Leader, under date of October 22, 1914, referred to the Full Crew Bill as "a measure requiring little trains, little engines, and little tracks for a little Iowa."

This bill failed to pass the Legislature of Louisiana.

It was defeated by the Farmers' Union, appearing before the Legislature of Texas. In arguing against this bill before the Legislature of Texas, Peter Radford, President of the Farmers' Union of Texas, used the following language:

"The farmers of Texas have never bothered you much with requests for, or

against, legislation, although their interests are very often involved, and we plead this as an excuse for coming to you now and respectfully asking you not to place any additional burden on the producers of this State. Our burdens are heavy enough already.

"For the above reasons we are opposed to the Full Crew Bill now pending, that will compel the railroads to employ additional men on their trains, thereby increasing the cost of operation, which we in the end pay, about one million dollars per year. We honestly believe that this increased expense is unnecessary and unjustified, and we know that every increased expense of operating the railroads is borne by the farmers and producers, who, in the end, pay the bills. As the men who will be called upon to pay the bills, we protest against the passage of the proposed measure.

"We are here representing the farmers of Texas and nobody else, and any charge or intimation to the contrary is absolutely false and untrue. We believe that we have the same right to come here and protect our interests as other people have. Those favoring the passage of this bill are represented by a strong body of men that are here in the interest of the man who will be benefited by increasing the jobs. On the other hand, the railroads are represented by strong men, who assert positively that this increased expense is. We, as farmers, know that whatever increase there is in the expense of operating the railroads will fall on our shoulders, and the already overburdened agricultural and stockraising interests will be forced by your action to shoulder new and heavier burdens.

"You have always professed to be our friends and willing to protect us, and we are therefore encouraged to ask you to protect us now, as you have an opportunity to do so. We believe that justice entitles us to make this request.

"We are the accredited and authorized officials and representatives of the Farmers' Union of Texas. Mr. F. I. Townsend is the accredited and authorized Legislative Representative for our organization."

This bill was vetoed by Governor Harmon of Ohio.

It was vetoed by Governor Foss of Massachusetts.

It was vetoed by Governor Hughes of New York, who in his veto message said:

"To require the expenditure of a vast amount of money without necessity for the outlay is simply arbitrary exaction and taking of property without due process of law."

Governor Dix of New York vetoed this bill.

Governor Cruce of Oklahoma vetoed this bill, and in his veto message, said:

"I have studied this bill from every angle and the more I have studied it, the more I am convinced that it should not receive my approval. The cost in the end must be borne by our people who use the railroads."

The Commercial Club of St. Joe, Mo., recently passed a resolution condemning the bill and pointing out that this increased cost would have to be paid by the shippers of the state.

The Farmers' Union of Texas at their annual meeting held in Ft. Worth, Tex., in August, 1914, again severely condemned this bill and pointed out in a resolution that if it passed, the farmers and shippers would have to pay the cost, and that it was an unnecessary and useless burden to place upon the cost of transportation.

This bill, if passed, will add to the operating expenses of the railroads of Iowa not less than two and one-half million dollars per annum.

The railroads are already overburdened with legislative requirements adding to cost of operation. Therefore, today, they are unable to properly maintain roadbed and equipment.

The Farmers' Fireside, in discussing this bill, said:

"We have always co-operated with the labor unions in anything that was common interest to all concerned, but we must oppose the Full Crew Bill. This we will continue to do, regardless of all the criticism, slander and abuse that may be heaped upon us. . . . The labor unions did know (referring to the Full

Crew Bill) this was ridiculous, but they didn't think farmers had enough sense to know it. At least, they thought since farmers heretofore had swallowed whole everything labor union leaders had demanded that they would still do so. But farmers know a great deal more now than they did a few years ago, and they are learning more every day."

The Evening Times of Cedar Rapids, under date of Monday, Nov. 23d, 1914, discussing the railway situation, said among other things:

"Most of the talking in this world is done by men who know little about the matters they pretend to discuss, but we do know that the railroads do not seem to have enough income to keep up their tracks or equipment. Some of these maintenance and equipment deficiencies are due to mismanagement, but in the case of roads like the North Western and St. Paul, well managed roads, it must be due to lack of income, under the rate regulations of the state and national governments."

The Des Moines Daily Capital, under date of October 30th, 1914, quoted from the Economist, as follows:

"We know, too, that many merchants do not realize the extent to which they themselves would benefit through the impetus to business in general which would inevitably result from putting the railroads on a sound financial basis. It is high time, however, to take a broader view of the situation."

A compliance by the railroads with the provisions of the Full Crew and Car Limit Bill would not add in the slightest degree to the safety of employes or the traveling public. Every freight train, regardless of the number of cars composing it, has at least two brakemen, one of whom rides in the cab with the engineer and fireman and the other in the caboose with the conductor, but neither of them assists in controlling or in starting or stopping the train. At least 90 per cent of all the local freight trains in this state carry three brakemen, not as a matter of safety, but only to expedite the load-

ing and unloading of freight and switching at stations.

The old method of using the hand brakes in controlling and stopping trains is no longer followed. Each car in every train is equipped with air brakes, which are controlled entirely by the engineer, and can be applied from the caboose by the conductor or rear brakeman, and on a passenger train they can be applied from any car, and in this manner the trains are controlled and stopped as occasion may require, without the use of hand brakes.

The Federal Law now requires all trains to be fully equipped with air brakes, and the Federal Law further requires that at least 85 per cent of all cars in any train shall have their brakes used and operated by the engineer of the locomotive drawing such train. At the last session of the Iowa Legislature those advocating the bill were challenged to cite a single instance where an accident could have been prevented by an additional brakeman, and not one instance was cited.

The cost of freight equipment and maintenance has doubled in the past fifteen years. Fifteen years ago a freight car cost on an average, \$419.66. Now it costs \$979.49. The yearly cost of repairs and renewals fifteen years ago was \$31.69 for each car. Now it is \$70.06. This is due to increased cost in labor and material. Fifteen years ago every locomotive cost \$15,000.00. Today they cost not less than \$25,000.00 each, and the cost of repairs and renewals has increased from 4 to 10c per mile, and during this period of time wages have increased over 25 per cent.

The Car Limit Bill is the same thing in effect as the Full Crew Bill, and would be equally as disastrous, if not more so, because it would require frequently two trains to be run where but one now is necessary, thereby in such cases doubling the cost of operation.

Account increased number of trains caused by a car limit bill, it would be necessary for most railroads to go to large expenditures in putting in additional passing tracks account increased

density caused by additional trains. The only way the railroads have been able to hold the cost of operation to where it now is has been by buying larger engines, hauling longer trains with heavier tonnage. If trains should be limited to a certain number of cars as proposed in the car limit bill, the heavy motive power, heavy rails and heavy ballast already provided by most companies to accommodate the larger power and trains, will be automatically converted into useless investment as well as the cost of operation being largely increased by the necessity of the Company providing themselves

with additional locomotives, cabooses and train crews.

No well informed or thinking man believes the railroads are able to withstand further increases in cost of operation, and those who have taken the time to study the matter know that railroads are unable now to make necessary improvements under the present schedule of rates and high cost of operation.

Respectfully submitted,
Committee on Relation of Railway
Operation to Legislation in Iowa,
C. W. JONES, Chairman.

Meritorious Service

FAVORABLE entry has been made on the records of the following conductors 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, advise 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. 126, Dec. 21st, lifted annual pass account being in improper hands. Passenger refused to pay fare and left the train.

Conductor C. H. Draper on train No. 34, Dec. 29th, declined to honor trip pass which was presented for passage reading in the opposite direction, and collected cash fare.

ST. LOUIS DIVISION—Conductor W. C. Walkup on train No. 201, Dec. 3rd, and again on Dec. 9th, declined to honor card tickets, account having expired, and collected cash fares. Passengers were referred to the Passenger Department for refund on tickets.

Conductor A. N. George on train No. 2, Dec. 2nd, lifted trip pass, account having expired, and collected cash fare.

On train No. 22, Dec. 6th he declined to honor card ticket account having expired, and collected cash fare. Passenger was referred to the Passenger Department for refund on ticket.

Conductor A. E. Reader on train No. 4, Dec. 10th, lifted trip pass account destination having been altered and collected cash fare.

On train No. 2, Dec. 25th, he declined to honor card ticket account having expired and collected another ticket to cover trip. Passenger was referred to the Passenger Department for refund on ticket.

On train No. 23, Dec. 27th, he lifted card ticket on which passenger admitted having previously secured transportation and collected cash fare.

On train No. 9, Dec. 29th, he lifted annual pass account not being good in territory in which same was presented for passage. Passenger refused to pay far and was required to leave train.

Conductor J. W. Hallagan on train No. 606, Dec. 21st, lifted two card tickets on which passengers admitted having previously secured transportation and collected cash fares.

KENTUCKY DIVISION—Conductor F. P. Coburn on train No. 121, Dec. 7th, lifted trip pass account limit having been altered and collected cash fare.

On train No. 121, Dec. 20th, he declined to honor returning portion of excursion ticket account having expired and collected cash fare.

Conductor W. Y. Hansbrough on train No. 103, Dec. 20th, lifted 48 trip coupon pass book account being in improper hands and collected cash fare.

TENNESSEE DIVISION — Conductor J. W. Arnold on train No. 2, Dec. 18th, lifted trip pass account being in improper hands. Passenger presented mileage ticket to cover trip.

Conductor G. P. Kinkle on train No. 105, Dec. 22nd, lifted employe's trip pass account being in improper hands and collected cash fare.

Conductor J. W. Robertson on train No. 134, Dec. 31st, declined to honor local ticket account having expired and collected cash fare. Passenger was referred to the Passenger Department for refund on ticket.

MISSISSIPPI DIVISION — Conductor N. S. McLean on train No. 143, Dec. 1st, lifted monthly school ticket account having expired and collected cash fare.

Conductor S. R. Cain on train No. 1, Dec. 2nd, lifted trip pass account limit having been altered. Passenger refused to pay fare and was required to leave the train.

Conductor J. Sitton on train No. 131, Dec. 10th, lifted mileage ticket account being in improper hands and collected cash fare.

LOUISIANA DIVISION — Conductor L. E. Barnes on train No. 6, Dec. 7th, lifted mileage ticket account being in improper hands and collected cash fare.

Conductor A. E. Broas on train No. 1, Dec. 6th, declined to honor mileage ticket account having expired and collected cash fare.

Conductor Wm. Trafton on train No. 24, Dec. 9th, lifted Banana Messenger's ticket account being in improper hands from passenger who left the train.

On train No. 23, Dec. 25th, he lifted employe's term pass account identification slip having been altered and collected cash fare.

Conductor R. E. McInturff on train No. 304, Dec. 11th; declined to honor card ticket account having expired and collected cash fare.

Conductor G. O. Lord on train No. 32, Dec. 20th, declined to honor card ticket account having expired and collected cash fare. Passenger was referred to the Passenger Department for refund on ticket.

Conductor H. D. Woods on train No. 1, Dec. 26th, declined to honor mileage ticket account having expired and collected mileage from another ticket to cover trip.

Conductor E. S. Sharp on train No. 33, Dec. 30th, lifted mileage ticket account being in improper hands and collected cash fare.

On train No. 2, Dec. 31st, he declined to honor mileage ticket account having expired and collected cash fare.

MEMPHIS DIVISION — Conductor J. S. Lee on train No. 344, Dec. 5th, lifted identification slip account passenger not being provided with pass and collected cash fare.

Conductor T. D. Waller on train No. 522, Dec. 9th, lifted mileage ticket account being in improper hands and collected cash fare.

Conductor C. M. Yard on train No. 314, Dec. 21st, lifted mileage ticket account being in improper hands and collected cash fare.

VICKSBURG DIVISION — Conductor R. C. Buck on train No. 13, Dec. 10th, declined to honor mileage ticket account having expired and collected cash fare.

NEW ORLEANS DIVISION — Conductor Chas. E. Gore on train No. 34, Dec. 30th, declined to honor returning portion of week end excursion ticket account having expired and collected cash fare.

Springfield Division

Favorable mention has been placed upon the service record of section foreman W. Baker for the watchfulness he displayed which enabled him to discover trucks off the track under car in passing train, thereby preventing a serious accident.

Favorable mention has been placed upon the service record of operator G. E. Housman for intercepting foreign car improperly billed, and reporting same so that shorter haul home could be made.

Kentucky Division

Favorable entry has been placed on the service record of Section Foreman Virge Aubrey, who discovered brake beam dragging from G. N. 13270, Train 151, December 28, one-fourth mile north of East View, Kentucky. He signaled the train to stop, and assisted in removing the broken rigging, thereby removing possible cause of an accident.

Favorable entry has been placed on the service record of Conductor J. M. Long, account discovering broken arch bar, Train 152, I. C. car 91185, Kentucky Street Yard, Louisville, Ky. He immediately notified Inspector of same, thereby removing possible cause of an accident.

Favorable entry has been placed on the service record of Section Foreman Ira Corder, account of discovering brake beam down on I. C. 105046 in Train Extra South, Engine 1691, Paducah, December 8. He signaled the train to stop, and brake beam was removed, thereby preventing possible cause of an accident.

Favorable entry has been placed on the service record of Conductor D. E. Carroll, account finding broken rail in business track at Cecilia, and reporting same to the proper office in order that same could be repaired, thereby removing possible cause of an accident.

Favorable entry has been placed on the service record of Section Foreman J. A. Kelley on account of discovering and reporting brake beam down on C. R. I. & P. car 35426, Train 182, mile post J 182, Dec. 31. He signaled the train to stop and assisted in removing brake beam, thereby preventing possible accident.

Illinois Division.

Favorable entry has been made on the service record of Agent W. E. Pendergast of Merna for discovering and reporting I. C. 141814 improperly

stencilled. Arrangements were made to have correction made.

Favorable entry has been made on the service record of Conductor Flora for discovering and reporting Big Four 13989 improperly stencilled. Arrangements were made to have correction made.

Favorable entry has been made on the service record of Conductor McNeill for discovering and reporting no light weight stencilled on I. C. 93995, and also G. T. 73381 improperly stencilled on one end. Arrangements were made to have corrections made.

Favorable entry has been made on the service record of Conductor Charles Wildman for discovering and reporting I. C. 130780 improperly stencilled. Arrangements were made to have correction made.

Favorable entry has been made on the service record of Conductor C. C. Abels for discovering and reporting I. C. 88931 with no light weight stencilled on it. Arrangements were made to have car stencilled.

Favorable entry has been placed on the service record of Conductor A. E. Johnson for discovering and reporting C. F. D. X. 59412 with no light weight stencilled on it. Arrangements were made to have car stencilled.

Favorable entry has been made on the service record of Conductor H. L. Been for discovering and reporting I. C. 105769 with no light weight stencilled on it. Arrangements were made to have car stencilled.

Favorable entry has been made on the service record of Conductor Winteringer for discovering and reporting I. C. 112253 with no light weight stencilled on it. Arrangements were made to have car stencilled.

Favorable entry has been made on the service record of Agent V. E. McIntire of Hayes, Ill., for discovering and reporting I. C. 47924 with no light weight stencilled on it. Arrangements were made to have car stencilled.

Favorable entry has been made on the service record of Conductor Chas. Squires for discovering and reporting I. C. 56734 with no light weight sten-

cilled on it. Arrangements were made to have car stencilled.

Favorable entry has been made on the service record of Conductor W. H. Watson for discovering and reporting seal broken on A. T. & S. F. 8329 while on extra 1553 north, Jan. 28th.

Favorable entry has been placed on the service record of Freight Brake-man H. B. Waite on Extra 1554 north, Jan. 23rd, for discovering and reporting brake beam down on I. C. 94294 while pulling out of Champaign Yard, thereby preventing possible accident.

Favorable entry has been made on the service record of Conductor R. L. Richel for discovering I. C. 120575 with broken arch bar while inspecting train at Gilman, Ill., Jan. 29th.

Favorable entry has been made on the service records of Conductor H. E. Taylor, Engineer W. H. Smithers, Fireman A. Brinkman and Brakemen C. C. Allian and F. Rodgers, Extra 567, Jan. 16th, for discovering and extinguishing car of cinders on fire and beyond control of section men.

Favorable entry has been placed on the service record of Brakeman S. Fisher for discovering and reporting I. C. 92826 with a bad order truck, thereby removing possible cause of an accident.

Favorable entry has been made on the service record of Watchman R. M. Sutton for discovering and reporting Big Four 4468 with truck sill partly turned over. Car was set out at Otto and returned to Kankakee for repairs, thereby removing possible cause of an accident.

Favorable entry has been placed on the service records of Engineer J. Malloy, Fireman H. J. Seiglinger, Conductor Wm. Scott, Brakemen J. R. Rodgers, H. Smith and J. L. Mackin, train No. 95, for discovering and extinguishing a bridge car at Weedman on fire, Jan. 8th.

Favorable entry has been placed on the service record of Switchman J. Wulff for discovery and reporting broken truck in I. C. 115139.

Favorable entry has been placed on

the service record of Switchman A. T. Harrison for discovering and reporting broken arch bar on M. C. 43574, Jan. 10th.

Favorable entry has been placed on the service record of Switchman A. W. Mason for discovering and reporting broken flange on I. C. 106805.

Favorable entry has been placed on the service record of Engine Foreman J. L. Markland for discovering and reporting twelve inches of broken flange on I. C. 4085.

Favorable entry has been placed on the service record of Operator B. C. Nichols for discovering and reporting a board sticking out about two feet on side of N. O. G. N. 10009, which was loaded with lumber.

Favorable entry has been made on the service record of Brakeman C. H. Fleming, on Extra 1650 north, Jan. 8th, for discovering and reporting G. T. 70952 with sand board down.

Favorable entry has been made on the service record of Operator A. L. Schneider, Otto, Ill., for discovering and reporting something dragging under Extra 1578 south, while passing his station on Jan. 23rd, and it was found upon examination of train at Gilman that a brake staff on flat car had got loose.

Favorable entry has been placed on the service record of Section Foreman P. G. McGuire for his watchfulness in noticing brake beam dragging under I. C. car 37132.

Minnesota Division.

Favorable entry has been made on the service record of Operator C. N. Salisbury, Lena, Ill., for discovering loose wheel on journal as train was passing his station Jan. 10th. Train was stopped and same was attended to, thereby removing possible cause of an accident.

Favorable entry has been placed on the service record of Conductor F. Chevalier for discovering and reporting broken rail east of Epworth while in charge of train 94, Jan. 8th.

Favorable entry has been placed on the service record of Conductor J. L.

Clover for discovering and reporting brake beam down on I. C. 110534 in train 72 at Peosta.

Favorable entry has been paced on the service record of Conductor J. Schiel for discovering and reporting brake beam down on I. C. 111346 on train in charge of Conductor W. L. Bradford.

Memphis Division.

Favorable entry has been made on the service record of Conductor L. C. Gaerig for discovering and reporting brake beam dragging in Extra 734 at Swan Lake, Jan. 11, 1915.

Mississippi Division.

Favorable entry has been made on the service record of C. P. Winn, Agent at Horn Lake, for discovering and reporting broken rail in passing track at Horn Lake on Dec. 28th.

Favorable entry has been made on the service record of Conductor L. E. Porter for discovering and reporting

brake beam under car in Extra 914 north, at Bolivar, Jan. 15th.

New Orleans Division.

Favorable entry has been made on the efficiency record of Engineer A. Day, who discovered and assisted in extinguishing fire at bridge 302-68, Jan. 4th.

Favorable mention has been made on the efficiency record of Flagman W. W. Cunningham for interest displayed in bringing about the arrest of two tramps concerned in robbery of station at Gloster, Dec. 21st.

Suitable entry has been made on the efficiency record of Section Foreman J. M. Buckels for reporting brake rigging near center of train dragging, Extra 447 south, Dec. 2nd.

Favorable mention has been made on the efficiency record of Engineer J. H. Evans for quick action in stopping train just as front wheel of engine truck dropped off track, due to switch point at end of wye being open, when target showed O. K. Train 821, Nov. 22nd.

AN OLD EMPLOYEE RETIRES.

MR. Henry A. Knowlton, for forty-five years an employe of the Illinois Central Railroad Company, was retired Dec. 31st, 1914. Mr. Knowlton was born in Erie County, New York, August 27th, 1847, and moved to Dubuque when he was ten years of age. He was educated in the public school at that point, and entered the services of the Illinois Central Railroad August 5th, 1869, as a fireman. He was promoted through the various grades, hostler, switch engineer and freight engineer to a passenger engineer's position.

Concerning him Supt. Downs writes: "Mr. Knowlton was one of our oldest and best passenger engineers and a very influential man at Dubuque."

It is unfortunate that advancing years has deprived the Illinois Central of his active services.



HENRY A. KNOWLTON,
Engineer.

An Interesting Twelve Thousand Mile Trip on a Buda Section Motor Car

By K. M. Houchins, Traveling Representative Educational Bureau

Continued from January Issue.

I LEFT Harvey, Ill., Saturday, Oct. 3rd, went through Chicago Terminals. Had Supervisor of Track and Supervisor of Signals with me.

Monday, Oct. 5th, left Chicago at 10:30 a. m. accompanied by Supervisor Pierce. Went to Freeport, Ill., also made Addison Branch to South Addison, 120 miles on this day.

Next day worked Freeport Termini-

visor Toohey, left Waterloo at 10:30 a. m. Rained all day; heavy wind in face all day. Made good run. Mr. Toohey was very much pleased with car, as he had sprained an ankle from shoving another make of motor car that he had to get it started. As the Buda No. 19 is friction drive, he could sit in the seat while car was starting.

Next day ran to Cherokee, Iowa,



K. M. HOCHINS, AND ASSISTANT ENGINEERS LOGUE AND CARROLL, READY TO LEAVE FORT DODGE ON BUDA MOTOR CAR NO. 19.

nals. Left Freeport at 2:30 p. m., and ran to Galena, Ill.

Next day ran to Peosta. Had to return to Dubuque on account of rain.

Next day ran to Waterloo, accompanied by water service man.

Next day took Supervisor Gunsted to Charles City and return on account of seeing grading outfit he had on line.

Next day, accompanied by Super-

visor Cosgrove. This was the worst day that I have had out; rained sleeted and heavy wind all day. Made 75 miles.

Could not leave Cherokee next day until 2:30 p. m. on account of rain. Ran to Le Mars; heavy wind all day.

Next day ran to Sioux City and returned to Cherokee.

To be continued.

Division News

ILLINOIS DIVISION.

Mr. Nielson, employed as brakeman about a month ago has been assigned to service on the Chicago District.

Mr. Earl Rogers, brakeman on the B. P. & T. District has recently effected a life-partnership with a Miss O'Shaugnessy. The "firm" immediately departed on an extended honeymoon and we were denied the opportunity of an interview for further particulars. Mr. Rogers is a very popular young man around Kankakee, which city has been his terminal for a number of years and his many friends there join us in offering our heartiest congratulations.

Switchman A. A. Moore, of Kankakee, on a 30-day leave of absence is visiting his old home in Ohio.

Operator Schneider of Otto and Kankakee Junction, returned from his vacation the latter part of December. Mr. Schneider spent most of his time visiting with his family at Parkersburg, W. Va.

Operator J. A. Adams, of 2nd trick, Kankakee Junction, on a short vacation over New Years, was relieved by Operator Schneider.

Mr. Fred Kunde, switchman at Kankakee, off during the latter part of December on account of the death of his father. The older Mr. Kunde had been suffering from a lingering illness for a long time to which he finally succumbed December 23rd.

"Swede" Nelson, car inspector, at Kankakee Junction, was transferred to the Big Four yard in the early part of January to exchange locations with Inspector Chambers.

Brakeman Eckstrand, of Local Freights 91 and 92, has just returned from a three weeks' vacation. He was relieved by Mr. Heft from Fordham.

"Chink" Longbottom, who has been in the service as yard clerk at Kankakee Junction, for several months, was recently transferred from day to night shift Mr. Fennell going on days.

Fireman Brinkman, of Kankakee, always a master of efficiency, is the proud father of twins since the early part of January.

Mr. Earl Lane, yard clerk at Kankakee lower yards and Miss Schroeder, of Kankakee, were married in that city January 14th. Mr. Lane has been identified with this company for several years and is very well liked by his colleagues who extend their very best wishes.

Engineer P. G. Eich, of the Bloomington District was relieved January 1st for 60 days' vacation by Engineer Tyrell.

Engineer George Holmes, of Kankakee, has taken a leave of absence for the remainder of the winter and intends to spend his vacation at New Orleans and Hot Springs. Engineer Steele is relieving Mr. Holmes in the yard service at Kankakee.

Engineer Oliver Johnson, of the Minonk Local, is taking a short vacation of a few weeks.

Fireman C. W. Weaver and P. R.

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

Kemp, of Kankakee, have recently been promoted to engineers.

Fireman Glaredon, of Kankakee, has been compelled to lay off for a short time on account of sickness.

Traveling Engineer, Mr. C. W. Robinson, has recently acquired a new automobile. He says it is not a "Fliver," either, but a real Buick.

The Hon. Wm. Welk, of Kankakee, engine foreman, philosopher and confirmed bachelor, has just received transportation for "himself and wife" to Jacksonville, Fla. Far be it from us to prognosticate, but it does impress us with the fact that "you never can tell."

Mr. Martin King, section foreman at Otto, Ill., has been granted a 30-day leave of absence on account of ill health. He is being relieved by extra gang foreman Mr. A. J. Gussmann.

B. & B. Supervisor Suter and force have just completed the work of driv-

ing piles at bridges on the Blooming District.

Mr. T. J. Leviton, who has been acting as ballast inspector, at Kankakee, for the past several weeks has been transferred to the engineering department at Ft. Dodge, Ia.

Supervisor Gallagher and force have completed the laying of one mile of 90-pound rail on the south bound main in the vicinity of Manteno, Ill.

Mr. C. G. Richmond, of the Loss and Damage Bureau was a business caller in Kankakee the early part of the week.

Miss Pearl Metzka has been relieving Miss Hazel Langham as stenographer in Agent Purtill's office at Kankakee.

Miss Anne Gallagher has accepted the position of short record clerk in Agent Purtill's office at Kankakee.

Mr. J. E. Hicks has been appointed section foreman at Bradley, Ill., vice Mr. T. J. Gallagher, resigned to accept a similar position with the C. I. & S.

Mr. Elmer Axen and Mr. Lee Mulholland, of the roadmaster's office were Kankakee callers last week.

NEW ORLEANS DIVISION.

Effective February 1, 1915, Mr. C. J. Turner succeeds Mr. J. J. Tierney as timekeeper in superintendent's office, Mr. Tierney having resigned to engage in other business.

Mr. Harry Kiernan, clerk in superintendent's office, recently sustained a fracture of the right wrist, which incapacitated him for active duty, although he remained "on the job" and rendered such assistance as was possible to the hard-working accounting force.

Mr. Martin Quinn, who has been absent from the division for several months, resumed the duties of special agent on the New Orleans Division, effective January 1, 1915. Mr. Quinn has a host of friends and admirers, who are glad to welcome him back.



From Weak to Strong

The Physicians of the Murine Eye Remedy Co., Chicago, U. S. A., Oculists of years' standing, carefully prepare the

Murine Eye Remedies

In the Company's Laboratory. These Remedies are the result of their Clinical, Hospital and Private Practice, and they have found from their years of experience with Children's Eyes, that two drops of Murine in each Eye of the Growing Child is of inestimable value. Murine is an Eye Tonic and they know, if it is used regularly, that it Tones the Eye of the Growing Child and in many instances obviates the use of Glasses, and is it not reasonable that Glasses when not required will retard the development of a young and growing Eye?

Murine, through its Tonic effect, Stimulates Healthy Circulation and thus promotes the normal development of the Eye. We do not believe there is a Mother who has used Murine in her own Eyes and in the Eyes of the members of her family who would be without it, or who is not willing to speak of its Merits as The Household Friend.

The Child in the Schoolroom Needs Murine

Murine contains no harmful or prohibited Drugs and conforms to the Laws of the Country.

Druggists and Dealers in Toilet Preparations everywhere will supply Murine and tell you of its gratifying results.

Samples and instructive Literature cheerfully sent by Mail to Interested applicants.

Murine Eye Remedy Co., Chicago, U. S. A.

A Laugh or Two

He Owned a Hog and Then Again He Didn't

WHEN the car of "Emigrant movables" reached Belzoni it contained, among other things, a hog;—one of those genuine razor back specimens that is as long from the end of his nose to his ears as from his ears to the end of his tail, and with legs resembling those of a greyhound.

The hog had gotten loose in the car and, as soon as the door was opened, made a dash for liberty which was entirely successful.

The owner, with a wisdom born of past experience, made no attempt to catch him but offered to sell him "on the hoof" to some negroes standing by.

Tom bought the hog at a bargain and enlisted the assistance of the other negroes in catching his prize; but, by the time the dogs about the station had joined in the chase, the pace set by that hog could only be compared to the jack rabbit described by Mark Twain—"just a little faster and a little more erratic than a streak of lightning."

The hog finally made a dash through the open door into the waiting room, and with a shout, his pursuers slammed the door. Tom then secured a rope and slipped inside cautiously, just in time to see the hog go over the benches and out the window, carrying the sash with him, and disappear in a cloud of dust.

Late that evening, Tom was seen coming down the road, dusty and weary and the Agent called to him: "Tom! you owe me four dollars and seventy cents for that window your hog broke this morning."

Tom sadly replied: "I ain't got no hog, Mister Bradley." Why, didn't you buy a hog from that man at the car, this morning?"

I sho' did pay dat white man some money for a hawg; but, if dat hawg done kep' up his rampagin like he done 'bout dis depo, he's jus' about reached New Awleans by dis time. No sah, Mister Bradley, I ain't got no hawg."

Party Men

"The late Adlai E. Stevenson," said a Republican leader of Bloomington, "hadn't, after all, much use for politics. He once explained to me why this was.

"He said that party politicians believed their side to be always right, and the other side to be always wrong. Whatever the other side advocated it was horrible and infernal; whatever their own side advocated was holy.

"He said the partisan couldn't understand that you might arrive at the right thing by more ways than one—and thus the partisan was like the urchin whose teacher said:

"'Willie, what does six plus four make?'

"'Eleven.'

"'No. Try again.'

"'Twelve.'

"'No.'

"'Thirteen.'

"'No, no no. You're just guessing. But why couldn't you have guessed that six plus four makes ten?'

"'Because it don't make ten,' said Willie. 'Five and five makes ten—I remember that.'"

The Dodger

Senator Hitchcock was talking about the Sears divorce suit in New York, wherein it was claimed that Mrs. Sears was jealous of her husband's work.

"Lucky the wife," he said, "who has nothing but her husband's work to be jealous of. What do American wives want, anyhow? Do they want husbands as lazy as Tom Tuck?"

"Tom Tuck was my schoolmate in my native Omaha. He was the laziest boy you can imagine. On some pretext or other he would always dodge work.

"The teacher one day told Tom to write a full and exhaustive composition on a game of ball. You wouldn't think Tom could dodge that job, eh? Well, anyhow, he did, and the composition he turned in read:

"'Game postponed, account rain.'"

Where He Stood in Class

"I hope they don't give my little boy any naughty nicknames in school?"

"Yes, ma, they call me Corns."

"How dreadful! And why do they call you that?"

"'Cause I'm always at the foot of the class."

Obliging. (Ishke-Bibble.)

Mose Tupper, a gentleman of color was brought into court on a charge of murder.

Mose, said the judge, the accusation against you is a most serious one, the taking of a human life. Are you properly represented by counsel?

No sah, said the darky, cheerfully.

Well, have you talked to anyone about your defense since your arrest?

Ah done tole de sheriff 'bout de shootin', when he come ter 'res' me, yes sah.

Have you taken no steps to get a lawyer?

No sah, ah don't fool long er no lawyers.

If you have no money, you know the court will appoint a lawyer to defend you without charge.

Mose turned his hat in his hand deprecatingly.

You all needn't be botherin' 'bout me Judge, he answered.

Well, what do you propose to do about the case, demanded his honor?

Judge, said the darky obligingly, ez fur ez I's concerned, you can jes' let de matter drap!

The South is the land of the chigger, And we're glad that it isn't no bigger. But by looking around O'er the chigger-strewn ground, You'll find an occasional colored person.

Misjudged

General Vincent R. Thompson was talking in Milwaukee about the war.

"The Germans, in the first place," he said, "misunderstood the temper of the Belgians. They misunderstood in the second place the temper of the Russians, of the English and of the French. Actually, from all those nations they expected a feeble resistance or none at all.

"The Germans, in a word, misjudged the allies as Cornelius Husk misjudged the metropolitan restaurant.

"Cornelius Husk, on his first visit to New York, entered a restaurant with timid, faltering steps. A waiter brought him a menu. Very red in the face, he studied it a long time. Finally, to help him out, the waiter said:

"'Table do'hote, sir?"

"'What mought tabble dote be?' old Corn Husk asked feebly.

"'Course dinner, sir.'

"'Don't want 'er, then,' said Corn Husk. 'Ye see, young feller, I'm from the kentry, I am, and I git enough coarse grub to hum.'"

As You Like It

Jimmy, who has no highbrow, had gone all alone to see one of those outdoor performances of Shakespeare. He was telling his elders about it.

Some class to Shakespeare, said Jimmy. The show was fine.

But what show was it? asked Jimmy's big sister.

Let Ev'ybody Do to Suit Hissself, replied Jimmy.—*New York Post*.

Pa, what is scientific salesmanship?

Selling a dress suit to a man who went into the store to buy a celluloid collar.—*Exchange*.

His Cruel Father

Tommy came out of a room in which his father was tacking down a carpet. He was crying lustily.

"Why, Tommy, what's the matter?" asked his mother.

"P-p-p-papa hit his finger with the hammer," sobbed Tommy.

"Well, you needn't cry at a thing like that," comforted his mother. "Why didn't you laugh?"

"I did," sobbed Tommy, and that's what's the matter with me."

THE STRONGER LOVE.

Two Scotchmen met and exchanged the small talk appropriate to the hour. As they were parting to go supperward Sandy said to Jock:

"Jock mon, I'll go ye a roond on the links in the mornn."

"The mornn?" Jock repeated.

"Aye mon, the mornn," said Sandy, "I'll go ye a roond on the links in the mornn."

"Aye, weel," said Jock, "I'll go ye. But I had intended to get marriest in the mornn."

Upon arriving at a small town in Mississippi the traveler noticed an old time darkey that he had known for years, and who was accustomed to helping him with luggage to nearby hotel. The old darkey as usual grabbed his suit case, but looked somewhat bewildered. Having noticed the attitude of Uncle Mose, the traveler smiled and said, "What's the matter, Mose, don't you know me any more. Old Mose, with an air of importance, says, "Look, heah, boss, I sees the convenience in yo' face but I jes' can't appreciate it."

The Ad Does It

Louis J. Horowitz, the builder of the Woolworth, municipal, Equitable and many other buildings of New York and of America, praised advertising at a dinner at his beautiful Riverside Drive apartment overlooking the Hudson.

"I am a firm believer in advertising,"

said Mr. Horowitz. "I impute a great part of my own success to it."

Here Mr. Horowitz's sunburnt and healthy face was illuminated by one of his rare and charming smiles.

"When a duck lays an egg," he said, "she waddles back to the duck pond in indifferent silence. But when a hen lays an egg, her frantic cackles make it known."

"The hen advertises."

"And that, my friends, is why the world eats hen's eggs instead of ducks' eggs."

A Homewood Bargain.

Illinois Central Employees!-

I wish to call your attention to one of the best opportunities for you to secure a home in one of the best locations on our line. Know this place to be all that owner claims for it, and can put you in touch with him. This bungalow, steam heated, gas and electric light, should be seen. Terms very reasonable - three minutes from station. Good cement walk.

*Yours Truly,
Central Station
Room 305* **H. E. Foskett.**

Division News

St. Louis Division.

Traveling Auditor G. O. Peters was at Carbondale, November 25.

Train Master C. W. Shaw was in Carbondale on business November 25.

Mr. J. L. East, agent loss and damage bureau, was a Carbondale visitor, December 6.

Traveling Engineer S. Turlay was in Carbondale, Saturday, December 5.

Traveling Auditor G. E. Dunlop was

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 Scaiy Eyelids and Granulation

a business visitor in Carbondale December 14.

Brakeman A. L. Shumaker relieved Switchman E. Shadron on the Texas Junction switch engine for a few days.

Mr. F. E. Hilton of the superintendent's office went to St. Louis for a short visit, Friday evening, December 25.

File Clerk E. E. Batson is off duty on account of illness and is being relieved by Mr. C. E. Taylor.

Mr. A. G. Moody of the superintendent's office spent Christmas with home folks in Hazel, Ky.

Mrs. Izora Leyerle, wife of Supervisor C. H. Leyerle died at her home in Pinckneyville, December, 18 after a lingering illness. She was buried at Dongola, Ill., Sunday December 22.

Conductor J. W. Hallagan of Pinckneyville made a business trip to East St. Louis on December 23.

Conductor D. S. Brownlee is run-

ning trains No. 605 and No. 606 relieving Conductor John Allen, who is spending Christmas with home folks at Bloomington, Ill.

Raymond Wallace, agent at Hallidayborg, Ill., visited friends at Pinckneyville, here December 12.

Misses Marcella and Mary Agnes Moffett have returned home to spend Christmas week with their parents, Mr. and Mrs. M. J. Moffett; the former is going to school in St. Louis, and the latter in Denver, Colo.; they return to their respective schools after the holidays.

T. A. Dougher, signal maintainer, took his sons, Harden and Paul to St. Louis Wednesday to interview Santa Claus. Paul reports that he was there all right and promised to fill orders promptly.

Supervisor C. H. Lyrle, who has been off for some time during the illness and death of his wife, will resume duty the first of the new year.

Mr. Don Davise's son, Harry, who was injured a couple of weeks ago, is reported getting along nicely.

Mr. George Clark and wife, H. B. Sutliff and wife, and supervisor's clerk, Miss Genevieve Clergy went to Dongola Sunday to attend the funeral of Mrs. Lyrle.

Traveling Engineer S. Turlev is the proud possessor of a new cabinet for his desk, donated by Mr. Garber. In point of workmanship it is a beauty, and handier than the pocket of his overcoat which he has been using at his office.

A RAILROAD BIRTHDAY.

Joe Youngblood Rounds out Twenty-six Years with the Illinois Central.

Conductor Joe Youngblood celebrated his twenty-sixth anniversary with the Illinois Central today by going out on his run, No. 375, as usual. Twenty-six years ago today Joe began work with the Illinois Central and his first trip was to Paducah, also, and



From Weak to Strong

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In the Company's Laboratory. These Remedies are the result of their Clinical, Hospital and Private Practice, and they have found from their years of experience with Children's Eyes, that two drops of Murine in each Eye of the Growing Child is of inestimable value. Murine is an Eye Tonic and they know, if it is used regularly, that it Tones the Eye of the Growing Child and in many instances obviates the use of Glasses, and is it not reasonable that Glasses when not required will retard the development of a young and growing Eye?

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Samples and Instructive Literature cheerfully sent by Mail to interested applicants.

Murine Eye Remedy Co., Chicago, U. S. A.

he went in on the first train over this road, as the I. C. began running trains into Paducah the same day.

Of all the men then in the train service, on this road, on the St. Louis division, only two are now left, Joe Youngblood and Engineer Sweet. Many, very many changes have taken place in the twenty-six years, and many conductors have come and gone, but we hope Joe will go on forever. He is one of the most popular employees of the road, and counts his friends by the thousands. Joe, "Here's to your good health, and your family's and may you live long and prosper."

MARRIAGE OF ERNEST JOHNSON, FLAGMAN—WILL LIVE IN CARBONDALE

Word has been received here of the marriage of Miss Hazel Hughes, of Chester, and Mr. Ernest Johnson, of East St. Louis, the wedding occurring on Sunday noon at the home of the bride's mother, Mrs. Mary I. Hughes, of Chester, Rev. Woodley, of the Methodist church of that place performing the ceremony. The young couple departed for a short honeymoon

trip and will then go to Carbondale where they will make their home. The groom is an enterprising and upright young man, holding a position as passenger flagman on the St. Louis division of the I. C.

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, 189 K, Station E, New York City, and get the very interesting free book that will be sent promptly upon application.



\$3000 FOR YOU

That's the money you should get this year. I mean it. I want County Sales Managers quick, men or women who believe in the square deal, who will go into partnership with me. No experience needed. My folding Bath Tub has taken the country by storm. Solves the bathing problem. No plumbing, no water works required. Full length bath in any room. Folds in small roll, handy as an umbrella. I tell you it's great! GREAT! Rivals \$100 bath room. Now listen! I want YOU to handle your county. I'll furnish demonstrating tub on liberal plan. I'm positive—absolutely certain—you can get bigger money in a week with me than you ever made in a month before. I KNOW IT!



Two Sales a Day— \$300.00 a Month

That's what you should get—every month. Needed in every home, badly wanted, eagerly bought. Modern bathing facilities for all the people. Take the orders right and left. Quick sales, immense profits. Look at these men—Smith, Ohio, got 13 orders first week; Meyers, Wis., \$250 profit first month; Newton, California, \$60 in three days. You should do as well. 2 SALES A DAY MEANS \$300 A MONTH. The work is very easy, pleasant, permanent, fascinating. It means a business of your own.

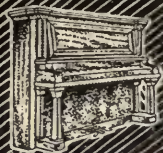
Little capital needed. I grant credit—Help you out—Back you up—Don't doubt—Don't hesitate—Don't hold back—You cannot lose. My other men are building houses, bank accounts, so can you. Act then quick, SEND NO MONEY. Just name on penny post card for free tub offer. Hustle!

**Exclusive Territory.
100% Profit.**

**Demonstrating
Tub
Furnished**

H. S. Robinson, Pres.,

2257 Factoria Bldg., **TOLEDO, OHIO**
Canadian Branch — Walkerville, Ont.



**SAVE
\$100
TO
\$200**

ON THE PURCHASE of a High Grade 25-year Guaranteed Piano or Player Piano.

Write today for our plan of selling direct from

FACTORY-TO-YOU

and save the difference for yourself. We will ship you any Piano or Player Piano you select from our catalog at

OUR OWN EXPENSE.

We pay the freight. You can try it **FREE** for 30 days without a penny in advance. If it does not please you send it back. If satisfied you take a long time to pay. Easy monthly payments.

FREE MUSIC LESSONS.

Write now for our handsomely illustrated Art Catalog and **BIG PIANO OFFER.**

Schmoller & Mueller Piano Co.

Est. 1859, Capital and Surplus, \$1,000,000
I. C. 410 OMAHA, NEB.

Schmoller & Mueller Piano Co.

I. C. 412, Omaha, Nebraska.

Send me your Big (Piano) (Player) Offer.

Name.....

Address.....

Established 1841

American Express Company

**OPERATES THE
EXPRESS BUSINESS**

**UPON THE
ILLINOIS CENTRAL RAILROAD**

And in All Upon 73,000 Miles of Lines in the
United States and Canada.

**Agencies Throughout the United States,
Canada and Europe**

When Traveling, Use



Originated by American Express Company in 1891.

These Cheques provide an economical, secure and satisfactory form of carrying funds for foreign or domestic tours. Issued in denominations of \$10, \$20, \$50, \$100 and \$200, with their corresponding foreign values, the Cheques are cashed by 15,000 Correspondents at cities and points of interest visited by travelers throughout the world, and are accepted by many hotels, steamship, railroad and sleeping car companies, merchants, shopkeepers and others in settlement of accounts, fares, etc.

TRAVELING MEN can avoid delays, inconveniences, embarrassment, and expense by obtaining, through their employers, our special Identification Cards and having their weekly remittances made by American Express Money Orders.

23 MAR 1915

ILLINOIS CENTRAL MAGAZINE

Vol.3

Nº9



Court House, Clarksdale, Miss.

19 · MARCH · 15

Found faithful - after ten years' exposure

A remarkable story of Elgin durability comes from Oklahoma, and is vouched for by a lawyer of that state.

"In 1904 I was United States Attorney for the Central District of Indian Territory and prosecuted one . . . for a murder alleged to have been committed in the Kiamitia Mountains in the old Choctaw Nation, Indian Territory, some ten years prior to the date of the prosecution.

"The body of the deceased was found in the mountains ten years after he was killed, and was certainly identified by the remains of a gun marked for identification, some marked coins, and a certain Elgin watch carried by the deceased. Although the watch had lain by the skeleton in the mountain, exposed to the sunshine, rain, sleet and snow, for ten years, when it was discovered and picked up it began running and clicking off the time as perfectly as though it had been wound the day before."

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The Story of the Illinois Central Lines during the Civil Conflict 1861-5

Civil War Reminiscences

By Captain James Dinkins

(Continued from February)

About noon the Federal Army took position behind formidable breastworks, which had been previously built in the bend of the Harpeth River, and immediately south of and surrounding the town of Franklin. The line formed the arc of a circle, about three-quarters of a mile in extent. The town is on a gentle plateau. A commanding eminence, known as Figuer's Hill, rises abruptly just across the river, rather eastward of the town, and commands the place and all the approaches for miles to the southward.

Figuer's Hill was crowned with heavy artillery, while the breastworks on the south side bristled with seventy cannon and 25,000 bayonets. The river forms a horseshoe-shaped bend, and the earthworks were built across the throat of it. General Chalmers was first to arrive upon the scene and drove the enemy's skirmish line back into the outer works.

The Columbia turnpike approaches Franklin over a comparatively level

plain about a mile wide, though the land rolls considerably, a short distance to the right and left of the highway. Forrest's cavalry hung close upon the enemy, harrassing them by repeated assaults on their rear guard until they had taken position behind the works described. Forrest proceeded to reconnoiter with his habitual boldness, after which he returned to meet General Hood, whom he found at the head of the army, about three miles south of Franklin. The whole army was halted for at least an hour, which time was spent in discussing the situation and arranging for the attack. Forrest explained to General Hood that the enemy's position was a very strong one, and advised against the assault. General Hood, however, expressed the belief that the main Federal force was in rapid retreat, and that the show of defense was a counterfeit for the purpose of gaining time to make good the escape.

After a few further words, Forrest

rode back. Some 400 yards in front of the main line of works was an entrenchment about a half mile in length, crossing the Columbia turnpike at right angles. This line was prolonged on the westward by a stone wall, and on the east by rifle pits. This advance line was occupied by two brigades of infantry (Wagner's Division).

As the pike approached the main or inner line of Federal works, there is a slight rise in the ground, say of about five feet in a hundred. At the crest of this rise, just to the left of the pike, stood the Carter house, a single story brick building, with numerous out-buildings. About seventy-five yards south of this the Federal intrenchments crossed the pike at right angles, rising fully five feet above the level of the ground, and very strong. On the outside there was a ditch four or five feet wide and three feet deep. Logs were placed on top of the bank to protect the heads of the defenders. About seventy-five yards to the east of the pike stood a ginhouse inside the enemy's lines, and beyond that was a hedge of osage orange and locust, which made an abattis.

The Confederates formed line of battle some 1,200 yards in front of the Federal outer works, with Cheatham's Corps on the left and covering both sides of the pike, Brown's Division being to the left and Cleburne's to the right of it. Stewart's Corps, composed of Walthall's and Loring's Divisions, was formed to the right of Cleburne, and extending to the Lewisburg pike, near the river. Bate's Division of Cheatham's Corps was detached to the right flank, Chalmers on the extreme left, and Forrest with Buford and Bell on the extreme right.

About 4 o'clock p. m., with bands playing and banners flying, the line moved forward. The bugles gave the shrill signal for the cavalry to charge, and the infantry, led by the gallant and undaunted officers, dashed to the desperate work.

The air of the November evening was cool and bracing; the sun shone

brightly, and the clouds were pink in the western sky. For a few moments there was not a sound except the sturdy tramp of the men in beautiful alignment and the cautionary orders of the Company officers. There was no artillery engaged on the Confederate side. It could not be brought to bear except at the sacrifice of the citizens of the town. About three hundred yards in front of the outer works a line of skirmishers was encountered, who ran back, firing, and the battle was on. On over the levels and slopes with unbroken front; then a blaze of fire from the rifle pits, then the charge began, and the troops went pouring over the intrenchments without the slightest check. Then the main breastworks appeared about 400 yards away, but in shortened line, as the river sweeps towards the westward.

When our troops mounted the outer works, General George W. Gordon, of Brown's Division, raised the cry, "Go into the works with them, boys," and this was taken up by the men who mingled with the retreating enemy and hammered them over the heads with their guns. As the mass approached, the Federal works seemed as if lighted with the fires of hell. The Confederates closed up and rushed forward, but the men, both Confederate and Federal, were dropping everywhere. The enemy, fearing the mad rush, killed their retreating comrades along with the Confederates. Yell after yell was heard above the roar of musketry and boom of cannon. On they went, drawing closer together as the line approached the river. The noble ranks passed down the last slope and rushed to the works. The musketry changed from a rattle to a crash, followed by a hissing roar like the swish of a great rain. The men went down by the hundreds, but they did not falter. On, on, into the vortex they rushed. Brown's men climbed the intrenchments and met a deadlier foe behind.

Cleburne, the "Knightly Cleburne," and George W. Gordon crossed the pike and rushed upon the angle at the

ginhouse. French, Walthall and Loring closed up on their flank with furious energy. The slaughter soon was dreadful. A desolating tide of musketry, shot, and canister, both from the redoubts and from the forts on the opposite bank, mowed down the gallant ranks. Carter and Gist fell in the locust abattis, while John Adams dashed into the enemy's works and snatching the flag from the Illinois Regiment, bore it to the ground. Immediately his body was pierced by numerous bullets, while his horse fell on the works.

Brown lay writhing in agony in the center of the pike, desperately wounded. Cleburne's horse was shot from under him, but he mounted another, which was instantly killed; and then, cap in hand, he rushed at the head of his men into the vortex between the ginhouse and the pike. Young Gordon, who commanded the "high pressure" Tennessee Brigade, leaped upon the intrenchments with his men, to the left of the ginhouse, and was captured in a desperate struggle for the mastery. Granberry, leading his noble brigade, was killed beside the pike in front of the ginhouse. Cockrell, Quarles and Scott were shot down and lay bleeding on the field. The scene was desperate. Govan, Lowry, Reynolds, Featherstone and Shelby inspired their men and cheered them on again and again, as they recoiled and rushed back to the death-dealing earth-works, to be again repulsed.

Stahl, with Brown's Division, his commanders all dead, held grimly to the trenches he had captured to the left of the pike, and defeating all attempts of the enemy to retake them, and though enfiladed and taken in reverse from the angle to the right, and his men slain until the ditch was full of dead, did not yield an inch, but was finally slain himself.

Darkness came, and the slashed and torn fragments of the Confederate columns suddenly gave back, and except Brown's Division, now without a field officer, but defiant, passed over the slopes to the rear, and the battle was

practically over. But Brown's men, undaunted, even after General Stahl's death, could not be shaken off, and held the line in desperation until the enemy's retreat after midnight.

Thirteen generals, numerous field officers, and 6,444 of the flower of the Southern youth lay dead and wounded upon the slopes, or upon or within the enemy's trenches, besides about 700 captured by the enemy inside their works. These men had served from the beginning, and had fought through the campaigns of Bragg and Jos. E. Johnston. They knew that the Southern cause was hopeless before they crossed the Tennessee River at Florence, but they fought with a fierceness and recklessness never surpassed, and threw themselves against the enemy's works with the madness of despair. Every color bearer in the engagement was shot down and each succeeding hero who raised a flag was killed or wounded.

The forces of the immortal Cleburne approached the field in column of brigades and when about 1,000 yards from the enemy's works, formed in line of battle. Cleburne called his brigade and regimental commanders together and addressed them. General Patrick R. Cleburne, as a soldier or citizen, had no superior. He was as tender as a woman and as brave as Forrest. He said to his officers:

"Gentlemen of my Division: The works of the enemy are to be carried if it costs the life of every man in the Division. I need not exhort you as to your duty; I know what to expect of you. Now, gentlemen, go back to your places."

Very soon the order came to "forward." General Geo. W. Gordon, in speaking of Cleburne, said: "My brigade led the charge on the left of the turnpike, and my right rested on the pike. My men, or, some of them, veered to the right and crossed the pike in the charge. I was in the rear of this line, dismounted. In the charge my men and Cleburne's were mixed up a good deal after we crossed the pike.

About eighty steps from the works, and perhaps sixty from the pike, I saw General Cleburne riding rapidly from the right toward the pike in an oblique direction, which would carry him toward the gap made by the pike through the intrenchments. He came near riding over me and I stopped until he passed. His horse was greatly excited and seemed to be running away. I, a minute later, reached the works with my men and his, and I did not see the General any more. He was riding a dark horse. The fire was so hot that no one could live under it, and we rushed on and over the intrenchments, where most of my men were at once clubbed and captured. I was too much engaged after that to notice the movements of other officers."

General D. C. Govan, who commanded a brigade in Cleburne's Division, writes from Marion, Ark.:

"General Cleburne was not killed while attempting to leap his horse over the Federal intrenchments, as some have said. The manner in which he met his death was about as follows, and from personal observation and creditable statements of others, I believe these to be about the facts of the matter:

"General Cleburne had two horses killed under him in the attack on Franklin. I was very near him when his first horse was killed. The impetus at which he was moving carried the horse forward after his death-wound, and he fell almost in the ditch on the outside of the intrenchments. One of the couriers dismounted and gave him his horse, and while in the act of mounting, this second horse was killed by a cannon ball, fired, as well as I remember, from the ginhouse. General Cleburne then moved forward on foot, waving his cap, and I lost sight of him in the smoke and din of battle, and he must have met his death in a few seconds afterward. All this occurred near the intersection of the pike, and his body was found within twenty yards of where I saw him last, waving his cap and urging his command forward.

Never in any attack during the war did troops display greater gallantry, not Pickett's Division at Gettysburg, nor the Old Guard at Waterloo, than when the heroic commander of the Arkansas Division fell, sword in hand, near the intrenchments in that desperate and ill-fated attack on Franklin."

It will be noted that the above statements are somewhat at variance, but it is not at all surprising that men should have almost opposite recollections of battle incidents, but whether General Cleburne fell on the works or a few feet from them, all agree that he had two horses killed and that he was last seen waving his cap and urging his men forward. Howbeit, Cleburne's death surpassed in interest and dramatic intensity the fall of any other leader of note and rank in the war. Other brave officers led charges and lost their lives in the struggle, but nowhere do we find one leading a charge on powerful intrenchments while mounted and after two horses are killed under him take charge of the head of the column on foot, and rush into the jaws of death. Cleburne exhibited a courage of the sublimest degree, and a confidence in his men which showed that he believed them capable of any effort, however desperate or impracticable it might appear. General Cleburne was born in Ireland and came to this country when a boy, but he was a high type of American soldier, and no grander exemplar of his country's valor ever sealed his devotion with his blood upon any battle field.

Those who participated in the attack on Franklin will agree that the Federals showed unusual vigor and gallantry of defense. It is in no spirit of disparagement of other Federal troops that this statement is made, because there was splendid material in the Federal ranks, but the men who held the breastworks at Franklin met the shock of battle with a steadiness highly creditable and the result was the bloodiest field of modern war.

The men who charged those works had driven Grant's Army over the Ten-

nessee River bluffs on the first day at Shiloh, and afterwards hurled Rosecrans' great army out of its trenches at Chickamauga. They repelled the assaults of Sherman's overwhelming columns at Kennesaw, and they fought to exhaustion with bayonets and clubbed muskets over the blood-soaked field of Franklin. The Confederates actually engaged at Franklin were as follows:

Stewart's Corps—Loring's Division, 3,575; French's Division, 1,998; Walthall's Division, 2,304; total, 7,877.

Cheatham's Corps—Cleburne's Division, 3,962; Bate's Division, 2,106; Brown's Division, 3,715; total, 9,783.

Or a grand total of 17,657 infantry and a little less than 5,000 cavalry.

S. D. Lee's Corps of 7,852 men, in reserve, with 2,405 artillerymen, were not engaged.

The Federal infantry defending the works consisted of the First, Second and Third Divisions of the Fourth Army Corps, numbering 11,356 men; the Second and Third Divisions of the Twenty-third Army Corps, numbering 10,260 men, and three regiments of A. J. Smith's Corps, about 1,500 men, in all 23,116 muskets and seventy cannon. In addition, General Wilson's cavalry exceeded seven thousand, making a total Federal force of 30,116.

The charge of the five divisions of Brown, Cleburne, French, Walthall and Loring, in which Cleburne by reason of his tragic death became the central figure, gains by comparison with the celebrated charge of Pickett's, Heth's and Pender's Divisions at Gettysburg. It has been the pleasure of old soldiers to refer to the Gettysburg affair as the great martial drama of the war. Yet an analysis will show that it yields in grandeur, in boldness and in results, when compared with the assault on Franklin.

It is a singular fact that the two assaulting columns were evenly matched, as the following figures will show: The five divisions of Brown, Cleburne, French, Walthall and Loring at Franklin aggregated 15,551 bayonets. The

strength of Pickett's Division just before the battle of Gettysburg is given at 6,548, Heth's at 6,149 and Pender's at 2,814. Total, 15,511—a difference of only 40 men.

At Gettysburg the assaulting column was totally repulsed, while at Franklin Brown's Division captured the trenches in their front and held them against all efforts to dislodge them.

At Gettysburg there was no intrenchments save a low stone wall along part of the Federal line and a rail fence which had been torn down and piled up. At Franklin the enemy was sheltered by earthworks of the strongest character, and in many places over five feet high, exclusive of the ditch.

The loss at Gettysburg as shown by official figures, was: Pickett's Division, 1,389; Heth's, 2,316; Pender's, 814; total, 4,519. A part of the above loss occurred on the first day's battle. The loss of Pickett was about 21 per cent. The loss of the assaulting column at Franklin was 6,444, exclusive of prisoners, or 36 per cent of the infantry engaged—vastly more bloody than the result at Gettysburg.

From whatever point we view it, the charge at Franklin exceeds in interest and tragic and dramatic results any event of modern war. History will surely place it where it belongs, as the greatest drama in American history.

General Hood, in his history of the invasion of Tennessee, said: "Major General Cleburne had been distinguished for his admirable conduct upon many fields, and his loss at this moment was irreparable. He was a man of equally quick perceptive and strong character, and was especially in one respect, in advance of many of our people. He possessed the boldness and the wisdom earnestly to advocate, at an early period of the war, the freedom of the negro and the enrolment of the young and able-bodied men of that race."

It has been said that war even devours the best. At Franklin perished unhappily and without profit, some of the choicest officers of the Confederate

service. In a like endeavor, about the same instant with Cleburne, fell the accomplished soldier, Brigadier General John Adams, of Tennessee. He fell on the enemy's works. Brigadier Generals Gist, Strahl, Granberry and Carter were slain when their genuine worth was beginning to be appreciated.

The fearful onset of the Confederates was in vain, because under the circumstances no number of troops could have carried the position, but the display of superb valor in officers and men was as great as ever signaled a battlefield.

Colonel Henry Stone, of the Federal Army, who participated in the battle, said in an article published in the *Century*:

"On came the enemy, as steady and restless as a tidal wave. A couple of guns, in the advance line, gave them a shot and galloped back to the works. A volley was sent into their ranks, but without causing any delay in the array. A moment more, and with that wild 'Rebel yell,' which, once heard, is never forgotten, the great human wave swept along. We were struck by the resistless sweep of Cleburne's and Brown's Divisions. In that wild rush, in which friend and foe were intermingled, the 'Rebel yell' rose high above the 'Yankee cheer,' and with shouts of 'Let's go into the works with them,' the bold Confederates, now more like a wild howling storm, swept on to the very works without a check from any quarter. So fierce was the rush that numbers of our fleeing soldiers, officers and men, dropped exhausted into the ditch, and lay there while the terrible contest raged over their heads. The tremendous onset, the wild yells, the whole infernal din of the strife, were too much for any troops to resist save the best disciplined body. It is impossible to exaggerate the fierce energy with which the Confederate soldiers, that short November afternoon, threw themselves against our works."

The writer of this present article did not see General Cleburne after he formed his line of battle, and therefore

cannot enter into the manner of his death, or the exact place he fell, but on the following morning, Dec. 1, when the sun was about one hour high, I passed the residence of Col. McGavock and saw his body lying on the front gallery—his face was covered with a lady's linen handkerchief. Near General Cleburne lay the body of General Strahl.

We now pass on to Col. John Overton's home, eight miles from Nashville, where we removed the night of December 1st, 1864.

The following morning Dr. Geo. W. Henderson, our Chief Surgeon, and myself, were riding together. I was mounted on the big brown colt and he was about as uncertain as anything could be. The Doctor rode his old gray, old enough to vote, I have no doubt.

Suddenly the Doctor drew rein and said: "Dinkins, wait for me until I fix my saddle pockets." While he was so engaged his holsters, to which the halter rein was fastened, dropped from his saddle, and the old gray began to turn around, swayed by the weight of the pistols. Suddenly the girth broke and the doctor fell to the ground. In the meantime my colt was pitching about furiously and it was impossible for me to assist the Doctor. The Doctor made no effort to rise, but remained on the ground swearing at the old horse. Mrs. Overton and her sister, Miss White May, ran out to see what they could do for the Doctor and heard his imprecations against the old gray.

A negro man caught the horse and we were soon hurrying along to overtake the General. The Doctor said: "The ladies did not hear me swearing did they, Dinkins?" I said: "Certainly they did; everybody in the neighborhood heard you." Instantly he turned his wrath against me. He abused me for all the crimes on the calendar.

Arriving at the point near Nashville, Gen. Chalmers made his headquarters at the beautiful home of Gen. W. G.

Harding, "Belle Meade." We remained there amidst the most delightful hospitality until the morning of Dec. 15th when the battle opened.

One day while we were there, Gen. Hood had our cavalry relieved by the infantry, and Chalmers was directed to concentrate his force along the Cumberland River on the Charlotte Pike. We rode out to the line which our pickets occupied, and met Gen. Ecton, who had preceded his brigade, which was to fill the gap in Harding Pike which our troops had vacated. We found that our cavalry had moved, but there was no sign of infantry occupation. Gen. Chalmers said: "Dinkins, take two men from the escort and ride out until you find the picket." So I called on F. M. Norfleet (now a wealthy citizen of Memphis), and a boy named Walters, both of them near my own age, and rode along. The fog obscured all objects a hundred yards off. We had gone but a short distance when we were fired upon. We whirled about and with exquisite application of our spurs we were flying rearward. I was riding the big colt, and it was just the opportunity he wanted. I never knew when we passed the General, and it was fully a mile before I could pull the colt up.

I was unable to find the General after several hours' effort and went back to "Belle Meade." General Harding had two beautiful daughters, Miss Seline, about 18 years of age, and Miss Mary, about 14 years. The staff all accused me of being in love with Miss Seline. Well, be that as it may, when the General came in he told horrible stories of how I ran away. They had me greatly teased, they would not listen to any explanation, and the only defense I had came from Miss Seline.

The battle opened about daylight on Dec. 15th. In the first charge the officers of the escort were all killed or wounded, and I was assigned to command the company. I was then 19 years old, and doubtless was the youngest Captain in the army. Soon I had my revenge on the General. We held

our position after furious fighting, and about four o'clock we ascertained that Hood's Army had been defeated and was in retreat. We were several miles in the rear of the Federal forces. The General directed me to move forward as advance guard and to cross Walnut Ridge at the first possible point. We crossed and rode into the race track at "Belle Meade." It was dark, and I could see figures moving about in the yard. I formed columns of fours and dashed at them, and captured some ten prisoners and killed four of the enemy. My men rushed into the post and we soon encountered a line of battle, from which we recoiled as rapidly as our horses could take us. Passing the house Miss Seline was standing on the arm of the stone steps waving a handkerchief and calling to us: "Don't run, Don't run." She was a picture for the gods. I rode beside the steps, and begged her to go into the house, the bullets were flying thick, but she would not do so. I remained there as long as I thought it safe and returned to the race track. Soon Gen. Chalmers, leading the columns, came along. I explained what had happened and we alone rode to the house. Miss Seline met us at the door and said:

"Gen. Chalmers, Lieut. Dinkins drove the Yankees out of the yard; where were you?" She did not know that I had been made a captain.

Miss Seline afterwards married Gen. Wm. Jackson, who commanded a division of our cavalry, and Miss Mary married his brother, Judge Jackson, whom Mr. Cleveland appointed to the Supreme bench.

The battle of Nashville, fought on Dec. 15th, 1864, was a great disaster to the Army of Tennessee. The ground was covered with snow and sleet, and a large number of men were barefooted. I do not think that an army ever suffered greater hardships than Hood's men on the retreat to the Tennessee river.

When we had crossed Duck River at Columbia, both Gen. Forrest and Gen. Chalmers repaired to the

home of Col. Granvil Pillow, some five or six miles distant. My company and Gen. Forrest's escort company slept on the gallery and the horses were hitched to the fence. About three o'clock in the morning Capt. Pointer, of Gen. Hood's staff, came in and asked for Forrest. I went up stairs and called to Gen. Forrest, who came down and rode away with Captain Pointer. It was about seven o'clock when Gen. Forrest returned. He stated that Gen. Hood had consulted him about the disposition of his artillery and wagons. He thought best to destroy them, saying it would be impossible to reach the Tennessee river with the train. Forrest said, "You will need your guns and wagons, and if you will give me Walthall with whatever force he can muster, I will hold the enemy until you have crossed the river."

Walthall had thirteen hundred men as good as ever looked down the barrel of a rifle. Forrest delayed the enemy at Columbia by means of strategy for 24 hours, while Hood was hurrying on. Some fifteen miles distant the road led through a gorge in the mountains barely wide enough for two wagons to pass. Walthall was posted on the ridge through which the road passed; two companies of cavalry were left two miles rearward to skirmish with the enemy and draw them on. About half way in the gorge the road made an abrupt turn; at the south side of the gorge we had twelve guns planted. On came the Federal cavalry driving our two companies before them. When about 800 of the enemy had entered the gorge our batteries opened with canister and such a scene cannot be described. Hundreds of horses and men were killed or wounded. The uninjured in their effort to escape, rode down the wounded, while our guns sent volley after volley into the confused mass. The gorge was filled with dead men and horses.

No further attack was made on us that day, and we remained in the position until the following night. The ridge was covered with snow, and it

was impossible for horses or artillery to proceed same through the gorge. It required a whole day for the enemy to remove the dead men and horses from the road.

Hood in the meantime was streaking it towards the Tennessee River, having not less than two days' march ahead of the enemy. Forrest ambuscaded the Federal advance at two other places and held them at bay until Hood had crosled every wheel over the river.

There has never been any feat at arms of a similar nature to compare with the defense which Forrest made on that retreat. He was the only man on earth who could have accomplished what he did.

After we had crossed the river at Bainbridge, we moved south into the prairie of Mississippi, while Hood's Army was transported to Georgia in pursuit of Sherman.

When Forrest had defeated Gen. A. J. Smith's expedition by capturing Memphis, Sherman wrote to Washington: "We can never hope to end this war until Forrest has been killed."

During the time the army was before Nashville, General Grant telegraphed every day to Gen. Thomas, "Keep your eye on Forrest. Don't have a foot race to the Ohio river. He has no fear of Hood."

There was much fighting about Selma, Ala., at the close, but I have told enough. We moved to Gainesville, Ala., and remained there for parole.

While there, camped along the Tombigbee, we passed the time horse racing and foot racing.

The orderly sergeant of a Kentucky Company of our command had a reputation for having defeated all comers at 100 yards, and his companions were very boastful that he could do the trick faster than any man in the command. Some of my boys heard of the boast and without consulting me, wagered that I could outrun him. They bet pistols, spurs, saddles and some of them even wagered their horses. The excitement reached such a high stage I could not decline. The ground was

marked off, and more than a thousand men were there to back their man. The hat was dropped and away we sped. I easily won by some eight feet. There was rejoicing in my camp and corresponding gloom among those who supported the Kentucky man.

At the close of the war we returned home, the most unhappy people in the world. The cause was lost, our liberties gone, the whole surface of the country spotted over with the graves of our martyred dead; our motives were aspersed, our characters maligned, families broken up, homes desolate, towns burned and pillaged, and fields lying waste, and the future so dark and uncertain as to shed no light upon the cheerless present. The situation was dreadful, and to make matters more serious, we were called on in 1868 to vote for the enfranchising of the negro. The negro was made the ruler over his former master.

It was necessary to do something for the protection of our women, and happily a group of college boys at Pulaski, Tenn., formed a social league which afterwards became the "Invisible Empire." These young men dressed in white robes, rode about the neighborhood as ghosts and frightened their white neighbors as well as the negroes. It was an appeal to superstition. John W. Morton, who commanded a battery under Forrest, was a member. He explained it to Gen. Forrest, who saw at a glance its power and usefulness. So Forrest became Commander-in-Chief of the Ku-Klux-Klan. He was known as the Grand Wizard. Each state was a realm, ruled by a grand dragon, and each congressional district was a dominion ruled by a grand titian and so on. The regalia of the Klan was ghostly. The flowing gown was white, the hat was conical shape, very high, with openings for eyes, nose and mouth. The skull and cross bones were placed on the hat. The horses' feet were muffled and they were also covered with white cloth. There was not a word spoken, not even a whisper, but from every by-

path, countless shadowy giants rose like phantoms from "plutonion shore." It broke up meetings of the Loyal League, held in every community, and the Yankee drill masters remained at home.

The carpet baggers fled the country. The supernatural sensation produced by the miniature coffins and skull, left at their doors, had the desired effect.

The negro was the victim of the League. They detached him from the white man. Their teachings were a curse to the negro and to the community. Forrest saved the South. He overthrew the carpet bag regime, and restored civilization, and this done, Forrest ordered the dissolution of the Klan. His mission was accomplished. When he began the work of organization, he sent for me. I was the only person in Madison county, Miss., whom he knew sufficiently to impart the secret. We organized a Klan at Canton and began the mysterious work. The situation changed quickly and instead of bands of negroes marching through the county at night beating drums and keeping our people in a state of excitement, they shut themselves up in their cabins.

A remarkable thing occurred at Canton. During the campaign in the summer of 1868 for the ratification of the 15th amendment, our people used every argument with the negroes to keep them from the polls. There was a negro blacksmith, "Bill Galloway," who formerly belonged to my family. His shop was the meeting place of every old rascally negro in the town. One day an old gentleman stopped to have his horse shod, and while waiting, indulged in appeals to the negroes to keep away from politics.

An old negro, "Caesar Luckett," abused and cursed him. The gentleman's son was a member of my Klan and his father told him about what old Caesar had said to him. When we met Friday night he reported it. I detailed six of the Klan to take Caesar to the Cemetery that night at one o'clock, and properly discipline him, he to serve as

an example of what the "Klu Klux" would do to other bad negroes. We went to Caesar's house at the appointed time. It was as dark as Erebus. We barred every opening, and sent two men in for Caesar. He was not there. We never afterwards heard from him, nor did his wife ever know what became of him. Caesar had disappeared as mysteriously as our organization ever was.

TRIBUTE TO GENERAL FORREST.

Lieutenant General N. B. Forrest in my opinion was the greatest soldier engaged in the war between the states, if not the greatest military genius of any age. It may not be amiss to say that one of the lessons of his operations will be the great utility in war of horses in the rapid transportation of men to the field of battle, there to be employed as riflemen fighting on foot. Forrest handled his troops so effectively, by the celerity and uncertainty, to the enemy of his movements, as to add immensely to the value of mounted operations in war. Although he had few advantages for education, his operations will be found to be based on the soundest principle of the art of war. His tactics, intuitively and without knowledge of what other men had done before him, were those of the great masters of that art; that is, to rush down swiftly, thunderously, upon the enemy with his whole strength. He had the happy gift of knowing how to confirm the courage of his men, how to excite their confidence and enthusiasm, how to bind them, the most reckless, to his iron will.

In his composition there was as much sagacity as audacity. In critical moments he was ever quick to see, and swift to decide, and swift to strike; the very embodiment of warlike vigor. His combats were habitually delivered or accepted at the right juncture. It may be justly said that no other soldier of either side during the war (Stonewall Jackson excepted)

carried the genuine distinctive traits of the American character into their operations as did General Forrest. Endowed by nature with as stormful, fiery a soul as ever blazed to heat and flames in any soldier, yet he accomplished as much by address as by swift, hard, smiting blows. Forrest was a man of action, strenuous and aggressive, but he was a man of the tenderest heart. I have seen his eyes fill with tears on several occasions. His father was of English descent, while his mother was of Scotch-Irish descent. Forrest was a magnetic man, standing stalwart and erect, six feet one inch, broad shouldered, long arms, high round forehead, dark gray eyes, a prominent nose, emphatic jaw, compressed lips, and a moustache setting off a face that said, "OUT OF MY WAY, I'M COMING." His step was firm, action impulsive, voice sonorous, and taken all in all there was not a soldier in the confederacy that acted with more celerity or effective force, from the 14th of June, 1861, when he became a private, at Memphis, to the 9th day of May, 1865, at Gainesville, Alabama, where he surrendered as Lieutenant-General, to the United States authorities.

To determine with Forrest was to act and the flash of his sabre at the head of his columns charging the cavalry or infantry of the enemy inspired his troops with the sunlight of victory, as they dashed into battle like the audacious warrior of Napoleon on the field of Austerlitz. Forrest was an American, and his history is a part of our common heritage, and his valor and genius should be prized as much by the Northern American, as by the South. During a visit to Rome I made the acquaintance of the Italian general who commanded the cavalry under Victor Emmanuel II. He said, "Forrest was the greatest man since Napoleon," and General Duryea, who commanded a brigade at Gettysburg, on the federal side, said to me, "We had no man the equal of Lee, Jackson, or Forrest. His deeds should be pre-

served and his courage and endurance should be a lesson to the American youth for all time.

"Natura lo fece, e poi ruppe la stampa."

This ends all reference to the war, and I will tell in my next how I came to be an Illinois Central man, and what I remember about the old guard of that great railroad company.



The Following Letter and Accompanying Photographs Are Self Explanatory

Havana, Cuba, February 19th, 1915.

Editor, Illinois Central Magazine,
1201 Michigan Avenue, Chicago.

Dear Sir: I enclose herewith three amateur photographs of Illinois Central car 160488, taken by one of my office force in the yards of the Havana Terminal Company, Havana, Cuba.

This is the first I. C. car to arrive in Cuba and reached Havana on February 10th, being handled from Key West to Havana by Florida East Coast Ferry "Henry M. Flagler."

This car moved from Chicago on through billing from Chicago to Havana via Key West, loaded with a portable skating rink, shipped by and consigned to the Richardson Ball Bearing Skate Co., Chicago, Ill.

I am sending you these photographs and this information as it may be of enough interest to reproduce these pictures, if possible, for the benefit of the readers of your magazine and as of historical interest, this being the first I. C. car which ever landed in Cuba.

Yours truly,
W. M. DANIEL,
General Agent.

Correspondence Between President Markham of the Illinois Central and the Yazoo & Mississippi Valley Railroad Companies and the Publisher of the Vicksburg Times-Democrat

"MISTER MARKHAM AND MISTER NIGGER."

"Niggers"! Foul smelling incompetent and careless "niggers," should mark the entrance into every railroad shop that is now being operated by the Illinois Central and Yazoo and Mississippi Valley railroads in the State of Mississippi. From the time the skilled workmen on this railroad system, pleaded with Mr. Markham, the president, to recognize the Federation of Labor, and were refused, which refusal by Markham resulted in a strike, the Illinois Central and the Yazoo and Mississippi Valley have depended largely upon unreliable negro help to do the mechanical work that was formerly done by careful, responsible and skilled white mechanics.

These negroes are relied upon to do the boiler work on their engines, and make the inspections of their safe or unsafe condition before the engines are put into service. These railroads work incompetent negroes as machinists on their lathes, and on the brightest days of sunshine and summer, carpenter shops present an appearance of cloudy darkness and gloom.

In spite of this condition, which Mr. Markham himself has created, he is howling and whining because people in this State file suits against his railroads for damages on account of wrongs committed and injuries inflicted by his cheap, careless and negligent pet negro help.

He, and his confederates—co-officials of his railroads—write long letters, which they have printed (**and for which they pay**) in the newspapers, complaining about the damage suits that are filed against them in this state. In his last letter he says that a great many of these cases are filed in this county, and a reference to the docket of our court shows forty-three cases against his company. On the same docket, in the same court seven cases only appear against the Alabama and Vicksburg Railway Company, another railway line that is operated by other officials through Warren county, and from whom we never hear a word of complaint. This road is managed and operated under entirely different conditions.

The officials of the Alabama and Vicks-

burg Railway have never had trouble with the skilled mechanics in their employ. They recognize the right and justice of co-operating with the American Federation of Labor, and all of the men employed in their shops are reliable, trustworthy and efficient white mechanics. In consequence of superior service, the Alabama & Vicksburg Railway Co., has seven law suits to defend; and Mr. Markham, with his inferior negro help, must contend with forty-three. Should it be expected, otherwise?

It may be well to note in passing, that much depends upon the character of the work that is done on the engines and other rolling stock of a railroad company in its shops. Upon this work, and its inspection, the safety and lives of the employees and patrons are always involved. Is it fair? Is it just, right and proper for the president of this railroad corporation to jeopardize the safety and the lives of the many passengers who have to travel over his railroad, and the employees who render him faithful and honest service—the conductors, engineers, flagmen and brakemen—by placing dependence upon mechanical work of unskilled help and the careless inspection of unreliable and incompetent negro boiler makers?

The labor in the service of Mr. Markham is cheap, and upon this ground he may justify his course in causing the great railroad strike that destroyed so many happy homes, broke up so many friendly ties, and resulted so injuriously to the best interests of Vicksburg and other cities where his shops are located; but the bad effects to his railroad in damage suits are the lesser of all the evils that his cheap policy has engendered.

For him to write of his fairness and his desire to settle claims against his company is positively indignant to any one who has ever had experience in this line. He states in his last letter that "Our policy is to settle bona fide claims at fair and reasonable figures and we are endeavoring to pursue that course in a thorough and systematic manner." This really sounds good in print, and if true would do Mr. Markham great credit. Unfortunately the statement is untrue. It is the known policy of Mr. Mark-

ham and his company usually to reject the recommendations made by his own local attorneys for the settlement of claims.

For him to openly assert that it is the policy of his company to "settle claims at fair and reasonable figures" may or may not qualify him for the position of president of the Illinois Central and the Yazoo and Mississippi Valley Railroads, but it certainly makes him eligible and fit for membership without question in any Ananias Club or other club of like character, in the land.

We could mention many instances, but will be content with one wherein "Our policy is to settle claims at fair and reasonable figures." A young, poor white boy who sought and obtained employment at the shops at Vicksburg was injured. He was working under Tom Miles as a boiler maker's apprentice. Tom Miles is a "nigger" boiler maker who inspects engines at the shops. This poor white boy was Tom Miles' apprentice. Tom was engaged in doing boiler work, and his white apprentice was holding a chisel hammer to a rivet for Tom Miles to strike. In the course of the work Tom became careless, made a miss lick and the white apprentice boy was injured on his knee, and the injury thus caused by the carelessness of the "nigger" boiler maker resulted quite seriously to the poor white apprentice, and for several months he suffered very much from pain caused by the careless act of his "nigger" superior. The boy propounded his claim, and the "fair and reasonable figure" that was offered him in settlement was the munificent sum of forty dollars, a sum insufficient to pay for the actual time the white boy lost from his work. The writer fell upon these facts by accident and it is no wonder that Mr. Markham is pursuing the course of making settlements of the claims against his company in such a "thorough and systematic manner."

In the same "thorough and systematic manner" it may not be doubted that if through the carelessness of an inspection made by Tom Miles of some death-dealing piece of machinery, an engineer in the employ of Mr. Markham's company should lose his life, the engineer's widow and orphans might be offered from \$300.00 to \$500.00, which to Mr. Markham's mind and sense of fairness would be a "fair and reasonable figure."

Mr. Markham in his letter to the publisher of this paper concludes by saying "Let us all put our shoulders to the wheel and bury our differences." To this request we cannot obtain our own consent just now. We do not like the company that Mr. Markham is keeping. By this appeal he may induce some poor white apprentice boys working in his shops to put their shoulders to the wheel with him, Tom

Miles and other "bum" negro mechanics. But with thanks, we must decline his invitation. Times are hard, we must admit, for the present the burden of the wheel must rest on the shoulders of Mr. Markham, and the negroes that have taken the places of the skilled white men whose union Mr. Markham would not recognize. If the gentleman is as fair as he pretends to be, he might invite those skilled mechanics who he forced out on a strike to put their shoulders to the wheel with him in order that a real live difference might be buried which will inure to the great benefit of his railroads.—Vicksburg Times-Democrat, February 1, 1915.

A SIZZLING ANSWER TO W. J. VOLLER

President C. H. Markham, of Illinois Central, Flays Damage Suit Lawyer at Vicksburg Who Has Been Stirring Up Prejudices.

The following letter from President C. H. Markham, of the Illinois Central, to W. J. Voller, a Vicksburg attorney, is self-explanatory:

Chicago, Feb. 4, 1915.

Mr. W. J. Voller, Attorney at Law,
Vicksburg, Miss.

Dear Sir—When Mr. A. H. Egan, general superintendent of the Y. & M. V. R. R. Co., called at the office of the publisher of the Times-Democrat, Mrs. N. B. Davis, on the 21st ult., and tendered, for publication, my reply to "The Poor Illinois Central Railroad" editorial, which appeared in The Times-Democrat the 4th ult., he was told by the publisher that she could not tell him definitely whether my reply would be accepted for publication until she had consulted you; that you had written the article and that you controlled the editorial policy of the paper. I was under the impression newspapers were always anxious to publish both sides of a controversy and thus permit their readers to judge for themselves as to the relative merits of the respective arguments advanced. My impression about this matter remains unchanged.

The crux of your first editorial protest was "heavy, unequal and unjust freight rates that the people are made to pay." Apparently, you were groveling in the dark and ignorant at the fact that the whole country had just delivered a thundering protest against the prevailing freight rates of the country because they were too low, resulting in a slight increase having been authorized by the interstate commerce commission. In your labored efforts appearing later you were entirely silent on the subject of freight rates, which you started out with so much gusto to discuss.

You also made some allusions to alleged tax-dodging proclivities of the Illinois Cen-

tral railroad, and in my reply I showed by actual figures that the Illinois Central system paid 55 per cent more taxes in Mississippi per mile of track last year than it paid in Kentucky, and 67 per cent more per mile of track than it paid in the state of Indiana. This seemed to have operated as another body blow, and you admitted that "the state is indeed coming into its own." You dwell upon an old suit for back taxes contested in the courts of Mississippi years ago. I have not taken the time to inquire into the merits or demerits of that law suit, but I assume the management at that time felt it was justified in taking the position which it did. Is it not true that thousands of citizens of the state of Mississippi have been called upon by the revenue agent for taxes which they felt they did not owe? If I am correctly informed, there is now pending assessments against citizens of Warren county, made by the revenue agent, covering back taxes on more than two and one-half million dollars' worth of property. I find upon inquiry that the people so assessed are among the very best citizens of your county. Do you charge them with tax-dodging and attempting to defraud the state, or do you single out the railroad simply because you think it might be popular to attack it?

You condemn the railroad for sending out pamphlets containing reading matter for the consideration of the people, with view of letting them read for themselves some facts and figures concerning railway questions. You do not challenge the truthfulness of a single statement made in any of those pamphlets. You merely object to the people having an opportunity to read literature of that kind. If the pamphlets contain only facts, the truthfulness of which you are unable to challenge, what difference does it make whether they were sent out before court or after court? As a matter of fact, the pamphlets were sent out to all the qualified voters in different counties, but you think it is wrong that they should be sent out at all. If you had your way, the railroads would be kept muzzled all the time and never permitted to speak. You are not willing to trust the people with the facts.

You have demonstrated, beyond peradventure of a doubt, that you do not know anything about railroads except how to sue them; that your only interest in them clusters about coin of the realm and your own private purse-strings. The fact that the Y. & M. V. R. R. Co. turns loose approximately \$50,000 per month, or \$300,000 per annum, among the business men of Vicksburg seems of no concern in you. Apparently, the thing which is uppermost in your mind is that you should be permitted to pour out your appeals to the passions and prejudices of your readers, un-

interruptedly, and that your readers should not be permitted to see anything concerning the other side. I submit that this is a reflection upon the intelligence of your readers, if not a direct insult to them.

We have been making the point, and we thought it a good one, that one of the gentlemen who has openly criticised us in Mississippi was himself the plaintiff in about twenty law suits against the Y. & M. V., and that the other was a lawyer actively engaged in filing suits against the same company. It now appears that we have uncovered in you another damage suit lawyer with editorial writing as a "side line." I do not charge that there is a damage suit trust in Vicksburg, of which your paper is the subsidized organ, but I do think it is queer that your readers are not permitted to see anything in your editorial columns but your own unsupported general statements and appeals to their passions and prejudices.

I know full well that no living man, or set of men, could manage the Illinois Central railroad system to suit you. Toward this railroad your policy of "damned if you do and damned if you don't" is clear, and if it should become necessary, in order to defend the damage suit industry, you would not hesitate to damn the business interests of Vicksburg, the land owners, the taxpayers, the farmers, manufacturers and merchants, who are interested in the development of your splendid city and county. I am perfectly willing to admit that the suing industry now prevailing in Warren county is a good thing for you personally, but from every other standpoint it is indefensible and operates like a millstone around the necks of the taxpayers and business interests of the county. It is my candid opinion that you are doing your city and your county more harm than you are doing the Y. and M. V. railroad. If they can put up with your "side line" editorials, the Y. and M. V. can do so.

My reply to your first "side line" editorial was made in good faith and in the hope that we might have an intelligent and dispassionate discussion of railway questions of interest to the people of Mississippi. I did not suspect for a moment that I was touching off a powder magazine or uncovering a damage suit lawyer controlling the editorial columns of a paper. That your first editorial fell of its own weight evidently embittered you. I regret that you became angry, otherwise we might have had a real interesting discussion.

It seems that, in your resourcefulness, when you run out of things to write about, something calculated to "inflamm" the minds of the people, you make an issue of your own selection and fling to the breeze something like, for instance, the race question, taking the side which suits your purpose best in appealing to the passions and preju-

dices of your readers, and placing your adversary wherever you think would be most embarrassing to him. Your reference to "niggers, foul-smelling, incompetent niggers," is most amusing. One would not think you would permit a "nigger" to perform any kind of labor for you, even of the commonest sort, much less that you would stoop to the extent of accepting employment from a "nigger," Emma Belle Woodson, a real, live "nigger" woman, owned a house located not a great distance from the Y. & M. V. railroad track at Vicksburg. The president's special" went by one morning in March, 1912. A short time after that Emma Belle's house was destroyed by fire. "Mister" Lawyer appeared on the scene the same day to "get the facts." In perfectly natural sequence, a law suit for heavy damages was filed against the Y. & M. V. railroad. Did anybody ever hear of a "nigger" house burning around Vicksburg, unless it were ignited by a spark from a locomotive, if located in gun-shot distance of a railroad track? You have said a great deal about this Emma Belle Woodson suit in your "side line" editorials. Therefore, I feel that I am privileged to go into it a little bit myself. I believe you appeared as the leading attorney for Emma Belle, the "nigger" plaintiff, and that most of her witnesses were "niggers," and that during the trial you were completely surrounded by "niggers, foul-smelling, incompetent niggers." You must have developed a fine appreciation of the scent of which you write with such great familiarity, but you hold up to scorn the Y. & M. V. railroad because it happens to have a few darkies working for it in its shops at Vicksburg, among them Tom Miles, a good average darkey, who testified in Emma Belle's suit that he had been working for the company off and on for the past eleven years. Oh, consistency, thou art, indeed, a jewel. You stated in one of your "side line" editorials that our attorneys in the argument of Emma Belle's case admitted that a spark from the "president's special" set out the fire. On this question, I have a telegram from our attorneys at Vicksburg, dated the 1st inst., reading as follows:

"Did not admit liability in trial of Emma Belle Woodson case. Plea of not guilty was filed and statement to this effect made to the jury in the argument of the case. Did state that if on the evidence liability should be assumed, for the sake of argument, the plaintiff was making an exorbitant demand for the property destroyed.

"(Signed)

"HIRSH, DENT & LANDAU."

There are some other interesting features about Emma Belle's suit. In the closing paragraph of the declaration, which you filed in court September 27, 1913, it is said:

"She further shows that said residence and contents, as aforesaid, were of the value of \$1,500, and that by reason of the wanton and wilful neglect, and malicious, reckless conduct of this defendant, and the disregard by this defendant of the rights of this plaintiff by the destruction of her residence and contents as aforesaid, she has been damaged in the sum of \$2,000, for which she sues and demands judgment."

After the jury was called to try the case, the figures shown above were changed to \$3,000. An itemized list of the contents of Emma Belle's cabin was appended showing the value as \$1,076. There were three typewritten pages giving a list of the contents, the pictures, bric-a-brac, clocks, rugs, rockers, rings, jewelry, etc. I would like to know why it was the damages increased \$1,000 between the time the suit was filed and the day it was called for trial. Was it because you discovered the fire was set out by the "president's special"? Is it worth 33 1-3 per cent more to damage property by sparks from the smokestack of the "president's special" than just an ordinary locomotive? If so, perhaps it may be well for me to explain something about what you term the "president's special." It is necessary to manage and supervise a railroad just the same as any other business. Officers go over the road at frequent intervals and inspect the property with the view of curtailing or increasing expenses, making improvements, etc. These trips oftentimes require stopping between stations; also unusually long stops at stations. So as not to discommode our passengers, we frequently run a special, and that is what we were doing on March 15, when you claim a spark from the locomotive burned Emma Belle's house. On board the train that day were the operating vice-president, the general manager, the general superintendent, the superintendent, the road master, train master, master mechanic, traveling engineer, supervisor of track and a dozen other officers and employes, in addition to myself. It was purely a business trip in every respect. What you term "private cars" are really not "private cars" at all. They are office cars, offices on wheels. The public is just as welcome to these offices as to any other offices of the railroad. Business is conducted in them just the same as in other offices, the only difference being that the work in offices on wheels is more difficult and the strain is harder than in stationary offices. Are we to be condemned because we have to work even while we travel?

Of the forty-three lawsuits, of which you boast, against the Y. and M. V. on the docket of the January term of the Warren county circuit court, I have found that thirty were filed by lawyers without first presenting a bill or making any effort what-

ever to settle. Being one of the lawyers yourself, one of the shining beneficiaries of this system of suing which has grown up in your county, I am sure you will say amen, but what do the men who are interested in developing the county think about it, the men who own the land, pay the taxes and would like to see the value of that land increased and the taxes decreased? I would like to know what they have to say. So far, I have only heard your vaporings and self-serving declarations, which I am sure misrepresent the people for whom you have have selected and appointed yourself to speak. I wish I had the time and space to analyze the forty-three lawsuits of which you boast. I would like for the people of Warren county to know the details of every one of those cases, the damages claimed, amounts sued for and how the cases were disposed of. At this moment I have the papers before me in several of them, one a suit for \$25,000 which was compromised through the attorneys for both sides for the sum of \$50. Another suit for \$10,000 damages by a plaintiff who went to sleep on a passenger train, some one left the coach door open and he caught cold. Another by an ex-brakeman who is a "nigger" for \$10,000 damages, alleging that he was abused and assaulted by his conductor. I believe the last mentioned is another one of your cases. In the list there are a few cases of some merit, which we would have gladly settled, but the amounts demanded were out of all proportions to the damage sustained. The great majority of them, however, are frivolous and characteristic of the damage suit industry which you attempt to defend.

I would like to have more particulars in regard to the "poor white boy" case which you have exploited, and whom you refer to as "Tom Miles' apprentice." No white boys work under the direction of negroes in the Vicksburg shops. Tom Miles, whom you refer to as a boiler maker, is a "handyman." I have been unable to find any record of the "poor white boy" case. Can it be possible that this, too, is fiction, or merely another issue which you inject into the controversy in order to make it easy for you to appeal to the passions and prejudices of your readers?

In your desperate defense of the damage suit industry, in which you are one of the beneficiaries, you have apparently run entirely out of facts or anything to "agitate" about and, in your extremity, you turn upon me. I assume you feel that the multitudes will rise up and acclaim you with popular favor for the exhibition of such splendid nerve in denouncing, villifying and abusing personally a man whom you have never met and do not know, simply because he happens to be the president of a railroad which is paying out \$50,000 per month, or

\$600,000 per year, in cash, in the city of Vicksburg.

I thought, in the beginning, your articles read like effervescings of a damage suit lawyer, but it did not occur to me we would be fortunate enough to uncover another one at Vicksburg. However, if you have to rely upon personal abuse, if you have dwindled down to that, I trust that your efforts may be continued, but I fear I shall not be able to stop and take time to kill your snakes. They are too small.

A recent writer has said: "One match will cause a conflagration. One false witness will send an innocent man to jail. One silver-tongued politician will undo the work of many statesmen. One undiplomatic word will provoke a war involving thousands of lives and the destruction of millions of property," but nothing approaching any of these things can result, either directly or indirectly from the deadly poison of your pen, because the intelligent person can read in every sentence of your "side line" editorials these words standing out in bold relief: SELF INTEREST.

Yours truly,

C. H. MARKHAM.

Vicksburg (Miss.) Evening Post, February 6, 1915.

PRESIDENT MARKHAM UNCOVERS ANOTHER DAMAGE SUIT LAWYER.

There is a little weekly paper published in Vicksburg called the Times-Democrat that was never heard of until recently when it began to attack the I. C. and Y. & M. V. Railway. Although the Federal laws make it necessary for every newspaper to make affidavit twice a year as to the identity of its editor, no name appears as editor of the Times-Democrat, and until President C. H. Markham, of the I. C. and Y. & M. V. Road made reply to a vicious attack made upon his roads was the real author of the editorials discovered. It develops that the editorials are being written by Mr. W. J. Voller, a lawyer of Vicksburg, who has appeared as attorney in several suits against the road, and Mr. Markham's reply to him, which will be found in this issue of the Sentinel, leaves nothing to be said on the subject.

The policy of publicity now adopted by the railroad is opening the public mind to the many injustices that have heretofore been practiced against them generally, is bringing about a saner view on the subject. No State can prosper when its leading institutions are the subject of continual attack, oftentimes of the most unjust sort, and Mississippi will prosper in the future in proportion to its just view towards all its property holders, whether they be corporations or individuals.

The Yazoo Sentinel, February 18, 1915.

THE DAMAGE SUIT INDUSTRY.

An apparently unimportant editorial in a recent issue of a Mississippi paper resulted in a controversy which has brought to the eyes of the people in that state the great proportions of the damage suit litigation which has become one of the leading legal industries in the last few years.

There is a paper in Mississippi whose owner is a lawyer. In that paper there appeared an editorial protesting against the Illinois Central Railway's effort to acquaint the people with the damage suit evil in that state.

To that editorial President Markham made reply. It was finally revealed that the writer of the editorial was a lawyer, having a large damage suit practice in his business.

In his reply Mr. Markham related some incidents of suits that were filed, the causes and their results.

Regardless of the controversy, the statements did show that suits were filed for most trifling incidents. A wordy controversy between a conductor and a brakeman resulted in the filing of a damage suit by the brakeman against the railroad.

Men who thought they were injured sued. Men who were in accidents, but who were never touched, sued. If a negro cabin was destroyed, it was immediately alleged that the destruction came from a spark from a locomotive.

The bill of particulars of the furniture in that cabin would read like the catalogue of the sale of the furniture, art work and bric-a-brac in the home of a dead millionaire.

The result of the controversy has been that the people of Mississippi themselves are more thoroughly informed now as to the merits of damage suit litigation than ever before.

If a railroad injures a man negligently or destroys his property, they ought to pay, but simply because a railroad has money (and they haven't got very much now) it should not be taken away from them to support lawyers and litigants on damage suits which have no merit and the success of which lies in inflaming the minds of a jury against a big business enterprise simply because it is a corporation.

The railroads have done more for the people of Mississippi, pay more taxes and have contributed more to the development of the country than have all the damage suit lawyers of that state, living and dead.

The folly of the present damage suit system is illustrated not only in Mississippi, but in Memphis and every other center, by its expensiveness. The lawyer usually gets half of what he recovers. The plaintiff gets little.

In 99 cases out of 100 the real plaintiffs and beneficiaries are the lawyers and not the alleged victim of the accident.

The abuse of the damage suit business,

however, is passing. The people themselves are getting on to the true inwardness of these law suits and are beginning to measure the greed of the lawyers in rendering a verdict. —Memphis Commercial Appeal, February 23, 1915.

DESTRUCTION OR CONSTRUCTION, WHICH?

For many years it was the policy of the railroads located in this State to silently bear the brunt of criticism, regardless of how unjust it might be. It became generally known throughout the State that the railroads could be charged with almost anything and that there would be no response from any source. They purposely refrained from defending themselves and the people did not feel sufficiently interested to defend them. Political demagogues ran for office on anti-railroad platforms and were always elected. In the meantime, the railroads were busy developing the State and hoping the people would ultimately see through the schemes of the designing politicians and, finally, that they would give the railroads some credit for their sincere and honest efforts in behalf of the upbuilding of the State. The muck-rakers stood for destruction; the railroads for construction, and, strange to say, the greatest obstacle in the way of progress was the people themselves.

But a change is taking place, a complete revolution in public sentiment. The people now realize that they have been following false leaders, who promised much but did not gain anything for the State. Every thinking man in Mississippi has had this upon his mind for a good while and it was only necessary for some dispute to arise between the demagogue on the one side and a business representative on the other to arouse the people in behalf of business, which is striving for prosperity.

The controversy between a damage suit lawyer, with access to the editorial columns of a weekly newspaper at Vicksburg, and President Markham, of the Illinois Central, furnished the opportunity for public expression of views. The damage suit lawyer wrote an editorial denouncing the Illinois Central and making a lot of false accusations against it, claiming that it was a tax-dodger, was charging the people exorbitant freight rates, etc. President Markham evidently has no skeletons in his closets and is unafraid to speak out in behalf of his railroad and its policies. He replied to the editorial assault and gave the plain, unvarnished facts. He showed that his Company was not only the largest tax-payer in the State, but that it was paying sixty-seven per cent more taxes per mile of track in Mississippi than it was paying in Indiana, and fifty-five per cent more than it was paying in Kentucky. He also showed that the freight rates were so low that the people of the country recently demanded

of the Interstate Commerce Commission that they be slightly increased. He showed furthermore that there are more damage suits brought against the Y. & M. V. in Warren County, Mississippi, with thirty-five miles of track, than are brought in the two States of Indiana and Iowa, combined, against the Illinois Central, with eight hundred and eighty-five miles of track. The Vicksburg lawyer did not undertake to deny the truthfulness of any of the statements made by the President of the great Illinois Central Railroad. His next effort was confined largely to a personal attack upon Mr. Markham, a man whom he had never met and did not know. It was a cheap appeal to the ignorance and prejudices of his readers.

Many of the newspapers of the State immediately took the matter up in their editorial columns, strongly condemning the Vicksburg lawyer, whom Mr. Markham showed up as one of the men responsible for the damage suit industry in Warren County. They also espoused the cause of the railroads and declared that in the future it would be their policy to treat the corporations of the State fairly and that they would use their influence to see that they got a square deal.

The controversy between Mr. Markham and the Vicksburg damage suit lawyer proved to be of much importance in that it furnished the opportunity for the newspapers of the State to express their views on the most important question confronting the people of Mississippi, the question as to whether or not they shall longer permit the State to be used to further the interests of a handful of damage suit lawyers and a few ambitious politicians, to the detriment of all the people of the State, or, in other words, whether they shall continue the policy of running the State, which means the enriching of a few individuals and the impoverishing of the people as a whole.

If we expect this State to go forward and take high rank among the sisterhood of States, we have got to make of it a pleasant and profitable place to do business. We have got to attract capital here to develop our matchless resources, and we certainly cannot make any progress in this direction by harassing the institutions that we already have. We must enact none but fair laws to regulate our railroads and we must then require them to live up to the letter of those laws, but further than that we must not go, except to defend the railroads and all other business institutions from the onslaught of the demagogue and protect them from the conspirators who would raid their treasuries for their own personal aggrandizement.—The Wesson Enterprise, February 19, 1915.

PRESIDENT MARKHAM MAKES PERTINENT REPLY.

In a sincere effort, it appears, on the part of the railroads, to bring about a blessing

in the form of effecting a better understanding between the people and the railroads, which effort has of late been substantially encouraged by most of the leading papers in this State, one of our publications, The Times-Democrat, of Vicksburg, under date of the 4th of January, declares that the motive underlying the persistent campaign made during the past two years against what they denominate "The Damage Suit Evil in Mississippi" is not what it appears on the surface; holding that the literature scattered broadcast by the railroads over the State is replete with one-sided statements made for the purpose of moulding public sympathy and sentiment in favor of the two railroads through the agencies of which the literature is issued and circulated. The Vicksburg Times-Democrat in this editorial alleges that the railroads have only one purpose, in the circulation of the literature of late sent out, "attempting to influence and prejudice jurors by the recitation of alleged abuses." The article teems with vehement denunciation of the concrete corporation. and its main attack follows the accustomed wail of the defrauding by its claim agents, the excessiveness of its freight rates, its dependency upon the most skilled of attorneys, its tax-dodging proclivities, employing the characteristic demagogic verbiage used in corporation attacks.

In conformity with our policy, as to the people and corporations, The Commonwealth has never been reticent in speaking out where the rights of the people are involved; but we consider that along with the protest that might follow a trespass by corporations upon individual rights, that we at the same time should treat a deserving corporation as an individual, and make protest of a certain class of individuals who deem the railroads legitimate prey; and hence the general co-operation the majority of our best papers over the State to bring about a better understanding between the railroads and the people, and so act by them that our treatment of them will attract outside capital to the State, and depart from the path of the demagogue back to the stratum of prosperity.

President C. H. Markham, of the Illinois Central Company, has made public his letter, made in reply to The Times-Democrat article, in which facts and figures pertinently remove the doubt as to the insincerity of the motive of the railroads to make a pull with our people in the interest of common weal, and which reduces that editorial to its naked kernel of demagogic prating.

In his reply President Markham evidences an appreciative strain of the co-operation of the people with the railroads to "blaze the way for a new order of things" in effecting an understanding between them. The change desired, as expressed in this letter, is not that the rights of the people should not be fully

protected, but that the people accord the railroad the same treatment as is expected by them as individuals. That through agitation and restriction, unwise legislation with its added burdens, unjust litigation, the railroad is not treated as an individual; and the motive of the railroad, in issuing and circulating pamphlets, is not a whit ulterior than to effect a proper understanding with each other. That the railroads are not seeking undeserved privileges or immunities, but are merely endeavoring to combat the prejudices which have energetically been built up against the railroads in Mississippi. That more can be encompassed for the good of the people if reasonable legislation and regulation be exercised, and meritorious litigation prevail. That with this individualistic consideration, made possible by the discouragement of fake damage suits, and a more wholesome live-and-let-live attitude, the railroads will prove a far more prolific agency in the material development of the possibilities of our State than is the case when it is hampered by such practice.

President Markham's letter is deserving of careful consideration, and it is an undisputable fact that our interests will be better conserved by genuine co-operation, rather than an attitude of militancy as expressed in the editorial of *The Times-Democrat*. The proper encouragement afforded institutions already established within our borders, the same treatment given them as an individual would give to and want from an individual, and a general awakening of reform sorely needed in this direction, will work wonders for Mississippi in making possible its full development and general advancement.—*The Greenwood Commonwealth*, February 5, 1915.

GIVE A FAIR DEAL

A newspaper published in the city of Vicksburg under the cognomen of *The Times-Democrat*, has recently made a vicious attack on our principal railroad, in an article entitled "The Poor Illinois Central Railroad," in which it charges this road with almost everything from dodging taxes downwards; being caustic toward the ability of its attorneys and belligerent toward its claim agents. From the fluency of the "leading" editorial attack it becomes apparent that it was written by some lawyer who has failed to light on the railroad in his effort to earn a retainer, and secure half a big amount of damages which was dreamed of.

In our experience the railroads have been most wrongfully antagonized. There is little or no litigation against the Y. & M. V. R. R. When there is there is always pleasantry in settlement. We have no fourth-rate lawyers to dig up fictitious deals.

The Illinois Central pays into the tax collectors of our several counties a handsome sum which would be badly missed if we didn't get it. We have prospered by having this greatest American railroad with us. It should

be treated fairly and squarely—just as any other body composed of human beings.—*The Tunica Times*, February 5, 1915.

"SCOTCHING" THE RAILROADS

In looking over the papers of the State nowadays, one may wonder at the evident let-up in the fight against the railroads. Going back a few years, it was a very common occurrence to read long articles on the robbery of "The Soulless Corporations." In fact, it was a very rare thing a defense of the railroad was taken up by any of the papers, while a large number of them seemed to take pleasure in giving the roads an extra kick whenever they felt the least grievance against them. We have said there is an evident let-up on this class of fight, and it is so. Yet occasionally one reads an editorial condemning one of these great business-building corporations for something (it may be imaginary, but it is of sufficient importance to attract attention), and sometimes it does an injustice to the road, or rather to the officials thereof. It is not always best for these officials to undertake to make reply, because there is more or less prejudice even yet among the people, and where this is so, the latter are likely to misinterpret the reply. A few weeks ago the *Vicksburg Times-Democrat* contained one of these severe strictures against the Illinois Central, and it brought forth a response from President Markham, which we would reproduce in the Reporter but for its length. Mr. Markham states the case in plain language, calls the attention of the *Times-Democrat* to the change of sentiment that has come over most of the leading papers, corrects some erroneous statements made in the editorial, and tells why the pamphlets referred to were issued, showing conclusively that the railroads have done a great work in the upbuilding of the State, and are never antagonistic to the people or their interests. The letter is a strong argument against the continual bringing of suits against the railroads, showing that in every case, if it is a meritorious one, the Company is always ready to reach a settlement without resort to the courts, and if it is not meritorious, the people are taxed to pay the court costs, thus heaping an unnecessary burden upon them.

The letter should be issued in pamphlet form for general distribution, for it is an admirable exposition of the railroad's good intentions, instead of its intention to rob the people, as some people would have us believe.—*Sardis Southern Reporter*, February 5, 1915.

Mr. Markham's Reply.

In this issue of *The News* will be found a letter from Mr. Markham, the President of the Illinois Central system of railroads, replying to a recent editorial in the *Vicksburg Times-Democrat*. The editorial in question accused the railroads of being tax-dodgers,

greedy corporations and a menace to the public welfare.

Mr. Markham's letter is so plain, open and frank that the average person can readily see the injustice of the said newspaper's remarks. Sentiment in Mississippi is undergoing a rapid change toward the railroads. People are beginning to recognize their real worth in up-building the sections they traverse—that they cannot afford longer to hamper the railroads by forever nagging at them about taxes, damage suits, etc.

The railroads, to succeed, must traverse a progressive, enterprising territory, hence it is to their interest to build up and improve the country in order to secure a sufficient hauling tonnage to make their business profitable.

The ones who are continually carping on the railroads should look back 40 or 50 years before we had the iron horse, and ask themselves this question: Could we do without them?

We believe in demanding of the railroads all that they are justly due the state and the public, but we don't believe in forever harassing them and requiring tithes that would bankrupt any organization.

President Markham's letter is worthy careful perusal.—Yazoo County News, February 1, 1915.

THE DAMAGE SUIT INDUSTRY.

In the Vicksburg Times-Democrat of January 4, there appeared an editorial under the caption: "The Poor Illinois Central Railroad," in which the writer took exceptions to the campaign of education conducted by that corporation with the view of enlightening the people on the evil results of damage suits. The writer declared the statements contained in the literature sent out by that railroad were one-sided and claimed they were made and distributed for the purpose of molding public sympathy and sentiment in favor of the Illinois Central and the Yazoo and Mississippi Valley Railroads in this state. The writer further stated that little harm might result to the individual citizen who may have just cause of complaint against these railroads, if the campaign had been pursued as originally begun, but in recent months the sympathy of some of the leading papers in the state have been enlisted in behalf of the railroad companies and their columns are brim full of instances where the roads have been abused and mistreated by certain individuals seeking damages for alleged injuries that it was claimed they sustained through the negligence and carelessness of the railroad employees. The article further claimed that the purpose of this literature and the newspaper editorials is to prejudice and inflame the minds of jurors against all damage suits against railroads, whether the claims are just or unjust. The railroad might be imposed upon in some few in-

stances, says the writer, but every dollar they lose in this way comes back to their coffers with thousands and thousands added by means of the heavy, unequal and unjust freight rates that the people are made to pay. Concluding, the writer declared that the Illinois Central was the greatest tax dodger that Mississippi has ever known, and that its efforts in this regard sometimes lurks behind laws that are questionably enacted, and which, when tested, fail to protect it from paying into the state treasury a million and a half dollars that it for so many years neglected and failed to pay.

When this editorial was called to the attention of President C. H. Markham, of the Illinois Central, he at once sent a conservative reply that was in keeping with the circumstances of the times and facts in the subject under consideration. He began by saying that his fondest hope had been that one of the blessings which would result from the crisis through which we are now passing would be a better understanding between the people and the railroads, "and expressed his gratitude toward" the newspaper editors of Mississippi who have, in their wise discretion, seen fit to blaze the way in the interest of the new order of things." He then proceeded to show that Mississippians cannot expect to attract outside capital to the state if they are unfair and ungenerous toward the large institutions already established here. He confessed that he was responsible for the literature that had been sent out by his company, and would be pleased to have his attention called to any errors that might creep into the same, and assumed that the editor would accord him the same privilege with reference to what had been published in the Times-Democrat. He then proceeded to quote from the article and correct the errors by plain facts and truthful figures which are of record in the offices of the company, and the records of the court in different states. President Markham says these records show that during the past two years there have been more law suits against the Yazoo and Mississippi Valley Railroad upon the court dockets of Warren county, Miss., than were pending at the same period against the Illinois Central Railroad Company in the progressive states of Iowa and Indiana combined, in which states the company operates 885 miles of railway against 35 miles in Warren county. He then quotes statistics to show that it costs more to haul a ton of freight in America than in Europe, and the average daily compensation paid railway employees in this country is much higher than that received for the same service in the Old World, which was deemed sufficient refutation of the editor's statement in regard to the "heavy, unequal and unjust freight rates." This question was thoroughly investigated

he said by the Interstate Commerce Commission not long ago when a small increase in freight rates was authorized. In answer to the charge that his company was the greatest tax dodger Mississippi has ever known, Mr. Markham showed by the figures that his roads were the greatest tax payers the state has ever had, as evidenced by the fact that during the fiscal year ended June 30, 1914, they paid taxes aggregating \$823,949.56, or \$530.98 per mile of railway operated, as compared with \$341.45 paid per mile in Kentucky, and \$317.95 paid per mile in Indiana, where the damage suit industry is not so flourishing. In defense of his position in sending out literature to enlighten the people on the evil of damage suits, President Markham says: "If we can obtain justice and fairness in our dealings in the courts and elsewhere, we shall be more than satisfied. We are only trying, in our feeble way, to combat the prejudices which have been built up against railroads in the state of Mississippi, the outgrowth of years of systematic effort on the part of those who fight the railroads for personal gain and, as we earnestly believe, against the public interest."

President Markham's letter has been extensively published in full by the newspapers in the state, and has everywhere been commended by the intelligent, thoughtful reader. Presuming the Times-Democrat would not object to publishing both sides of the controversy, he sent a copy of his reply to that paper by General Superintendent A. H. Egan, and was told by the publisher, Mrs. N. V. Davis, that she could not tell him definitely whether the reply would be accepted for publication until she had consulted Hon. W. J. Voller, who had written the article to which he replied and who controlled the editorial policy of the paper. Upon receiving this information President Markham addressed an open letter to this lawyer-editor in which he reiterates his argument and scores the damage suit lawyer for writing such inflammatory editorials and calls special attention to the "damage suit industry" as carried on in Warren county. This letter seems to have been the "most unkindest cut of all," but the editor-lawyer has only himself to blame for he precipitated the controversy, and then shut off his opponent, thereby subjecting himself to the charge of being guilty of a journalistic immorality. He is an able man, however, and will no doubt take care of himself.

The News holds no brief for the Illinois Central or any other railroad or corporation, but is decidedly of the opinion that the antagonism that prevails in some sections against corporations is hurtful to the State and all the people generally, particularly those who earn their bread by the sweat of the brow. We need capital in

Mississippi and as there are so few men who can command money enough to engage in large enterprises, it is right and proper for the men of means to co-operate and form joint stock companies for carrying out vast business enterprises. If it were not for the existence of corporations there would be no railroads built, and large manufacturing enterprises giving employment to hundreds and thousands of bread winners would soon be among the things of the past, if the owners were not permitted to combine their money and unite their skill and experience in establishing and operating such plants. The railroads have been termed the advance guard of civilization. There are people living in this town and vicinity who can tell what a great change was wrought over the people and surrounding country by the coming of a railroad to Magnolia some fifty-six years ago, passing later through the State. What was then a vast wilderness has been converted into beautiful towns, with fine schools and churches, and all the public utilities for the comfort and convenience of those who live in the modern homes in the towns along the line and beautiful farms by the wayside. In view of these facts it seems strange that railroad officials and newspaper editors should ever have occasion to call upon the citizens who have been thus benefited by the advent of the railroad to see that the corporation operating it receives just and fair treatment by all.

Locally speaking, the Illinois Central has proven a great benefactor to Pike county. It carries 1,500 people on its pay rolls in this county and distributes monthly an average of \$100,000 among them as wages. It helps to maintain our schools and churches, fraternal organizations, charitable institutions, etc., and the railroad and its employes have built the largest town at McComb City between Jackson and New Orleans.

The people of Pike county are to be congratulated on the fact that no "damage suit industry" is operated in its courts. There are claims, of course, but the company's claim agents and attorneys are ever ready to carefully examine the complaints and if the claim is found to be a just one it is settled out of court to the satisfaction of all interested, and hence while many suits are filed, comparatively few are tried, and exorbitant verdicts, or judgments, are never rendered by the intelligent citizens who are called upon to pass judgment on the facts and circumstances as jurors.

God speed the day when the same sentiment in regard to corporations may prevail in every county in Mississippi. Then we may invite investments of capital by the wholesale in other lines of endeavor.—The Magnolia News, Feb. 11, 1915.

FAIR DEALS TO RAILROADS.

President Markham, of the I. C. Railroad, in an open letter to Mrs. N. T. Davis, publisher of the Times-Democrat, Vicksburg, says that in the suits now pending in this state that all he wants is justice, a fair deal in the open for his railroad from the people of Mississippi. That the corporation is the biggest tax-payers the state has ever known.—Winona Times.

There is always two sides to every question. We do not believe in giving the railroads cart blanche on every question or proposition, so that they may use their corporation to bleed the people. On the other hand, we look upon the railroads as necessary to the development of the country and they should not be harassed with all kinds of petit suits for supposed or real injuries to individuals. Railroad Companies should be treated as individuals because a company is composed of individuals and managed by individuals with feelings like unto our own. Every just claim against a railroad company may be adjusted fairly and satisfactorily by going at it in the right way, at the right place.

We are not apologists for the railroads, but merely advocates of fair play to all parties concerned. We, as a people, need the railroads and they need us.—Kosciusko Herald.

SIGNS OF PROSPERITY.

A funny condition exists in railroad circles of this country. In the Northwest, where the wheat harvest has been bountiful and prices higher than at any time since the Civil war, a half century ago, the railroads are complaining that their expenses are more than their receipts and that their finances are so depreciated that they are unable to make improvements unless they are granted the right to raise rates and cut down expenditures.

The great Illinois Central railroad splits the South wide open. The South has also made a big crop of cotton, but while wheat soared skyward the bottom dropped out of the cotton market, and millions of dollars are thus lost to this section. Notwithstanding this discrepancy, the Illinois Central is viewing conditions optimistically, and finds it necessary to spend a million and a half dollars for high power locomotives to haul the freight which is being offered along its lines and prepare for the "good times coming" which it sees in the future.

There are railroads and railroads, but few more progressive and public spirited than the great Illinois Central, which has been such a factor in the development and up-building of the South.

It is putting \$10,000,000 in betterments.—Daily Clarion-Ledger, Feb. 7, 1915.

The President of the Illinois Central railroad is a crack shot. Many more like the one made at a certain lawyer of Vicksburg, and his system will have a little ease from the ravages of many useless manufactured lawsuits.—The Delta Lighthouse, Feb. 13, 1915.

SPEAKING OF THE ILLINOIS CENTRAL.

The article in the Vicksburg Times-Democrat of January 4th, entitled, "The Poor Illinois Central Railroad," and intended to incite the prejudices of the people, and the reply of President Markham citing facts and figures, have caused considerable comment to flow from the press of the State.

In view of the fact that it has always been the policy of the editors of The Journal to edit the paper to suit themselves, standing for what they thought was right and just and never being frightened from the path of duty by threats of personal violence or powerful patronage, we believe that no one will accuse us of being "subsidized" if we espouse the cause of the Illinois Central in this "Damage Suit Industry."

President Markham in his article states that the Y. & M. V. R. R. operates 35 miles of railroad in Warren county, Miss., and 885 miles in the states of Iowa and Indiana, and that there has been more law suits in Warren county during the past two years than there has been in the two states mentioned. What does this indicate? It means but one thing—lack of education. President Markham's literature has been a campaign of education—nothing more.

Newspapers educate the people, and as a comparison between Iowa and Indiana and Mississippi we will say that a town the size of McComb in either of the states mentioned would have not less than two daily papers. Sometimes comparisons are odious, but it is the only way we can get to the solid rock of Truth. Lack of education—ignorance, is the cause of the damage suit industry of Warren county and other sections of Mississippi.

We are thankful that the grand old county of Pike is practically free from this "Damage Suit Industry." There are claims, of course, the same as elsewhere, but the people are reasonable and the claim agents are fair and practically all cases are settled outside of the court room.

The Illinois Central is the great boon of Pike county. Her mammoth shops located at McComb and transportation division also located here employ about 1,800 men. Her payroll for the division running considerably over \$300,000.00, of which more than \$150,000.00 is left in McComb. All of Pike county feels the benefit of this payroll, as the farmer can always bring his chickens, eggs, butter, potatoes and meat and lard

to McComb and find that the railroad employes have the cash to pay for same.

Education and enlightenment disperse prejudice and while the process is sometimes slow, it is coming, and when it finally arrives, Mississippi will be one of the most prosperous states in the Union. When you legislate to keep out corporations, you legislate yourself poor. It is not the "Poor Illinois Central Railroad," but "Poor Mississippi."—McComb (Miss.) Twice-A-Week Journal, February 17, 1915.

SISTER AND STEAM CARS.

"Happily," says the Yazoo Sentinel, "there has been a wonderful change of sentiment in Mississippi toward the railroads in the last year."

This is as good a thing for Mississippi, if true, as for the railroads. Louisiana has perhaps been too liberal in some ways with the railroads, but we doubt if her general tendency in this respect has been much to her detriment in general results. The reforms that have been needed have proceeded gradually and still do.

Mississippi has been distinctly the loser, in several important economic respects, by an unfair and illiberal prejudice toward large investments, fostered in many of her people by a particularly turbulent and generally unfortunate school of politicians.—The New Orleans Item, February 8, 1915.

READ MARKHAM'S ARTICLE.

The Sentinel gives space this week to a public letter recently issued by President Markham of the Illinois Central Railroad. It is conservative in tone and has the ring of absolute sincerity. The letter contains some facts and some figures that will be of general interest.

No good man would deny to a railroad company or to any other concern or individual that which he would claim for himself. In the neighborhood where there is not a friendly interest between neighbors and where the spirit of co-operation is lacking, good citizens prefer a home elsewhere. The railroads and the people must of necessity do business together and the better the understanding that exists between them the better for all. Good people should be just as far from tolerating prejudice and passion as they would extortion of any other pernicious practice.—The Grenada Sentinel.

PRESIDENT MARKHAM WRITES INTERESTING LETTER.

Mr. C. H. Markham, president of the Illinois Central Railroad Company, recently wrote a very interesting and very pointed letter to a Vicksburg newspaper about the "damage suit evil" and the amount of taxes being paid by that corporation to the State of Mississippi. The letter is published in

this issue of The Sentinel just to let our readers hear that side of the question. Railroads are great enterprises; we need them, and could ill-afford to spare them from the life of the State. To be sure, they ought to be made to obey the law and to pay a just and equitable rate of taxation. And when they are liable under the law for damages they ought to be made to pay it; but they are often imposed on by those claiming damage for trivial and unreasonable causes. Shyster lawyers are more often responsible for these impositions than the clients themselves. If the railroads could be spared the heavy expense of defending a lot of these unreasonable suits they could give the people better service and cheaper freight rates. We should be reasonable and temperate in all things.—Ripley (Miss.) Sentinel.

ILLINOIS CENTRAL RESENTS ACCUSATIONS.

In answer to editorial criticism made by the Vicksburg (Miss.) Times-Democrat, President Chas. H. Markham, of the Illinois Central Railroad, clearly sets forth some interesting facts in defense of the great corporation over which he presides.

The press in general of our sister State, or at least the majority of newspapers, have complained from time to time of the imposition heaped upon the Illinois Central Railroad through the channel of law suits, etc. It remained, however, for the Vicksburg paper to criticize the above company for its apparent tax-dodging. Had the public in general accepted the statements of the paper in question the conclusion would have been reached that the Illinois Central was the most brutal, heartless corporation doing business in the South. But after getting the supported facts as stated by the president of the big system, then an entirely different version may be observed.

It is interesting to note what President Markham has to say in answer to the "tax-dodging criticism." The Illinois Central and Yazoo and Mississippi Valley are the greatest taxpayers enjoyed by the State of Mississippi. Last year these companies paid into the State treasury of our sister State the huge sum of \$823,949.56, or \$530.98 for every mile of railroad operated by them. As compared to what the I. C. R. R. pays in the State of Illinois, \$341.45 per mile and \$317.45 per mile in Indiana, it is clearly obvious what this road is doing for Mississippi in the way of support.

The Illinois Central has also been the target for unscrupulous attorneys seeking to prey upon it for clients. In every case where damages are asked and where the complainant has any reasonable grounds for restitution the railroad has aimed at settling the disputes amicably. But in hundreds of damage suits no agreements could

be reached and both parties in cause have been put to enormous expense.

We hardly see where the Vicksburg paper has any come back at the Illinois Central Railroad Co. This corporation has been the greatest upbuilder of the State. It is one of the most stimulating factors in the progress of Louisiana and our citizens as a whole are not so quick to fly off the trigger as some of the brethren residing in Mississippi.

Railroads will co-operate in the upbuilding of communities when not held in restraint. The Illinois Central stands ready to assist every town in Tangipahoa parish provided these communities show the proper spirit toward the railroad.

It is well that we have such railroads as the one in question. This section owes its splendid condition to the efforts made in its behalf by the Illinois Central. Gradually, though surely, a big corporation like a railroad carries forward its beneficent work unobserved, but at the same time the upbuilding is apparent.—Amite (La.) Parishes, February 13, 1915.

A HOPEFUL SIGN.

It is announced from Jackson that there will be fewer law suits against railroad companies before the next session of the Hinds County Circuit Court than there has been for years.

The people are probably awakening to the realization that they have more to lose in the long run by prosecuting the railroads than they have to gain.

Mississippi needs railroads; it needs factories; it needs a thousand and one things in industrial lines that only capital can supply, and unless it shows a disposition to treat vested capital with more liberality its development will necessarily be retarded.

Less demagoguery and more business should be the slogan of this state—Gulfport (Miss.) Herald.

PRESIDENT MARKHAM'S LETTER.

President Markham, of the Illinois Central Railway, wrote a letter, January 19, to the publisher of the Times-Democrat of Vicksburg, which was given to the press. The letter is a temperate discussion of the related interests of the railroads and public, especially in this State. President Markham seems to be one of the more recent school of higher railway officials, who realize the value of appealing to the intelligence of the public, and he gives some facts well worth the consideration of Mississippians at this time. He states that in Warren county, in which Vicksburg is situated, and in which the I. C. has 35 miles of trackage, in the last two years there have been more law suits against his com-

pany than in the entire states of Iowa and Illinois combined, with 885 miles of trackage, within the same time. In other words, over 25 times as many suits in proportion to mileage. He offers to open the books to the inspection of those who wish the proof. Evidently Mississippians have a strong penchant for suing railroads. As it takes money to defend suits and pay damages, doubtless this figures in the freight rates which must foot the bills.

He relates some other facts highly interesting and confirmed by other authorities, viz.: that in the United States it costs less than three quarters of one cent, on an average, to haul a ton of freight a mile. In Germany and France the cost is nearly one and one-half cents per mile, and in England two and one-third cents per mile. In other words, our freight is hauled for half the cost in France and Germany and one-third the cost in England. Again, he replies to the oft repeated statement, that his company is a tax dodger, by the figures. He says that the Illinois Central pays \$823,949.56 yearly in Mississippi or \$530.98 for every mile of railroad in the state, as against \$341.45 per mile in Kentucky and \$317.95 per mile in Indiana. These figures show that railroads pay a liberal share of the taxes in the state and are entitled to a fair treatment under the law. Mr. Markham has a good array of facts and figures on his side and puts up a good argument. His letter contains much food for reflection.—The Itta Bena (Miss.) Times, February 6, 1915.

FOR FAIR PLAY.

President Markham, of the Illinois Central Railroad, has written a frank letter in reply to a criticism of his road which appeared recently in the Vicksburg Times-Democrat.

For some time it has been a matter of record that the railroads have been endeavoring to get closer to the people and by observation and personal interviews between officials and patrons to overcome the antagonism which seems to exist toward the roads in some sections and which is to a great extent the cause of unnecessary lawsuits. The personnel of railroads has long been looked upon by some as a different race of people and their tracks a web to ensnare victims. This is not so, the officials and employees have the same pride of country, possess the same patriotic motives which fills the breast of every American citizen. The sooner the public and the roads can come in closer touch and in better understanding of each others' wants and requirements the sooner will both profit.

The Illinois Central Railroad is striving by word and deed to bring about a better feeling and should be encouraged rather

than criticised for any literature sent out with this end in view. It should be remembered that we have a railroad commission elected by the people, the courts and state and county officials whose business it is to keep a watchful eye upon their operation the same as upon any other business concern, and even if they should wish to do so they could not go very far wrong without being investigated.

The state's interests and the railroads' interests are closely interwoven and each are dependent upon the other for progress and expansion. Each should do its part to promote good feeling and thorough business understanding.—Holly Springs (Miss.) South, February 10, 1915.

WOUNDED FEELINGS.

President Markham, of the Illinois Central, emerged from his controversy with the Vicksburg, damage suit lawyer with that gentleman's scalp dangling from his belt.

When any man attempts to defend the "damage suit industry" in this enlightened age, he is bound to find himself in the middle of a bad fix. As now conducted, it is a defenseless business.

This city was once a popular place to sue corporations. It isn't now. Juries in Hinds county do not award ten thousand dollar verdicts as balm for wounded feelings any more. Such treatment is infectious and causes the cases to multiply with great rapidity. It also causes prospective investors to shy away and select another location. Gradually as Jackson grew and took on the airs and responsibilities of a city, she put aside her prejudices against railroads and now one has to have a damage suit of real merit in order to get by with it in this county. If it is necessary, occasionally, to give some ambitious person who imagines that his feelings have been hurt by a railway conductor, and his attorney, a big chunk of gold, it would be better to take up a collection and not sandbag the railroad. Before we do anything of that kind, if we must be dishonest, we should at least wait till we get into this state all the railroads we need. We haven't got half enough yet, and bombarding those that we have within our borders is a poor way to induce capitalists to come here and build more.

That we should adopt a broad and liberal policy in this state, and devote ourselves to the development of its resources, seems to be a proposition on which public sentiment is rapidly crystalizing. The keynote is well put by the Grenada Sentinel, which says: "The calamity howlers in Mississippi and those who are giving almost all their time to claiming that they are guardians of the sacred rights of the people have created nothing, built nothing and were not somebody hoodwinked into furnishing the grist, they would soon cease grinding."—Jackson (Miss.) News, February 17, 1915.

BEGINNING TO SQUEAL.

It has developed that the controversy which President Markham, of the Illinois Central, thought he was having with a Vicksburg editor concerning the "damage suit industry" was in reality with a Vicksburg attorney, and one of the very ones who have been doing a great deal of suing, and, it follows, a beneficiary in the damage suit industry.

The more controversies of this kind President Markham can stir up, the better it will be for the railroads in the state. The people are becoming tired of having the fair name of Mississippi besmirched for the benefit of a few greedy lawyers. It is no honor to a state to be known as a good place to fight corporations, and it is a good sign that the press is taking up this subject and turning on the light. The pity is that this was not done a long while ago.

For years the corporations have pursued a policy of silence and they were hammered right and left. Now they are appealing to the public for assistance, and their appeals are meeting with warm response from all classes, except the lawyers who have been making a specialty of filing damage suits. They are beginning to squeal.—Ruleville (Miss.) Record, Feb. 26, 1915.

IGNORANCE TWIN BROTHER OF PREJUDICE.

President Markham of the I. C. R. R. Co. has written a letter in refutation of recent criticism of his road, and his language is frank, plain and concise. Charges, which, in many instances are most unjust, have been made arising from the many damage suits with which the company has been afflicted, and the spirit of President Markham's letter is to bring about a better understanding between the people and the railroads. In part, he says: "I believe the railroads have been too reticent in the past; that we have not opened our thoughts, our hearts, our trials and tribulations to the extent that we should have done." In view of the informing of the people from the standpoint of the railroads—putting one in the other fellow's place—literature has been distributed among the people, and the company invites criticism among the press and the people that a better understanding may be reached so that harmony may prevail, and greater good for the largest number may result as a consequence. There is often a grave imposition upon the railroads by some faked-up damage suit by some jackleg lawyer, whose practice is so limited that he feels impelled now and then to "create" a case or two against a railroad in order to maintain his "reputation" as a "practicing attorney."

Mr. Markham says "our policy is to settle all bona fide claims at fair and reasonable figures." The company naturally would

avoid suits, thus striving to maintain harmony and a spirit of fairness between the company and all with whom they have business dealings. What more could be asked than this?

We do not care to go into details as to the company's losses as to prevailing financial conditions—the panicky times—which strike all alike, because it is not a matter of dollars and cents, but a matter of right and wrong—justice to all—which is to be considered in the matter. The I. C. is making a campaign of education which will result in great good to both the railroad

and the people alike. Ignorance is the twin brother of prejudice. Therefore, when the people learn that the railroads are not "grafters," but are conducting a perfectly legitimate and fair business, whose management are wise enough to know that only through the honest channels of business dealings can permanent success be obtained, then will there be, and not till then, absolute harmony and good will between the railroads and the people. The one is dependent on the other, and a "house divided amongst itself cannot stand."—The Panola Democrat, February 26, 1915.

Roll of Honor

Name	Occupation	Where Employed	Service	Date of Retirement
Lewis Ruffin (colored)	Sec. Laborer	Oxford, Miss	25 Years	5-30-14
Jack Butler (colored)	Sec. Laborer	Anite, La.	21 Years	8-31-14
Chas. W. Anderson	Station Eng'n'r	Mattoon, Ill.	34 Years	1-31-15
Thomas F. Shannon	Gen. Foreman	Cherokee, Ia.	46 Years	2-28-15
Henry A. Knowlton	Engineman	Dubuque, Ia.	45 Years	12-31-14
Gerald George Farrell	Train Baggage-man	New Orleans, La.	42 Years	12-31-14
John H. Carney	Crossing Flagman	Iowa Falls, Ia.	22 Years	9-30-14
Patrick Carroll	Crossing Flagman	Springfield	26 Years	9-30-14
James H. Allen	Conductor	Chicago Term.	29 Years	11-30-14
Owen Feeney	Yard Clerk	Chicago Frt. House	42 Years	8-31-14
Titus Hinchcliff	Engineman	Clinton, Ill.	43 Years	12-31-14
Almond D. Stewart	Crossing Flagman	Rockford, Ill.	34 Years	2-28-15
Edward L. Hall	Crossing Flagman	Dubuque, Ia.	48 Years	12-31-14

Chicago, Jan. 22, 1915.

Mr. H. Battisfore, Supt. I. C. R. R. Co.

Dear Sir: I received check today, sent to me as pension, and I wish to take this time to thank you sincerely and the other officers for their kindness, both in this matter and in my recent illness, when I received every possible attention and kindness from the Company and its representatives. After my long service I feel gratified to think all has not been in vain and that my employers have seen fit to place me on their pension roll.

Yours sincerely,
John Cronos, 6028 So. Racine Ave.

PUBLIC OPINION

What the



World thinks

WHAT A RAILROAD OWNED BY THE GOVERNMENT IS PAID FOR CARRYING THE MAILS.

THE Panama Railroad has only one stockholder—the Government of the United States.

The railroads operating in the United States are owned by hundreds of thousands of citizens, who hold their stocks and bonds.

The Panama Railroad in the last fiscal year received more than \$2.77 for each ton of mail carried one mile. This is shown by figures in its annual report.

The Postoffice Department has estimated that the railroads of the United States receive approximately 10 cents for each ton of mail carried a mile.

The rate paid the Government-owned Panama Railroad for carrying the mails is therefore about 28 times as great as the average rate paid the privately-owned railroads of the United States.

Had the Panama Railroad been paid at the average rate allowed the railroads of the United States, it would have received last year only about \$9,000 for carrying the mails. It actually received \$250,306.

On the other hand, if the railroads of the United States last year had been paid the Panama Railroad rate, their receipts for carrying the mails would have been \$1,557,000,000, or more than five times the total revenues of the Postoffice Department. They actually received \$56,000,000, or about one-fifth of the Department's revenues.

The high rate paid the Panama Railroad for carrying the mails is not warranted on the ground that its mail traffic is small and that it is therefore performing a retail service. On the contrary, its

mail traffic is large, exceeding 10,400 pounds daily.

The railroads of the United States make no claim to be entitled to the excessive mail rates paid the Panama Railroad. These comparisons are offered merely to show the difference in treatment accorded to a Government-owned and to privately-owned transportation systems in this respect.

The railroads owned by citizens, in fact, have not asked Congress to advance their mail pay rates at all. They have merely asked to be paid for *all* the mail they carry and *all* the special facilities and services they furnish the Postoffice Department.

What the Panama Railroad Charges for Carrying Treasure.

In a previous pamphlet the Committee on Railway Mail Pay told how the Treasury Department obtained the transportation of 200 tons of gold—\$99,000,000 worth—from Philadelphia to New York without cost to the Government for the railroad service required.

The gold was simply declared to be parcel post and was "mailed" as such, thereby compelling the railroad to carry it without additional payment under its four-year mail contract with the Government. Four special cars were used, and were hauled into New York by special engines. More than 100 guards were carried the round trip without payment of fare.

* * *

The Government-owned Panama Railroad is at times also called upon to transport treasure. Last year it carried \$9,228,660 worth across the Isthmus and charged \$28,129 for the service.

New York is about twice as far from

Philadelphia as the city of Panama is from Colon. The value of the treasure shipped from the Philadelphia Mint to the New York Sub-treasury was more than 10 times the value of what the Panama Railroad carried.

A Contrast in Rates.

Had the Government paid for its Philadelphia-New York gold shipments at a rate relatively as great as the Panama Railroad charges for carrying treasure the payment for the service would have been nearly \$600,000.

Such a charge would have been grossly inordinate by comparison with rates prevailing in the United States. The express charge for shipping \$99,000,000 gold from Philadelphia to New York would have been \$64,350. For this sum the express company would have undertaken to perform all the details of the service. It would have arranged for (and also paid for) the railroad transportation, would have insured the gold and furnished its own guards.

* * *

The railroads are not prepared to say whether the express company's charge for such a service—risk and responsibility considered—might properly be more or less than the sum named. The important fact is that this charge represents a rate equal to only a little more than 10 per cent of the Panama Railroad's rate for treasure transportation.

* * *

The Government-owned Panama Railroad obtained nearly $6\frac{1}{2}$ cents for each \$1,000 of treasure carried one mile. The express company's charge for carrying gold between Philadelphia and New York would have been about $7/10$ of one cent for each \$1,000 transported a mile, and this would have included insurance in transit and fair payment to the railroad.

But, by requiring the railroad to carry the gold as "mail," all cost to the Government, save for guards' wages, was eliminated.

The sentiment which approved the recent decision advancing freight rates is not apt to be complacent with a juggling

of the mail question so as to tax the roads by forcing a gratuitous service.—*Columbia, S. C., State*, January 11, 1915.

BUSINESS MEN PROTEST AGAINST UNFAIR RAILWAY MAIL PAY LEGISLATION.

The following report and resolution, appealing to Congress for the rejection of the railway mail pay "rider" in the Postoffice appropriation bill, were adopted on January 18, 1915, by the directors of the Philadelphia Board of Trade and have been laid before the Senate and House of Representatives:

"Postoffice Appropriation Bill."

"After a brief recess the Federal Congress is again assembled in Washington and apparently not in a spirit of 'live and let live' for the people and capital, but in a growing and increasing spirit of extending monopoly in the hands of Government.

* * *

"Apparently not satisfied with having almost crushed the life out of the express business (without which shippers cannot be adequately served) by having extended postal facilities to the maximum weight of 50 pounds, which will cover many classes of merchandise, effort is now being made to effect new legislation relating to the pay for transportation of the mails by means of a rider to the Postoffice Appropriation Bill H. R. 19,906.

"Legislation by means of riders to appropriation bills has become a favorite method of securing legislation without full and fair discussion, in the closing weeks or days of a session, and is open to just criticism. This new legislation proposes payment for mail transportation on the basis of space occupied rather than upon weight, and would seem to place autocratic power in the hands of the Postmaster General, through stating that rates 'not exceeding' figures named may be paid, but naming no minimum rates.

* * *

"It would seem that the request of the transportation companies for a con-

tinuance of the weight basis and more frequent weighings than once in four years is but reasonable, especially in view of the tremendous increase of the parcel post, stated by the Postmaster General in his report in November, 1914, to amount to 800,000,000 packages a year. Chairman Moon (the author of the rider) recently stated in the House that while his bill showed an increase in compensation on its face of \$2,000,000, it was expected by the exercise of administrative discretion to have the parcel post carried for nothing and the pay of the railroads reduced \$8,000,000 per annum.

"In other words, the Federal Government proposes to take one-fifth of the recent award of the Interstate Commerce Commission from the railroads to help the Postoffice Department show a profit, and this is the character of legislation that will force the railroads to again ask for increased compensation from shippers.

* * *

"Resolved, That the Philadelphia Board of Trade earnestly petitions the Honorable the Senate and House of Representatives to withhold favorable action upon the rider to the Postoffice Appropriation Bill, now under criticism (the provisions being the same as in H. R. Bill 17,042)."

A GREAT INJUSTICE.

It is our opinion that this body should go on record in its expression of the great injustice which the Government is imposing upon our railroad systems in requiring them, with proper compensation, to carry the great bulk of parcel post material with resulting loss to the roads amounting to millions of dollars.

We cannot consider the parcel post delivery system a success until the Government pays the enormous cost involved in transporting the same.—*Report of the Transportation Committee of the Boston Fruit and Produce Exchange, December 30, 1914.*

THORNE OPENS SALVE BOX.

CEDAR Rapids Gazette: Clifford Thorne apparently regrets his somewhat loose assertions before the Dubuque club, when he used the hammer and tongs on Iowa newspapers which he claimed were printing "damnable lies" concerning his attacks against the railroads. He declared that certain Iowa newspapers were tools of the corporations. This attack was taken as an indication of Mr. Thorne's decision not to be a candidate for governor in 1916. Any man who wanted to be governor of his state would not open a campaign with a vitriolic attack on its newspapers.

But it now appears that Mr. Thorne still is assailed by the germ of politics. He surely intends to ask for something or other or he would not have been sponsor for the sending out to all state newspapers of an editorial, printed in the Dubuque Telegraph-Herald, which refutes the Dubuque Times-Journal's charges that he made a general attack on the news publications of Iowa.

Were Mr. Thorne not considering his candidacy for governor, he would have clenched his teeth as of old and continued whatever fight he endeavored to start with his recent speech at Dubuque. But despite the vast amount of publicity he has had, Mr. Thorne, it seems, has not previously learned the difference between a man's words as they are uttered by him and as they appear in print. Some assertions do not sound one-half so strong as they seem when read in the columns of a newspaper.

Mr. Thorne has proved himself a capable actor before the grandstand. He seldom makes errors; at least he seldom admits making them. But he bungled this time, and mailing reprints of the Dubuque newspaper's apology for him hardly will prove sufficient to place him in his former position. The railroad commissioner's salve box will be dry long before he gets around.—Dubuque Times-Journal, Thursday, February 11, 1915.

Clarksdale Miss.

by

Rufus Jones



Carnegie Library

CLARKSDALE offers a theme of such limitless potentialities as to description that it is disheartening to approach the subject when one is bound within certain confines as to the length of that description. Ordinarily, one does not mind condensation; oftentimes it is a genuine relief, this knowledge that only so much need be said before the task is completed but when the writer pauses for a realization of the countless enumerations which should be made on the credit side of this municipality's ledger, and the few of that number which may be thus handled, he almost despairs.

Clarksdale, county seat of Coahoma county, proudly and rightfully asserting its claim as "Queen City of the Mississippi Delta," is situated 77 miles south of Memphis, on the Yazoo and Mississippi Valley Railroad. While this is the only line of railroad entering the city, its ramifications at this point are so widely spread that Clarksdale has 22 passenger trains a day, and a constant stream of freight trains delivers incoming freight and picks up outbound shipments at a rate which gives no ground for complaint.

The city has the commission form of government, and has had for several years. This method has proved so eminently satisfactory that the contrary, or aldermanic, form has long ago lost the few adherents it may have had. There is a mayor-commissioner offi-

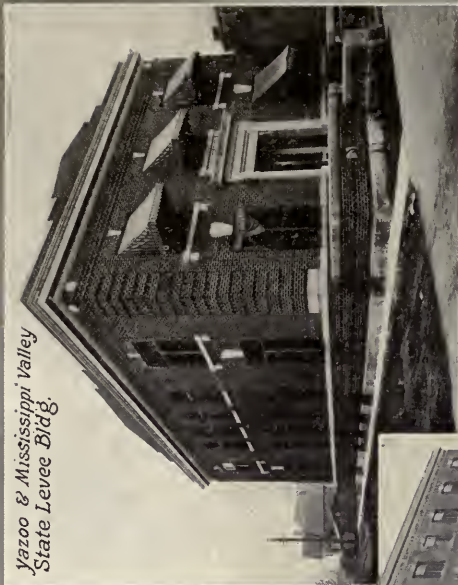
cially at the head of municipal affairs. With him are two other commissioners. These officers at present, are: Mayor-commissioner, W. D. Cutrer; Commissioners H. H. Hopson and J. W. McNair. Mr. Cutrer is one of the leading attorneys of the city; Mr. Hopson is a prominent planter, and Mr. McNair is local agent of the Yazoo and Mississippi Valley Railroad. Between them they divide as equally as possible the responsibilities and labors of Clarksdale's affairs.

It is doubtful whether any other town in Mississippi has advanced materially so rapidly and so sure-footedly as has Clarksdale within recent years, and there is little fear of an argument when the assertion is made that it is today the best known and most widely heralded city in the state—not excepting Jackson, the state capital, or Meridian, Vicksburg and the other larger towns. An instance of the rapid growth of the city is the fact that just across the banks of Sunflower river, a block or two from the heart of the business section, is a beautiful section of the city known as Oakhurst, a charming little "city of bungalows" within itself; and it has not been long since cows grazed and hogs rooted unmolested where costly homes and green lawns now predominate. Clarksdale's present population, according to a recently issued city directory, is about 7,000.

Elks' Club



*Yazoo & Mississippi Valley
State Levee Bldg.*



Clarksdale



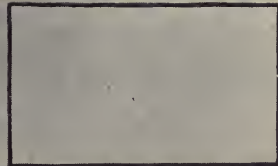
*New Post Office
under construction*



Public School



Alcazar... Hotel..





W. D. CUTRER, MAYOR AND COMMISSIONER OF POLICE AND FIRE; H. H. HOPSON, COMMISSIONER OF STREETS, BUILDINGS AND SANITATION; J. W. M'NAIR, COMMISSIONER OF LIGHT AND WATER.

The city owns its public utilities, administered under expert supervision. Its paid fire department has won a reputation for efficiency extending throughout the state. The water which Clarksdalians drink is from artesian wells and exceptionally clear and pure. No town or city in the civilized world has more concrete sidewalks and asphalted streets, size considered; and no town or city in Mississippi possesses a "great white way" of equal magnificence.

It is astonishing to contemplate some of the items which may be placed on Clarksdale's list of assets when the size of the town is taken into consideration. The population being 7,000, the designation of "country town" will most likely apply in popular imagination. Let us see for just a moment, then, what this little "country town" possesses, among other things:

It has the costliest Elks' home in Mississippi; the largest Elks' membership in Mississippi; the most modern hotel in Mississippi, incidentally the only genuinely fireproof hostelry in the state, fronting an entire city block, and one portion of which alone has just been completed at a cost of more than \$100,000, exclusive of the furnishings, which are themselves almost oriental in splendor; the biggest ice cream factory in Mississippi; the largest stave and heading factory in Mississippi. It is the most important long distance telephone toll station in Mississippi. Incidentally, it has the biggest motion picture showhouse in Mississippi, housed in a \$25,000 theater building. It is the second most important cotton market in the state and one of Mississippi's biggest mule markets. There is no ice plant in the state more complete than the one of 100-ton

capacity located here. The two leading fire insurance agencies of Mississippi are in Clarksdale.

Coahoma county being essentially an agricultural territory, Clarksdale does not boast of itself as a manufacturing center; and yet it is a fact that almost everything manufacturable is made here, from candy and shoes and soda water to lumber and cotton seed oil products and machinery. Included in the list, at a cursory glance, are two big compressors, a tile factory, half a

No matter what may be a man's religious leanings he will find his creed represented here. All religious denominations, Protestant, Catholic and Jewish, have their houses of worship and are adequately served.

He who takes a civic pride in the home of his choosing will find many things here to delight his eye. The smoothly paved streets, fourteen-foot sidewalks in the downtown section, the absence of unsightly awnings, the removal of unkempt telephone posts to



SUNFLOWER LUMBER CO., CLARKSDALE, MISS.

dozen gins, two oil mills of tremendous capacity, three of the state's principal lumber corporations, two machine shops, several garages, four big coal yards, three bottling plants, a steam laundry, and any number of more or less important industries. One of the biggest banks in Mississippi is here. There are three of them in all, with deposits aggregating in the neighborhood of three million dollars. There are savings banks, a building and loan association, which is one of the most successful in the South, and a wholesale grocery house which is the town's pride. One daily paper and three weeklies supply a far-flung and intelligent clientele.

adjacent alleys, all go to make the business portion one of the most attractive to the eye.

Public buildings in profusion and of true architectural excellence are a feature immediately noticeable. Principal among these are the Elks' home, already referred to; the \$50,000 domicile of the Yazoo-Mississippi Delta Levee Board, the New Alcazar hotel, the Carnegie Library, the \$100,000 federal building, now in course of construction; the theater, and one of the most imposing public school buildings in the state.

As a place of residence, conditions in Clarksdale could scarcely be more ideal. The people of the Mississippi



Churches of Clarksdale Miss.





GIRLS' BASKET BALL TEAM, CLARKSDALE HIGH SCHOOL.

Delta have a reputation for cordiality and hospitality which is nation-wide in its scope, and nowhere is there a more perfect type of it than here. The deserving stranger does not remain a stranger for long. Some of the prettiest residence streets in the entire United States are here, and occupying those streets are residences ranging all the way from the cozy bungalow to the stately mansion. Automobiles in constantly increasing numbers have necessitated two traffic policemen, institutions which no other Mississippi town of similar population has found it necessary to employ. Extending from Clarksdale to Friars Point, fourteen miles distant on the Mississippi river, is a graveled road than which none better is in existence. Upon its smooth surface staid family men and lovers in the exuberance of their youth drive cars classifying variously from the Ford to the imperious Packard.

Perhaps a point needful of stressing is one which will correct the misinformation largely existing in the North and East as to the negro in the Delta. The writer has heard the statement carelessly made by Northerners and Easterners: "Nobody lives in the Delta except negroes." Nothing is further from the truth. The negro is here,

to be sure, and he is here in great numbers. He constitutes the laboring class. He is the tiller of the field, the hewer of wood, the drawer of water—just as the less fortunate of white men belong to that numerically predominating class in the north central states; but the Mississippi Delta, including Coahoma county, is populated as a governing body by a strong, virile set of men, the purest of Anglo-Saxons. In their veins courses the best blood of America. They

are the finest specimens of the traditional southern aristocracy—and no finer aristocracy is on record since the primeval days when the Indian, first settler of North America and stoical monarch of all he surveyed, trod majestically through the forests which he loved. Clarksdale renders homage to no other city in the Southland in the matters of education, culture and innate refinement.

In this connection it is worthy of note that the Clarksdale system of public schools long ago outgrew its localized reputation. That reputation spread first to adjacent counties, then covered Mississippi like a blanket, then went its gladsome way into neighboring states. Domiciled in a home as complete as modernity itself can make it, with a beautiful surrounding greenward the plant is as up to the minute as is the curriculum—and, of the latter, reams of paper might be fittingly consumed in an attempted description. Nothing in the public school history of Mississippi excels it; few schools in the state compare with it, and few share with it the privilege of sending its graduated pupils into state universities without preliminary examinations.

Coahoma county, of which Clarks-



Parksdale
Miss.

Residences..



dale is the capital, is the most fertile and prosperous among that string of counties which go to make up the far-famed Mississippi Delta. This is saying much, but is true; and the wealth

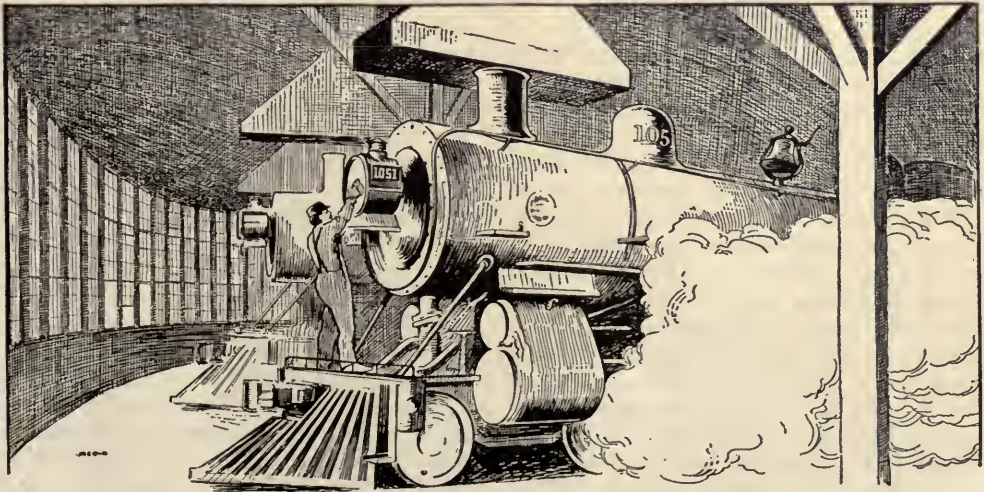


ONE OF THE MANY BEAUTIFUL HOMES,
CLARKSDALE, MISS.

of possibilities contained in the statement is not easy to grasp when one pauses to consider that the soil of the Mississippi Delta is perhaps the richest on the globe. Its alluvial dirt, comparing almost identically with that

contiguous to the banks of the river Nile in Egypt, requires no artificial fertilization, and the sack of "guano," so irretrievably an essential part of farming operations almost everywhere, is an unknown quantity here. "The garden spot of the world," has grown into a familiar and wearisome phrase. It is a piece of bombast carried lovingly in stock by communities everywhere; but Coahoma county feels that she is justly entitled to the appellation, and if any other county known to mortal man can be more of a true garden spot it would be interesting and instructive to know why and where.

To the home-seeker who desires a change of location for any reason whatsoever, Coahoma county and Clarksdale extend an invitation cordial and sincere. The business interests of the city maintain a commercial organization, the Progressive Club, which is at any and all times gratified at an opportunity to disseminate information concerning the town and county, and a letter to the secretary will elicit a reply both prompt and frank.



Contributions from ✠ Employes ✠

Suggestions as to Manifesting and Time Freighting Cars

By J. L. Campbell, Agent, Birmingham, Alabama

IT IS an evident fact that any system of handling business that "saves time, saves money," hence, I would like to submit for your careful consideration a system of manifesting and time freighting cars that will save the I. C. & C. of Georgia several thousand dollars annually.

My plan is to discontinue the use of manifest and time freight envelopes and use instead a rubber stamp. This stamp to be applied on face of billing.

Waybills carry all instructions as to routing, weighing, icing, commodity, consignor, consignee, in fact, all information necessary to the transportation and delivery of cars and under the present system, such information must be transcribed to the manifest or time freight envelope, as case may be; often clerks inadvertently omit some part of the instructions, which results in diversion, failure to ice, weigh, etc. I recall only a short time ago, we had a car of time freight destined Atlanta, routed Opelika via A. & W. F. The clerk in making time freight envelope omitted the routing which resulted in the car moving to destination via the C. of Ga., which caused a complaint account of the diversion. If the proposed stamp had been used, there could have been no chance for this diversion.

1st. Every one handling a car, handles it on the instructions shown on the face of the original waybill, which is a transcript of the bill of lading, which is the contract between the railroad company and the shipper.

2nd. The adoption of the stamps would mean a saving of approximately

six thousand dollars to the C. of Ga. and twelve thousand to the Illinois Central annually, for envelopes alone.

3rd. It would mean a saving of several thousand dollars annually, for clerk hire. At some of the larger stations, it takes the entire time of one or two men to prepare these envelopes. In my office, it requires two or three hours' time of one man each day.

4th. Most railroads require their conductors to remove waybills from the envelopes, in order to detect any error made by agents. This consumes considerable time, and there is a possibility of the conductor crossing the billing by placing it in wrong envelope. We have had occurrences of this kind, which resulted in delay. This would be overcome by the use of the proposed stamp.

I have given the matter very careful thought and can think of only one apparent objection to the use of the stamps, which can be very easily overcome. The question may arise as to manifesting a car of merchandise, requiring several waybills. My answer would be, to fasten all the billing together by the use of an ordinary brad, placing the stamps in a conspicuous place on the outside waybill. If necessary to show the "set out" or "break bulk" point, simply write or stamp underneath the manifest stamp, "manifest to B'ham" or "Break Bulk Woodlawn, Ala." Most manifest merchandise moves on card or transportation billing, regular billing mailed to destination.

I am sure each of you have watched

the slow process of yard clerks in making train consists, etc., having to pull each waybill from the envelope and after recording, placing it back, the same thing over and over again until the consist is complete; also conductor in writing up waybills in his train book, going through the same process. This is a waste of time and could be overcome by the use of the proposed stamp.

The use of the stamp would insure superintendent of transportation receiving his passing and stop reports promptly, as they would have to be made on arrival of train and before the

waybills were distributed. At present, the billing can be taken from the manifest envelope and distributed, the envelopes being laid aside for a "more opportune time," which often results in delay.

The manifest stamp on the billing remains a permanent record and at times very useful in defending claims. In fact, there are many advantages that I could mention, which no doubt, will come into your mind with the suggestion of the proposed method, hence, I will not go into further explanation, but submit the proposition for your careful consideration.

Loyalty

By William F. Thomas

THE good people of Durant, and more especially the employes, were made glad by the return of their good and jolly associate, Mr. J. W. Dodge and his affable co-worker, Mr. O. L. Lindrew. They spent February 8 and 9 in our midst, striving to the uttermost to obtain the interest of all the employes in the important work of fuel economy, etc.

I do not believe that the management could have made a better selection for this important service, for we believe they are loyal to the core, and are blessed with the practical knowledge to incite others in this great necessity, and only such men should be promoted to any office at all.

I would be glad if all the men would realize this great necessity and carry out the instruction to the letter, that in the bye and bye we will not be bothered with the remorse for disloyalty. A disloyal engineer, conductor, or any other person who has the authority to work other employes, will certainly make, as a whole disloyal men, and this disloyalty will multiply so rapidly that in some cases it will be almost impossible for the railroads to meet their obligations. Disloyalty is the worst enemy that business has to con-

tend with, and no disloyal employe can possibly render a good and faithful service, at all times. I have known a young man, after he had received his diploma from one of the best colleges in the state to decide to make an engineer of himself, and after his extra days had passed, he was placed in regular service with an engineer given to cross and unsightly habits, and whose example he followed, so he soon became a good duplicate of his engineer. He was finally promoted, but was a complete failure as an engineer and soon lost out. In other words, his disloyalty overcame him when his golden opportunity was accessible, which will come to all such men. In the realm of life there are two propelling forces which drive men to the one or the other; these are right and might or loyalty or disloyalty. They always stand out bold and ready to defend their principles to the letter, and whichever side we belong to there will be our interest, regardless of all other powers.

The interest our great system is taking in the betterment of its employes in regard to fuel economy, etc., is not only for the interest of all concerned, but for the personal interest of each and every employe, and those who still

persist in disloyalty will soon realize to their sorrow that it is not only very hurtful to the system, but also to themselves. I pray that there will not be one procrastination in this great system of ours, which is doing all imaginable to still maintain the present rate of pay of all employees. But unless there be immediate interest on the part of all the employees from disloyalty to true loyalty there cannot possibly be any other recourse. A local employe at all times and under the worst condition is the only profitable one to the company. A disloyal employe is an unprofitable one, and if any of us were in a position to do business for ourselves we would not retain them in the service under any condition unless they would renounce their disloyalty. We all know that it is almost impossible for any one to render a loyal service if they are

dominated by the spirit of disloyalty—the employe's worst enemy.

The proceeds of our great system have fallen short for the past year nearly a million dollars, and I do sincerely trust that it was not attributable to any of the employees. But if such is the case, we believe that the just law of retribution will soon overtake the disloyal ones, and what will be the results? Therefore, let us all be very mindful at all times of our well-doing, far better than any other class of employees, and be ready at any moment to advance the interest of the company, not only by manual service, but with courtesy to the public from whom our wages comes.

Now boys, let all pull together for complete success, and if there be any pull-backs among us, we hope they will stand aside, that they may not have any part, or lot, in the best business in all the world.

Why Oppress Them

Railroads Brought Prosperity, Wealth and Comfort to the People

By L. Backus

I WAS born at Grand Detour, Illinois, March 6, 1848, and remember the four horse stage coaches of Frink & Walker Co., as they reached the village, with mail and passengers from Chicago and other points en route from Dixon to Rockford, prior to the railroads building to Dixon. Farmers hauled their grain with teams to Chicago and Peru and brought merchandise for stores and supplies for people on return trips. Land had no market value and farm produce poor markets and poorer prices.

In 1855 the Illinois Central and C. & N. W. Rys. reached Dixon. The wonderful and rapid changes for the benefit of mankind cannot be fully understood and appreciated, except by the pioneers and settlers who endured the privations and hardships of life in the West without railroads.

The railroads now are in the period

of the sweating process. They are assailed by troubles on all sides and as badly hampered, as were the early pioneers. I entered the service of the Illinois Central in the freight office at Dixon, Nov. 2, 1868, and have been in the railroad work over forty-six years, and have been witness to the evolution of the railroads.

In 1868 two flouring mills were shipping many car loads of flour to Boston, Cairo, Memphis and New Orleans and many thousand barrels were shipped each year. In 1868 the rate on flour to Cairo was eighty cents per barrel. Competition was strong a few years later, account of new railroad lines building in all directions. In less than ten years the rate on flour to Cairo was reduced to forty cents per barrel—just one-half. Rate on flax bagging to Cairo cut from 40 cents to 20 cents per hundred pounds

and corresponding reductions on other commodities. The rate on soft coal from La Salle to Dixon was \$1.45 per ton; now it is 56 cents per ton, and from Christopher, Illinois, in southern part of the State, rate on coal is only \$1.21 cents per ton, a distance of 287 miles.

Owing to competition and low rates, about 1873 to 1878 there was much talk of bankruptcy for many of the older lines and a general reduction in salaries of all clerical and agency positions followed on the Illinois Central. Presidents and Directors of Railroads were searching for the best operating men, superior Master Mechanics, to enable them to exist and pay salaries and other expenses. Soon more powerful engines and larger cars were built and put in service, to enable them to haul more freight, with a crew of five men. In order to do this they had to sell the old rails for scrap and purchase and lay heavier rails, straighten the bridges and reduce grades, to enable them to haul the heavier trains. Gradually and incessantly there has been at work a power for years that has increased operating expenses so greatly, which with adverse legislation, by the State and general government, now threatens the very existence of Railroads.

The power referred to is Labor Unions. I believe there has been no time in the last twenty years when there

has not been a demand under consideration from one of three or four organized bodies of employes. Repeated and persistent demand for increased pay, shorter times, few duties, backed by threats of strikes and walk outs, have placed Railroads where they are no more able to pay salaries and operating expenses than they were before the great expenditures for powerful engines, large, heavy cars, heavy steel rails and strong bridges. Organized Labor should take a year off, let their employers get squarely on their feet and be able at some future time to reward unorganized employes, who have worked as faithfully and hard for years, with no threats or unreasonable demands and who outnumber those of the unions about four to one.

State Legislatures should pass no more bills presented by organized labor for the purpose of getting more money from their employers. The Full Crew bill means only to give one more of the organization a job riding over the road on each train. Now they want the number of cars in a train limited to fifty, why? Merely to create jobs for another crew for about every two crews now on the pay roll. They seem to fear that owners of the roads may receive a little interest on the money they invested. Cannot the law makers be induced to permit the thoroughly competent Officials of the Railroads to manage their own business?

Construction and Its Hazards---Bulletin No. 4

A. D. Brooks, Supervisor of Fire Prevention

Railway Fusees and Torpedoes

THE storage of railway fusees and torpedoes, while possibly not producing a hazard which has inflicted any great or serious fire loss; still there has been evidence of considerable loss or damage traceable in the past to lack of care in connection with these explosives and there has been considerable difference of opinion with respect to

the storage and handling of local supplies. I have given this matter considerable thought and attention, taking advantage of the considerations and suggestions of the Bureau of Explosives.

Railway fusees and track torpedoes are classed in the group of "Less Dangerous Explosives" as fireworks; more

especially fusees as "Common Fireworks" and torpedoes as "Special Fireworks" with placards "Inflammable" and "Handle Carefully" and "Keep Fire Away."

The hazard of railway fusees and torpedoes is recognized by the Bureau of Explosives, to whom due acknowledgment is given.

It is essential that property be safeguarded by providing special storage facilities for such material and attention is drawn to the following suggestions:

Fusees—

When handled in bulk at storage points, they must be stored in brick or other fireproof vaults, preferably 40 ft. from other buildings, in as dry an atmosphere as possible and not in the vicinity of steam pipes or other sources of heat, or with railway torpedoes in bulk.

Local supplies of fusees for immediate distribution, such as at storehouse counters, depots and similar places, must be kept in closed metal boxes provided for that purpose and in a cool, dry location and atmosphere.

A possible danger to be guarded against in the storage of fusees is a high temperature and the liability of their ignition through jar or shock.

There is also the possibility that through dampness the composition may be chemically effected, causing them to light spontaneously.

When the composition of a fusee becomes ignited it is a difficult matter to extinguish the fires, as they will burn when submerged in water.

The building in which they are stored should be metal clad both in and outside, so constructed as to keep out rain, snow or sparks and well ventilated. There must be no artificial means of heating or lighting, and so arranged that there will be free ventilation on all sides. Broken packages are prohibited.

Torpedoes—

Torpedoes should be stored in a separate building similar to that used for fusees. The supply in general storehouses should be limited to 10 gross. Local supplies should be kept in metal boxes similar to fusees. They should not, however, be stored in the same receptacle with fusees. Torpedoes are subject to violent explosion exposed to fire.

General—

Such loose supplies as have been obtained by train men from storehouse and as are frequently found in trainmen's clothes lockers, engine cabs, cabooses, towers and stations, should be kept in a standard rack. Extra supplies must not be allowed to become wet, oil soaked or broken. When found in this condition they must be destroyed.

(To be continued.)

Solicitation

By H. C. Bridgewater, Memphis, Tenn.

OF late years so much has been written in regard to economy and efficiency that I hesitate in undertaking an article for publication in a field that has been so thoroughly covered by bright minds and able writers.

Yet the Memphis Yard Clerk has made such rapid strides, and has applied economy and efficiency to his work to such an extent that it furnishes an excuse for my presumption.

All seem imbued with the idea, and very properly so, that success and advancement should be the goal of every right thinking man. And to attain this goal seems to be the constant aim. This has led to a good natured rivalry as to who can perform his work in the most thorough manner. This makes for efficiency.

Railroading is a vast enterprise, and there are so many desirable positions

well worth the time and struggle to attain. There is scarcely another field open to young America that offers so many inducements as the modern railroad, and where can you find a more modern system than the Illinois Central?

There was a day when the promotion for the Yard Clerk depended on some documentary evidence of a lengthy service; good and bad had their turn alike. But today brains and efficiency march quickly to the front. The official is no longer regarded as an enemy, but stands in his true light, a friend to the man who wants to go up.

Our personal success is almost entirely dependent on the Company and its officials, and it naturally follows the greater their success the greater are our individual chances. This makes it imperative that we co-operate in our endeavor to make our great Company greater, and this the Memphis Terminal is striving to do in every way.

We all know that many changes of far and reaching consequences have taken place in every department of the modern railroad. The pulse beats faster, and a new life is felt throughout the system. To compare the railroad now and of ten years ago is to compare the old stationary slide valve engine with the modern high speed turbine. Our age calls for high speed, and to neglect this call is to be left behind.

Our officials have taught us economy must be reduced to an exact science, and that we are each, in a measure, responsible for the showing of the Terminal. This call has, I believe, met with splendid co-operation. We think ours would compare favorably with any department on the system. A wasteful yard clerk would find the Memphis Terminal a hard termial to exercise his habits in.

I remember once of handling a particularly aggravating claim of a ripe old age. It had in turn been mailed to about every one on the system. The Company was in the right, and we all knew it, but my predecessor had bungled his records to such an extent that to prove our contentions to the satisfaction of a not over,

scrupulous claimant seemed impossible. The young man who failed to properly keep his records had long ago left the service of the Company.

The last time the claim came to me some one had pinned a note to it which read: "A bum clerk comes, and a bum clerk goes, but the claim goes on forever." Carelessly kept records cost the Company a goodly sum each year. Here is an opportunity for practical economy.

In General Manager Foley's letter December 14, 1914, addressed to all employes, he makes the following statements: "The human touch is of great moment to a railroad company. That and providing good consistent service forms the only method of solicitation left us. We already have the service, and feel certain that the individual employe of any department, if he will, can lend a hand in increasing our traffic."

There were five of us present when the above letter was received. The question arose as to how a yard clerk could best comply with Mr. Foley's request.

This discussion brought to mind a clever solicitation of one of the boys then present. He was, and is now, I believe, Interchange Clerk at Carolina St.

A few months previous I had been employed to assist the traffic Manager of a large concern located on the Union Belt and Southern Ry. during the Autumn rush. Part of my duties were tracing empty private equipment to destination and return. One of my empty cars that day in from Chicago was badly needed at the plant. I explained our anxiety to avoid delay to the clerk at Carolina St. He advised me that he had no record, but would see if he could locate the car and rush it to the Southern. My experience with the other lines had been such as to lead me to think I had heard the last from Carolina St. Judge then my surprise when an hour later the young man called us on the telephone and politely told the traffic Manager he had located the car at Iowa Avenue; that it was on its way to Carolina St. and would be delivered to the Southern on the first cut. We received the car at the

plant that night, loaded it with oil and the car was on its way to Chicago the next day. We avoided embarrassment by a narrow margin.

The next morning the Traffic Manager called for my order book and marked up five cars for Chicago via the I. C. They might just as well, and probably some would have moved via Frisco and the C. & E. I. His remark was terse and to the point: "The road that gets my business, is the road that gives the service."

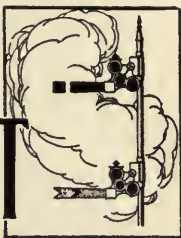
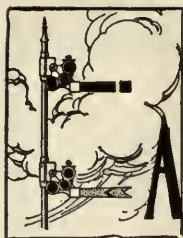
Here was efficiency promptly rewarded. Brains, efficiency and courtesy lead to a service that is the highest type of solicitation.

The Chief Yard Clerk has been untiring in his efforts to instruct each and every clerk that his service to the public is a solicitation not to be neglected.

We believe the Memphis Terminal can and will make itself felt as a power for solicitation during the coming year.



GROUP OF SCHOOL CHILDREN, CLARKSDALE, MISS.



ALWAYS SAFETY FIRST

Safety Meeting, Vicksburg Division

Messrs.

PRESENT.

- T. L. DUBBS, Superintendent.
F. R. MAYS, Train Master
J. M. CHANDLER, Chief Dispatcher.
J. W. WELLING, Roadmaster.
J. McCLENDON, General Foreman.
W. H. RODE, General Foreman.
C. N. CAMPBEL, Dispatcher.
F. R. BISHOP, Supervisor.
F. B. WILKINSON, Agent—Greenville, Miss.
C. R. MEYER, Assistant Engineer.
H. MAYNOR, Supervisor.
E. D. MESSIIONNIER, Division Storekeeper.
L. M. ELLIOTT, Agent, Rolling Fork, Miss.
G. B. M'CAUL, Agent, Leland, Miss.
J. M. SIMMONS, Division Claim Clerk.
WALTER SHROPSHIRE, Supervisor, B. & B.
G. McGOWAN, Special Agent.
R. L. DILLEHAY, Superintendent Water Works.
R. P. WELT, Agent, Cleveland, Miss.
G. A. HOPKINS, Ticket Agent, Greenville, Miss.
J. W. DODGE,
J. O. LINDREW,
S. SIMMONS, Chief Clerk.

ABSENT.

- Z. T. JOLLY, Claim Agent.
G. L. DARDEN, Claim Agent.
A. S. HURT, Division Agent.
C. LINSTROM, Master Mechanic.
C. J. HARRINGTON, Supervisor.

THE first quarterly division Safety Meeting for the year 1915, was called to order by Mr. Dubbs, as Chairman of the Committee, and after a few introductory remarks, the minutes of the previous meeting were read for the benefit of some members who were not present at the last meeting. The various subjects discussed at the last meeting were gone over in a general way with a view of ascertaining what good had been accomplished concerning such subjects since the meeting was held, after which new subjects were called for. The following subjects were presented and discussed.

1. Education of the general public to prevent accidents and injuries.
2. Insecure fastenings on coach windows, doors, etc.

3. Attractive Safety First signs at road crossings.
4. Proper lighting and heating of coaches.
5. Passengers taking packages into passenger coaches.
6. Stock on waylands.
7. Use of green lights instead of red on rear of automobiles.
8. Personal injuries.
9. Safety cards.

**Education of
the General
Public to
Prevent
Accidents and
Injuries.**

While a great deal has been said and written in the past with regard to employes taking precautionary steps to prevent accidents and injuries, attention was called to the fact that the general public does not seem to understand, or appreciate the fact that they can contribute a great deal towards the prevention of accidents and causing injuries by having their attention called to the numerous causes for these accidents and injuries and how they could be avoided.

Each member of the staff was impressed with the importance of doing everything within his power to assist in the education of the general public by taking advantage of every opportunity to inform passengers, as well as citizens living along the line of road just how various accidents occur, and how they could have been prevented. Special attention being called to the fact that when outsiders were seen attempting to cross in front of moving trains, or taking chances in other ways, that their attention should be called at the time to the risk involved, and how this risk could be eliminated by taking more care and with very little loss of time. It is felt that if the plan of educating the general public is followed up at all points, that the good derived from such campaigns would be very noticeable.

**Insecure
Fastenings
of Coach
Windows,
Doors, Etc.**

Attention was called to the fact that quite a number of injuries, some of which were serious, had occurred in the past few months due to the fact that the fastenings used on our coach windows and doors did not seem to be as effective as they should be. It appears that springs in such fastenings are not of proper strength, and after short use become ineffective permitting windows to fall and doors to close when trains are in motion.

It was recommended that this subject be called to attention with a view of having the matter looked into, and if possible a better grade of fastenings be used with a view of avoiding personal injuries, claims therefor, and in some instances law suits.

**Attractive
Safety First
Signs at Road
Crossings.**

On account of a number of accidents having occurred on various railroads recently at road crossings, the matter of placing an attractive "Safety First" sign at road crossings of any importance was brought up and discussed.

After some discussion it was the consensus of opinion that while the placing of such signs would not entirely eliminate the accidents, it would no doubt greatly reduce them, and it was suggested that the matter be referred to the General Safety Committee with suggestions, that it be adopted and given a thorough test on Divisions, or in the territory where the most trouble of this character was experienced.



Street Scenes



Clarksdale Miss.



**Proper
Lighting and
Heating of
Coaches.**

Attention was called to the fact that when our coaches were sent to the shops for general overhauling, that it seemed to be the general practice to remove the stoves and remove the oil lamps in such cars as are equipped with electric lights, or gas lights. From a safety standpoint, this practice is considered a bad move, due to the fact that in a number of instances for various reasons it has been impossible to heat coaches by steam, due to defect in the steam heating apparatus on engine or in coaches, which prevented coaches from being properly heated, resulting in complaints and claims from passengers.

It has also been found in some cases impossible to light coaches equipped with gas due to a leak in gas tank allowing all gas to escape and no available facilities for re-charging, or in electric lighted cars, some part of the electric lighting apparatus may become defective, which would make it necessary to handle coach over the road without proper lights, which, of course, would result in complaints, and possibly in claims, being presented. It was suggested that in such instances that at least one stove should be permitted in each coach, and at least two oil lamps, one in each end, so that they could be used in case of necessity.

**Passengers
Taking
Packages Into
Passenger
Coaches.**

Attention was called to the fact that the practice of passengers taking packages of various sizes into passenger coaches seems to be gradually getting worse, and one or two instances were cited where passengers were injured on account of packages falling from racks, or on account of large packages obstructing the aisles causing passengers to stumble and fall. It was suggested that a vigorous campaign be conducted along this line with a view of breaking up this practice, calling the attention of the parties, who are in the practice of taking bundles into passenger cars to the fact that the practice was dangerous, not only to themselves, but to their fellow passengers, and that trainmen are instructed to prohibit packages of unusual size being taken into passenger coaches. It is felt, that if this matter is watched closely, we will soon educate the public to the fact that this is for their safety entirely, and that they would soon appreciate the fact and discontinue doing this.

**Stock on
Waylands.**

This subject was discussed on a previous occasion, and all concerned were instructed to handle personally with parties responsible, with a view of correcting this evil. According to our records considerable improvement has been made, but the number of heads of stock killed each month, is still far in excess of what it should be. Attention was called to the fact, that in addition to the expense incident to the striking of stock that the risk was from a personal injury standpoint, as a number of serious accidents have been caused by stock being struck, then being caught under engine causing derailments and in some instances loss of life. All members present were impressed with the importance of conducting a vigorous campaign along these lines with a view of bringing about a further improvement.

**Use of Green
Lights Instead
of Red on
Rear of
Automobiles.**

Attention was called to the fact that engineers are experiencing some trouble on account of the red lights used on the rear of automobiles in territories where public roads run parallel with our tracks, it being impossible for the engineers to distinguish a red light on the automobile from the red light used as a signal along the railroad. While the observance of the rules would prevent an accident in a case of this kind, at the same time, in order to avoid confusion, and delay to our first class passenger trains, stopping or slowing up when such red lights are observed, it was suggested that a campaign be conducted with a view of having the owners of automobiles discontinue the use of the red light on the rear of their cars replacing them with green lights which, of course, would serve the same purpose, insofar as the automobile owner is concerned and avoid the confusion on the part of the engineer in cases of this kind.

**Personal
Injuries.**

Although it was impossible for members of the Claim Department to be present at this meeting with their figures concerning personal injuries occurring since the last meeting, this subject was gone into in a general way and thoroughly discussed the suggestions offered as to the best method of preventing a recurrence. While it is felt that the matter is being closely watched by all concerned, it was thought advisable to again call to the attention of all concerned this matter, as this is a subject which cannot be given too much attention, and one which must be kept constantly before every one, in order to bring about the results desired.

Safety Cards.

Only twenty safety cards were received since the last meeting, which is much less than a third of what we should have received, and it is felt that all concerned do not seem to appreciate the fact, that the safety card plays an important part in our "Safety First" movement. Each member present was impressed with the importance of seeing that all employes were supplied with these cards, and that they understand that a card should be sent for each case coming to their attention which required precaution, no matter how small it might seem, and to impress each employe with the fact that it was his duty to send a card, instead of simply permitting conditions which required precaution to go unattended to, rather than give a few moments' time to the filling out and mailing of a safety card.

Every one present stated that they would endeavor to bring about an improvement in this matter, and it is hoped that at the next meeting the number of cards received will be considerably increased.





LOSS & DAMAGE BUREAU



“Old Hoss Warehouse”

WITH the opening of the Old Hoss Warehouse September 1, 1914, the Agents were provided with a Clearing House, in so far as uncollected items on short shipments are concerned.

When charges on shipments “short” have been in an Agents’ account for sixty days, it is proper for such charges to be billed as “advances” on the Old Hoss Warehouse, showing reference on the waybill to short report, and attaching expense bill showing how charges are made up. If short report reference is not shown the “advance only” waybill cannot, of course, be accepted, and unnecessary delay is encountered.

When shipments are ordered sent to the Old Hoss Warehouse they are identified upon their arrival by the file number of the Loss and Damage Bureau, or Freight Claim Agent, and if the file number, which appears on the tag sent to Agents, does not appear on the waybill the shipment checks “over” at the Old Hoss Warehouse and causes the Agents additional work by answering our letters asking for file reference.

We require every one making shipments to fix securely the tags showing consignee and destination, and this rule should be kept in mind when tagging shipments to us. If shipments arrive without tags we are “over” the shipment, and meet with delay in effecting final disposition. Since all the outstanding

charges are billed in as advances on the waybill covering movement, it is absolutely imperative that expense bill and storage bill be attached, showing in detail how the charges accrued.

Whenever necessary for Agents to send in over freight, which has been on hand sixty days, without instructions as to disposition, a copy of the original free astray waybill must be attached to the waybill covering movement to Chicago. In addition to this, notation should be made on waybill showing shipment sent to us account “over” for the period of sixty days.

From Y. & M. V. points it is necessary that freight charges be included for the movement over the Y. & M. V. (only) on shipments ordered to the Old Hoss Warehouse. Freight charges must not be shown on “advances only” way bills for charges against short shipments, for of course, nothing is handled by them, and they are not entitled to freight charges.

Whenever shipments, on which there are outstanding charges, are authorized sold by an Agent, the proceeds from sale should be applied against outstanding charges. If enough is not realized to take care of total outstanding charges a relief claim must be filed with the Auditor of Freight Receipts, and the deficit must *not* be billed as advances on the Old Hoss Warehouse.



Tile Factory



Ice Factory



*A stretch of model road
near
Clarksdale
Miss.*



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 Patent Medicine Abuse

WITHIN the last decade, gaining in momentum while continually enlarging its sphere of action, there has sprung up about us a movement in the direction of general enlightenment of the public concerning the use of "Patent Medicines" and the dangers incident thereto.

Previous to this, and especially in the last quarter of a century, during which time the manufacturers and purveyors of these nostrums had, by means of skillfully worded advertisements and doubtful testimonials, gained an iron grip on many of the reading and buying public, the only word of warning had come from the family doctor. He was often, though falsely accused of being actuated by motives of jealousy. He and his fellow practitioners were not organized for the fight and the game of profit, to the dealers in human credulity, and the conscienceless exploiters of the sick and infirm went on practically unmolested. Then came a change. Writers on educational topics, well known magazine editors, newspaper publishers, men and women of character and standing in all walks of life, seeing the irreparable damage that had been wrought upon many of their unfortunate fellow beings and viewing the harvest that must inevitably result from the continuation, unchecked, of the evil, turned their attention to its solution, enlisted for the common good, and gave promise of making more equal the forces of battle.

Through their efforts, national legisla-

tion, still woefully inadequate, though unquestionably having certain merit, was enacted, placing certain restrictions on the labeling of patent medicine, bottles and boxes, and cutting down somewhat the hitherto ridiculous and false and misleading attributes for their contents. This was accomplished under the Pure Food and Drugs Act. To illustrate in a word how this worked out: What had previously been known as "Piso's Consumption Cure" became under the Act "Piso's Cough Remedy," and that well known bottle that once was said to contain "Warner's Safe Cure," took upon itself the less alluring title of "Warner's Safe Remedy." The manufacturers, therefore, automatically accused themselves of having previously falsified, for the new law specifies that "No false or misleading statement might appear on the label, nor in the advertisement of patent or proprietary medicines under severe penalty," and rather than suffer Federal prosecution, and they knew such action would inevitably follow the use of the "old methods," these men changed the wording of their extravagant claims, knowing that their claims would not bear investigation. The change was voluntarily, though by no means gladly made, by the men who put the stuff in the bottles.

That this curtailing of misstatements has served to enormously cut the profits of "dope vendors" there can be no doubt. While this and similar legislation aided somewhat in safeguarding the public, it

was recognized that an active campaign of education must be inaugurated were any good and lasting impression to be made.

One by one a dozen or more of the country's leading periodicals and magazines, and now and then an influential daily paper, took up the cause, and as rapidly as was consistent with the time required to ascertain facts, the better known and more widely advertised frauds were exposed.

Those individuals and corporations whose money was tied up in the patent medicine business were not to be easily overthrown, however, and they began banding themselves together to offer common resistance. The vision of enormous profits slipping suddenly away did not appeal to their greed, and, in an effort to avoid such catastrophe, in a surprisingly short space of time, there appeared various organizations, societies and leagues for the protection of their alleged "rights." Being well backed financially, they looked formidable. They received quite a little support, and still do, by the way, from the business management of some of the country's larger newspapers, who had always opened to them, at inflated prices, space for the advertisement of their wares.

With the right and strong moral forces on the one side and with an open contempt for right, and almost unlimited capital on the other side, the battle has waged continuously. The line has wavered at times, but the unselfish men and women who place the well-being of those about them above the accumulation of tainted dollars and cents, are forging ahead, and to them and their cause victory must finally come.

Great reforms move but slowly, however, and there is yet much to be done, many to be reached and taught, and no channel which may be utilized for this commendable work should be left unused.

No better medium for reaching the forty odd thousand employes of the Illinois Central R. R. and its affiliated lines, and their families, can be found than this Magazine—hence the publication of this message.

Why, it is contended, if patent medicines are of little or no value, why are they so extensively used? In answer to the question there may be given, without fear of serious contradiction, two chief reasons, the analysis of which would seem thoroughly inclusive.

First, the alluring and highly suggestive manner in which they are advertised. In basic principles the "ads" of all patent medicines show a striking and almost monotonous similarity. The most common trick and "catch-all" consists in arranging in some group form, a chain of quite trivial ailments and symptoms, causing the whole to appear as a highly-colored pen-picture of some serious illness, the relief from which can only be secured through the use of the nostrum in question. For instance, slight backache or a mild attack of lumbago, accompanied by some common or meaningless disturbance of bowels and digestion, that comes to all of us occasionally, is interpreted as serious and threatening "kidney disease." Pictures of men with painful agony of expression, distorted limb and with the hands wildly clutching the back, are shown as horrible examples of neglected kidney disease. As a matter of fact, real kidney disease does not one time in fifty cause pain in the back or elsewhere, and is most often only discovered by chance when the urine is examined as a matter of routine, or because the symptoms point to a possible involvement of those delicate organs. Then, too, in the well known and never neglected appeal to that vast and ill advised horde of young and middle aged men whose mind and purse may be easily touched by pamphlets and dodgers so promiscuously present in mail boxes, street cars and semi-public places, dealing with so-called weaknesses and blood disorders. This has always been a source of great profit to the distributors, and it may be safely said that every dollar spent in buying such is sheer waste. The "terrible disease and the consequences", so vividly portrayed, seldom if ever exist, and if they did, the "dope" sold for their cure, is not of quite so much value as a similar amount of colored water.

The worst offenders, however, are those who pretend to cure the chronic and incurable diseases which really do exist—alleged specific remedies for consumption, diabetes, Bright's disease and cancer, are almost without number, and every one is absolutely valueless. More than that, they are positively harmful, securing as they do, by means of the intoxicating and narcotic drugs they often contain, the patient's confidence that he is getting well, and robbing him of precious hours and days never replaced, that he might use to some slight benefit in securing proper, honest and beneficial advice and treatment. Here, as usual, the poor suffer the most. What doctor has not been called when too late to the bedside of a dying patient, whose money and health are gone; money needed for bread and meat for his family, and health that cannot be restored, only to see staring at him from every shelf, closet and table, quack remedies of all descriptions, that only helped to hasten the unfortunate user to his end? This is always the story in the consumption or cancer victim, and still the thing goes on.

Second. Consider the habit forming properties of these patent medicines. Hardly one but contains from twenty to sixty and seventy per cent pure alcohol, and the vast majority carry in each package or bottle enough opium, cocaine or their derivatives to tickle the palate and sense of the most hardened habitue of a Clark Street or China Town den. These things may be disguised on the label with a Latin or unfamiliar name, but they are there just the same, and they constitute a powerful bait for the next bottle.

Do these mediums ever effect a cure

of the sick? No! No physician, however capable, may correctly diagnose or treat an illness. In a patient he has never seen, and those who attempt it are never capable, nor seldom bring the slightest amount of permanent benefit.

Are patent medicines dangerous? Of course, and highly so. Most often they are exactly what should not be used by the patient taking them; they are hardly ever well compounded, and contain only the cheapest variety of ingredients obtainable—"profits first." The expense of manufacture is so little as to be almost negligible, and the cost to the consumer about six times what it should be.

"Peruna" and "Duffy's Malt Whiskey," can be nearly duplicated in any saloon at about one-third the figure generally paid.

What is the remedy for patent medicines and other forms of self-dosing? The question can be answered briefly. If you think you are ill, consult your physician. He knows more about your case in one minute than all the patent medicine vendors combined, could know in a life time. Usually your physician may be counted as one of your best and most intimate friends, and he will, above all else, be honest with you. He has spent years of hard study and labor for your sake, and he never fails to give you the best he has at his command. If he can help you he will, and if, unfortunately, he cannot, he will tell you so. Place the matter of your health with him, a friend, who is competent to guard it, rather than with the heartless, unscrupulous stranger whose only aim is to bleed you for all that he can while you have it, and who would not give you so much as a pleasant nod in times of adversity.

Letters of Appreciation of Treatment Received at the Hands of the Hospital Department.

Fordham, Ill., Feb. 11, 1915.

Dr. G. G. Dowdall,
Chief Surgeon I. C. Ry.
Chicago, Ill.

Dear Sir:

I wish to acknowledge my appreciation of the services rendered me by the Illinois Central Hospital Department while a patient in the Mercy Hospital, Chicago. I underwent an operation for rupture and, thanks to the Hos-

pital Department Staff and the other Hospital attendants, was able to return to work in three weeks.

Thanking you again, I remain

Yours respectfully

WM. WHALEN,

Clerk-Car Record Dept.,
Fordham Yards, Chicago.

Winnipeg, Manitoba, January 6, 1915.

Doctor G. G. Dowdall,
Chief Surgeon Illinois Central,
Hospital Department,
Chicago, Ill.

My Dear Doctor:

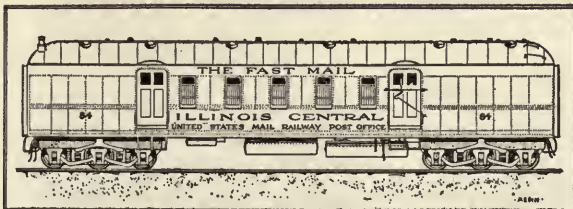
No doubt you will be surprised to hear from one of your old patients at such a late date.

August the 29th, 1913, I entered the Mercy Hospital at Chicago, Illinois, under your care, remaining there for some five or six weeks. At the time I entered the Hospital my condition was such that it was very evident I had not more than a fighting chance for recovery but under your care and the careful attention I received at the hands of your staff and the good nurses I was soon on my way to recovery. Being released by you on October the 6th, 1913, I have ever since enjoyed good health and I want to sincerely thank you for the interest you took in my case.

I have since that time travelled very extensively in the northwest and visited employees in other Hospitals and I want to say there is none gets better treatment than patients received in the Hospitals through the Illinois Central Hospital Department, and I assure you the employees can never appreciate the benefits the Hospital Department has offered them until they have occasion to take advantage of the kind treatment which is given to all who may find it necessary to enter the hospital.

Some four years ago when the Hospital Department was started I had occasion to talk with a large number of employees who were very much dissatisfied with the idea of a Hospital Department at that time. I am sure none of the employees would want to have their deductions cancelled at this time and to my mind there cannot be too many nice things said for the men who were responsible for the starting of such a valuable department, to take care of the vast army of employees, a great many of which, without this Department, would not be as well taken care of.

Yours very truly,
J. C. CLIFFORD.





Industrial, Immigration and Development Department



The Agricultural Outlook

By Charles N. Brumfield, Agriculturalist

THE farmers of Mississippi and Louisiana have recently begun their plans for the crop of 1915. In many respects farming will be conducted along very different lines in these states this year than ever before in the history of our people. It has been a hard task for men engaged in agricultural work to drive home the very important lesson to farmers that the effects of low price cotton teaches them perfectly.

It is worthy of note that agricultural information is being sought by farmers who were merely curious spectators and idle listeners at such places where agriculture was being discussed. The business man is taking his farmer friend and neighbor into his confidence, and the result of that confidence is that the farmer shall be in the future a business man, and that he shall not be so dependent upon his merchant friend in town for everything that he uses, and that they together are going to put their shoulders to the wheel with a determination to meet the new conditions that everybody recognizes as being unlike anything heretofore experienced in these states.

Men advising farmers in these precarious times have to be very careful that their advice is properly given, and in line with the very soundest business acumen. Heretofore farmers would not accept advice except in rare instances, but they are now seeking ad-

vice, with the idea of putting it into execution to the best of their financial and mental ability. It is noteworthy that the tendency of farmers who have been advised properly are changing from a one crop system. It is a recognized fact now, among farmers, that they must produce everything on their own farms that they consume, and that they must not any longer depend upon any one crop for all the money that it takes to run their business.

Every paper carries announcements of reduced acreage in cotton, more acreage in corn, oats, peas and such crops as will make good feed for live-stock. Men doing agricultural work are getting more calls for information for putting in permanent pastures. A great number of silos will be erected during the year 1915. Pure bred hogs are being sought by farmers who are seriously going into the hog business. There will be a surplus upon many farms in Mississippi of hay, corn and hogs, and there will be enough vegetables canned upon the farms to supply the families through the season when it is not so easy to grow a variety of vegetables. These are progressive farmers, and in just a few years' time that class will predominate, instead of being so exceptional as they have been in the past.

We recognize the value of the cotton crop in Mississippi. We are perfectly familiar with its growth and value, and it must still maintain an impor-



Mississippi Hogs



Mississippi Farm Scene



*Preparing Seed Bed
on
Truck Farm in
Louisiana..*

tant position in the social and economic life of the South. In fact it must be the chief money crop in the future, as it has been in the past, but it must be produced upon a different basis. Better land must be planted to cotton. Better implements must be used to cultivate the cotton cheaply. Better seed must be used in planting, and a more rigid expense account charged against its production. Good land must be made good by growing leguminous crops. Good drainage must be the order of the day where land requires it. Cheap cotton cannot be produced upon land that is not properly drained. Farmers are going into diversification, and they are going into this system of farming because it pays, and because southern agriculture is entering upon a basis that is permanent.

The farmers of Mississippi are endeavoring to obtain Mississippi grown products, thereby keeping Mississippi money in the hands of its own people. A farmer buying corn will give a Mississippi grower preference to any other, because the quality produced is superior to that of any state from which he can buy corn. Mississippi grown hay is being bought by those who had not the wisdom to provide themselves with home grown hay. A premium is being offered for hay that was produced in our own borders. So it is with all the other products that have been raised in quantities sufficient to be marketed advantageously. Thus a spirit of co-operation is permeating the very life of our people more than it ever has done. A general exchange of ideas about the business of agriculture is taking place, and the attitude of the individual farmer is in harmony with progress, and is in accord with every move that is intended for the general agricultural uplift.

Gardens are already prepared and

planted. It will not be long before the warm sunshine of spring, which has already reached us, will enable the ground to be planted to vegetables to yield to the farm houses an abundant supply of wholesome and delicious vegetables. Irish potatoes are beginning to come up. English peas are growing nicely. Cabbage are beginning to show the effects of longer days and more direct rays of the sun. Radishes are growing nicely, and the good part about it is that every farmer, so far as we know, has undertaken to specialize in his garden during the year 1915. The scarcity of milk cows indicates the farmers' increased interest in that branch of agriculture, dairying. Good milk cows will be bought by farmers, and there are none for sale. Many more farms will be supplied with abundance of wholesome food produced upon the farm than we have ever had. These things go to make a contented people, an ambitious people and people who cannot be swerved from their duty in whatever place they are called upon to serve.

The patient agricultural workers who have gone from community to community with a doctrine for the farmer to follow are being received with a degree of confidence now that is gratifying. They see the attitude of farmers in accord with their own. They are convinced that their efforts have not been in vain, and working in this harmonious and earnest way the conditions of these states in the future will rank with the very highest in the producing power of any in the Union. Pessimism is being crushed, and there is a feeling of optimism in these states. In working out our destiny we are aware that we are to be confronted with many serious obstacles, but these we are willing to surmount and overcome. The agricultural outlook is good, because the attitude of farmers is on the side of progress.

Twelve Thousand Acres of Strawberries

(From the Cincinnati Packer.)

Independence, La., Jan 26, 1915.

To the Packer: As we are having winter weather, severe cold spells and almost daily frost our green fields only now begin to be scattered with white strawberry blossoms. The strawberry plants look fine and healthy and we are anticipating a bumper crop the coming season. The winter has been just what is needed to keep the plants back and prevent their early blooming and wasting their strength. Should normal climatic conditions prevail we will have a splendid strawberry crop in the latter part of March and in April. It will be a real money crop.

At Independence there are about 5,000 acres of strawberries and we reckon that the total acreage in this section, from Ponchatoula to Osyka, will be about 12,000 acres. With only a fair yield there should be about 650 carlots of delicious Louisiana strawberries shipped from Independence, with 1,700 carloads in all from this district.

The Independence Farmers' Association and the large individual shippers from this point, are fully convinced that it is of the highest importance that a strict inspection be enforced. The inspection will be strict in the true meaning of the word. Complaints against Louisiana strawberries were made by some buyers last season, but taking all into consideration, it cannot be denied that at Independence, as well as at Hammond, Ponchatoula, Tickfaw, Amite; etc., the best packing was done under the circumstances and if anybody lost money the growers were the heaviest losers, as after a

year of hard toil they did not net enough to make both ends meet. Furthermore, we hear about poor inspection only when some buyers fail to make profits. It is fair that the risk of the business be borne by the growers as well as by the buyers and speculators.

However, let all recriminations fall into oblivion, and be it remembered that nobody more than the growers is glad when the buyer makes money, provided he, the grower, makes his honest share of it, too. And he well deserves it.

The inspection at Independence will not be entrusted, as heretofore, to local men, but there will be employed out-of-town people, who are expert strawberry growers and who have been trained in the work, thus avoiding the partialities that a local man, performing his duty amongst his relations and friends, cannot possibly avoid. We will have a Ponchatoula inspection, more careful if possible, thus assuring us and the buyers that only honestly packed first-class fruit will be shipped.

Only standard Chattanooga quarts and standard pints will be used by the growers, and a good measure, too, which will serve as a better inducement.

The Independence Farmers' Association is managed by a business man, J. Cusimano, a merchant of New Orleans, who is a large produce and lemon importer and manufacturer, and he is putting everything in shape to do full justice to its members as well as to the buyers.—L. Scala, secretary of Independence Farmers' Association, Osyka Herald, Friday, February 12, 1915.



Sheds of People's Compress Co.



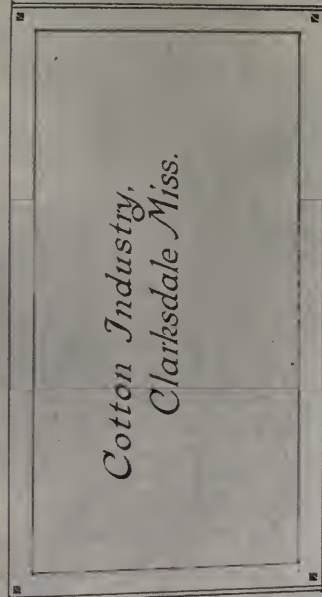
Cotton Compress



View of Gulf Compress



*Cotton Industry,
Clarksdale Miss.*





CLEANINGS

from the

CLAIMS DEPARTMENT

*Fragments of a Story
Seldom Ever Told*

The Damage Suit Lawyer

THIS company is not making war upon reputable lawyers. Some of its staunchest friends are lawyers. Good lawyers favor litigation only as a last resort. It is the class of lawyers who are in the game for "revenue only" and who advocate litigation in personal injury cases as a first resort that we frequently refer to in these columns. Mr. Justice Canty of the Supreme Court of Minnesota also referred to them once in an opinion, and in much stronger language than we have ever used, as follows:

"But permitting attorneys to share in the proceeds of the litigation tends strongly to abuses of various kinds, and this tendency to abuse should be closely watched by the courts. It is somewhat unprofessional for an attorney to solicit employment at all, more especially so when he expects to take the case "on shares"; and it is still more unprofessional for him to solicit

employment in a case which he expects to take "on shares," and which he has good reason to believe would never be brought at all, were it not for his solicitation. But whether an isolated or casual solicitation of employment in a case of this kind is so highly unprofessional that the court would refuse to aid the attorney in recovering remuneration for his services in the case, I need not consider, but the great and crying evil which the courts should condemn most strongly is making a practice of soliciting such cases. An attorney who does this should, in my opinion, be disbarred; and surely he should not be rewarded by being aided to recover remuneration for doing the very act, or one of the series of acts, for which he should be disbarred. On the plainest principles of public policy, the courts should condemn the practice of the "ambulance chasers" and "prowling assignees" who thus stir up

litigation, and should refuse to aid them in recovering fees in such cases."

JOHN FRANKLIN'S SUIT AT VICKSBURG.

Franklin, a white man, forwarded a suitcase by express from Lake Cormorant, Miss., to Hollandale, Miss. While being transferred at Clarksdale a loaded pistol in the suitcase was discharged, the bullet striking an express employe, inflicting permanent injury. The authorities, assuming that the federal law prohibiting the shipment of explosives by express would apply, requested the railroad special agents at Vicksburg to apprehend and arrest Franklin, which was done.

After being held two or three days, Franklin was released, whereupon suit was promptly filed in the Circuit Court of Warren County, Miss., against the Y. & M. V. Railroad Company for \$10,000.00, alleging that "by reason of the conduct of the defendant, the plaintiff was greatly humiliated, was made to suffer great anguish of body and mind, and was further made to suffer the scorn and contempt of his friends and acquaintances on account of the suspicion that he was a criminal and deserving of said arrest and imprisonment."

Upon trial at the January term it developed that a search of the suitcase in question disclosed 34 pairs of loaded dice, a half dozen decks of marked cards, a pair of brass knucks, a forty-five calibre revolver, and a card requesting that in case of accident "notify Fannie Lovejoy." It was also shown that Fannie Lovejoy was a negro woman, whom the plaintiff had known in Luxora, Ark. Franklin's attorneys laid great stress upon the claim that he had reformed since leaving Arkansas, but the jury were evidently skeptical and accepted the suggestion of counsel for the defense that "this man with an Arkansas toothpick (pistol) and the perfumery of the honki-tonk now coming to Mississippi claiming to have reformed" should undergo a longer period of probation be-

fore capitalizing his good reputation, and therefore allowed him but one cent on the dollar.

S. ARTHUR WILLETT.

S. Arthur Willett, of Paducah, Ky., is one of the best known among the solicitors of personal injury cases in behalf of Minnesota lawyers. For several years he has been traveling over the lines of the Illinois Central in quest of personal injury cases to be sued upon in Minnesota. Willett, himself, was injured in a railway accident a number of years ago and his left foot was amputated. He employed Attorney Samuel A. Anderson, of St. Paul, and suit was filed in the latter city and was tried before a jury, which awarded Willett damages to the extent of \$5,200. Anderson's usual charge for handling personal injury cases is approximately 40 per cent. Assuming that he charged Willett 40 per cent, or \$2,080, there would have been left to Willett the sum of \$3,120. An examination of the records at St. Paul will verify the statement that \$5,200 was the amount of the verdict rendered by the jury. We were compelled to procure a certified copy of the verdict of the jury in order to convince a few people that the amount was not larger. Willett has not been very successful lately in inducing injured employes to journey to Minnesota. The business flourished for a while, but now seems to be rapidly dying out. The lamented President Lincoln once said: "You can fool some of the people all of the time, and all of the people some of the time, but you cannot fool all of the people all of the time," which seems to apply to the solicitation of personal injury cases as well as to anything else.

SUPERVISOR JOHN GALLAGHER.

Who is the man with the eagle eye,
That possesses the spirit of do or die,
Who sees all the joints, whether low
or high?

It's GALLAGHER, by gosh.

Who is up in the morn at break o' day,

Who says to the boys, "There'll be
h—l to pay
Unless we get in a million ties this
day"?

It's GALLAGHER, by gosh.

Who with a bold and daring pass
Captured the thieves that were stealing
brass,
Who tells the boys to keep off the
grass?

It's GALLAGHER, by gosh.

Who when the snow was mighty deep
Scooped forty miles with nary sleep,
Who held the track that began to
creep?

It's GALLAGHER, by gosh.

Who stood ninety days out in the rain,
When all but he had gone insane,
Who pumped a car from here to Spain?

It's GALLAGHER, by gosh.

Who can carry more rails than a hun-
dred drays,
Who pulled all the weeds from Tucker
to Hayes,
Who petitioned the Lord for longer
days?

It's GALLAGHER, by gosh.

Who in the night on the frosty air
When number two was on a tear,
Shouted, "Hold your tongue till I git
there"?

It's GALLAGHER, by gosh.

Who never stops when the whistle
toots,
Who pulls up bridges by the roots,
Who beats the devil clean out of his
boots?

JOHN GALLAGHER, by gosh.

THE HURLEY CASE.

Uel L. Hurley, a switchman, was fatally injured at Paducah, Ky., on March 29, 1913. After the accident a battery of solicitors representing Minnesota lawyers swooped down upon the widow and offered the usual glittering inducements to her in case she went to Minnesota. A Mr. S. Arthur

Willett, solicitor for Attorney Samuel A. Anderson, proved the successful bidder. Suit was filed in due course. There was a trial and the jury awarded heavy damages against the railroad company. Motion for new trial was argued before the trial court at St. Paul recently and a new trial was granted. The second trial of the case will take place within the next few months.



SUPERVISOR FRANK SMITH.

The above picture is a very good likeness of Supervisor Frank Smith, who is in charge of the Monticello District between Brookhaven and Monticello, a distance of twenty-three miles. Mr. Smith entered the railroad service in 1889 as track laborer; in 1902 he was made section foreman of the Brookhaven & Pearl River Railroad Company; in 1906 he was promoted to supervisor of that road, and a year later was made roadmaster, and when the Illinois Central took over this railroad, it was for-

tunate in securing with it the services of Mr. Smith, who is one of the best known and best liked men in Lincoln County. When people living along the Monticello District have a grievance against the railroad, either real or imaginary, they go to Frank Smith about it.

DAMAGE SUIT RECORD BROKEN.

All local records for damage suits were broken yesterday, says a Gulfport (Miss.) dispatch, dated the 14th ult., when within two hours Duncan T. Little had been killed by a G. & S. I. train at Mt. Olive, the station agent at that place was served with notice that half of the damages, which might be paid by the railroad, had been assigned by Little's heirs to a Mt. Olive attorney. There had not been time to prepare Little's body for burial when the notice was served, according to the official report received here.

Mr. Little, who was eighty-eight years of age, was killed when he crawled under a string of cars and was run down by a backing train just as he emerged on the main track.

DIOGENES TOO SOON IN HONEST MAN HUNT.

**Here's a Person Who Refused to Take
Money From a Railroad.**

WHEN Diogenes picked up his rusty lantern and started out in quest of an honest man, he was several hundred years too soon. If he had waited

until the present generation, and paid a visit to the little town of Hazlehurst, he could have encountered the aforesaid honest man without even the aid of a lantern.

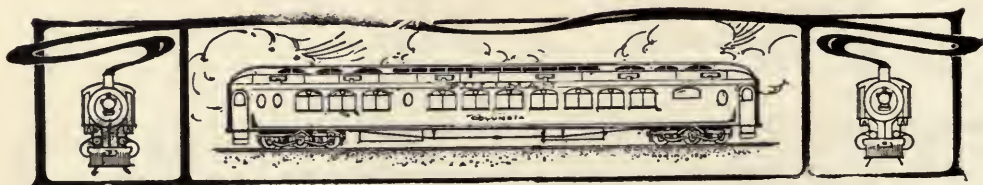
A few days ago W. B. Haley, cashier of the Bank of Hazlehurst, was struck by a south-bound Illinois Central passenger train while crossing the tracks in that city. He was hurled a distance of several feet and received a number of very painful bruises, but fortunately escaped without any bones being broken.

Realizing that a damage suit lawyer would soon be on the job, the Illinois Central claim agent made a bee line for the family residence, and, as soon as the injured man returned to consciousness, offered to pay him a liberal sum for the mental and physical anguish he was suffering.

"Get out of here!" yelled the patient. "I don't want any of your confounded money. The accident was my own fault, and I feel lucky to get away with my life."

The claim agent promptly fainted. Physicians finally brought him back to consciousness, but they say he will never be quite the same. At times his mind wanders, and he behaves quite incoherently.

Division officials of the Illinois Central say that they are going to make an effort to get Mr. Haley decorated with a Carnegie special hero medal, on which will be inscribed the fact that he is the only living man who ever refused to take money from a railroad.—Jackson Daily News, Friday, February 12, 1915.





OUR CARTOON.

The picture illustrates the folly of an injured employee hiring a lawyer, filing suit, carrying the case through the courts and, if successful, finally splitting the amount recovered with the lawyer. It is, of course, a very good thing for the lawyer, but usually it is highly unprofitable to the injured employee, who can invariably obtain a settlement direct from the Company without delay amounting to more than can be collected net to him at the end of a law suit.

FREIGHT TRAFFIC

DEPARTMENT



Creameries in Mississippi

By J. C. Clair, Industrial and Immigration Commissioner

NO part of the entire South is better adapted, or has more inviting possibilities for the creamery business than the State of Mississippi, and yet this branch of agriculture has seemingly been overlooked by the farmers and planters of that State. This is not to be wondered at, when we take into consideration that until very recently the one crop—cotton—has occupied the time and attention of the southern planter.

Having inquired into the dairy conditions of the State, we found that, in addition to the successful co-operative creamery carried on at the A. & M. College, there was only one other up-to-date creamery in the State, and that was at Macon, Miss. There was also a small creamery at Brookhaven.

Appreciating the importance of the creaming industry, and in order to demonstrate its successful operation, the Illinois Central Railroad a few months ago made known to the people of Mississippi that any community along our lines in that State that would guarantee the required number of cows, and would construct an up-to-date creamery building, equipped with modern butter making machines, our company would furnish the business manager for one year at the expense of the railroad company.

About the middle of November last two creameries were located; one by the citizens of Jackson, known as the Mississippi Creamery Association, and the other at West, called the West Co-operative Creamery Company. In both instances the cit-

izens have manifested great interest in this new venture, and the business managers are most enthusiastic over the work and the promising outlook. These managers were selected with a view to not only handling the butter making features of the business, but also to co-operate with the farmers, aiding them in the handling of their herds, discarding cows that are not good milk producers and substituting better grades, advocating the use of separators, and keeping the sour milk on the farm for use in feeding pigs and calves, all of which increases the value of the farm.

These creameries are making excellent progress, as will be seen by the following statement:

JACKSON CREAMERY.

	Cream Patrons.	Pounds of Butter Made.
December, 1914.....	17	1,600 lbs.
February, 1915.....	41	3,800 lbs.

WEST CREAMERY.

	Cream Patrons.	Pounds of Butter Made.
December, 1914.....	53	2,340 lbs.
February, 1915.....	185	5,269 lbs.

It is hoped additional creameries will be located and the local bankers and merchants will show a spirit of co-operation by aiding the farmers financially in making loans at a fair rate of interest for the purchase of additional cows, which, if done, will soon make Mississippi one of the great dairy states of the country.



From the
Law Department

Biographical Sketch No. 13



VESPASIAN WARNER,
Attorney for Illinois Central R. R. Co.,
at Clinton, Ill.

Mr. Vespasian Warner was born in Mt. Pleasant, now Farmer City, DeWitt County, Illinois, April 23, 1842, and a few months thereafter his parents located with him at Clinton in the same county, and that has been his legal resi-

dence ever since. He was a newsboy on the Illinois Central Railroad in 1855; attended the common schools in Clinton, student in Lombard University in 1859; was studying law in the office of Hon. Lawrence Weldon in Clinton when

President Lincoln made his first call for volunteers; was mustered into the service of the U. S. as a private of Company E, 20th Illinois Volunteer Infantry, on June 13, 1861, and soon thereafter was promoted to 5th sergeant of his company; promoted to 2nd lieutenant of his company, in February 1862; received a gun shot wound in the Battle of Shiloh and from June 1863 until after the capture of Atlanta, Ga., he was on the staffs of Generals M. D. Leggett and John A. Logan, as Ordnance Officer of the 3rd Division of the 17th Army Corps. During the Atlanta Campaign he was physically disabled and when General Sherman cut loose from his base and started on his March to the Sea, Lieutenant Warner was sent North for treatment. When convalescent and ready for duty he was commissioned by President Lincoln as a Captain; soon thereafter as Brevet Major, and ordered on the plains where an Indian war was in progress. He served in the Indian Campaign until July 13, 1866, when, on his application, he was honorably mustered out of the service.

He then entered the Law School of Harvard University, was graduated in 1868. Returning to Clinton he was

licensed as an attorney-at-law, was admitted to the bar and accepted as a partner by Mr. Clifton H. Moore, who had been a local attorney of the Illinois Railroad Company since the construction of the road. Mr. Warner became, and since that time has continued, an attorney of the company, and from June 1, 1894 until March 5, 1895, when he took his seat in Congress, he was a district attorney of the company. This co-partnership continued, under the name of Moore & Warner until the death of Mr. Moore in 1901.

He was Colonel and Judge Advocate General of the Illinois National Guard from 1883 to 1892. He was a delegate to the Republican National Convention of 1880—one of the old Guard—of the 306 who stood by General Grant to the end; he was a Presidential Elector in 1888 and a Representative in Congress from the 13th District of Illinois from March 4, 1895, to March 4, 1905. He was Commissioner of Pensions of the United States from March 4, 1905, until December, 1905, when he resigned.

Col. Warner is one of the ablest trial lawyers of the state. He still takes an active interest in the company's litigation within his jurisdiction.

Recent Decisions

In *St. Louis Coal Case*, 32 I. C. C. Rep., 659, opinion by Mr. Commissioner Harlan, it was held that the carriers' advance of $5\frac{1}{2}$ cents per ton in the rates on bituminous coal to St. Louis, Mo., from Belleville, Herrin and other points in Southern Illinois was justified, that the present differential of 20 cents per ton higher to St. Louis than to East St. Louis does not offend any provision of the Act to Regulate Commerce; that delivery of coal after it reaches East St. Louis can be effected in St. Louis only by the performance of an additional transportation service over bridges or by car ferries, involving not only additional expense of operation, but a very substantial additional outlay of capital, and that while the two communities, St.

Louis and East St. Louis, may be one from a commercial point of view, it cannot be held that they also form one community for rate making purposes; that there is no just basis for requiring the line carriers to absorb the charges of the Terminal Association on short line traffic from mines within a 100-mile zone.

In the same tariff naming these advanced interstate rates, and which are now in effect, appear similar advances of $5\frac{1}{2}$ cents from the same mines in Illinois to East St. Louis. The evidence in justification of these intrastate rates was heard by the State Public Utilities Commission of Illinois on February 16-20, 1915, and the propriety of those ad-



Residences, Clarksdale Miss.

vances is now held under advisement by that commission.

In *Auburn & Alton Coal Company vs. A. T. & S. F. R. R. Co.*, 32 I. C. C. Rep., 659, opinion by Chairman Harlan, it was alleged by the complainants and interveners (a) that the so-called Springfield group of Illinois is unduly large and that the application of the same rate from all coal mines in this group to destinations in the Northwest unjustly discriminated against the mine owners in the northern part of that group by depriving them of the advantage of their location nearer to the common markets, and (b) that the present spread of 70 cents per ton in the rates from Southern Illinois over those from Northern Illinois to the same destinations is not sufficient and should be increased to \$1; but the Commission held that no basis had been shown of record for dividing the present Springfield group or for increasing the present rate differential against the Southern Illinois mines; and that the record does not justify a modification in any of the other rate groups involved in the proceeding.

In *I. C. R. R. Co. vs. Railroad Commission of Louisiana* (Traffic World of February 13, 1915, p. 318), the Supreme Court of the United States, opinion by Mr. Justice McReynolds, held that a certain order of the Commission with respect to switching in New Orleans constituted an unlawful attempt to regulate interstate commerce. The order reads in part:

"No railroad company operating in the State of Louisiana shall refuse or decline to switch cars for any other railroad with which it connects or any shipper, or consignee, at rates approved or established by the Commission, whether such cars are to be loaded with freight to be shipped out of the state, or are loaded with freight shipped into the state."

By proceeding in the United States Court, the railroad attacked the validity of this order upon the ground that it is an unlawful attempt to regulate interstate commerce and for other reasons, and prayed that the Commission be re-

strained from enforcing it. In due course the Trial Court dismissed the bill without prejudice, saying that the question involved had been indirectly decided by the Supreme Court against the contentions of the carriers in *Grand Trunk R. R. Co. vs. Michigan Railroad Commission*, 231 U. S., 547; but the Supreme Court reversed the decree of the Circuit Court, and held that the original bill should have been sustained and a permanent injunction awarded. A summary of the facts is given, and the opinion then proceeds:

"From the foregoing summary of the facts stipulated it fairly appears that obedience to Order No. 295 would require appellant, upon demand of a carrier or shipper and on terms fixed by the state commission, to switch empty cars from any connection with a competing interstate railroad to a designated side track within its own terminals for the purpose of being loaded there with goods intended for interstate commerce, and when so loaded to move the same back to the competitor's line for continued transportation to another state. Likewise appellant would be required to accept from a competing interstate line at points within the city loaded cars brought from other states and place them on its own side tracks, although such track was the real destination contemplated at the time of the original shipment. Switching movements of this kind (we do not now inquire as to others) constitute a part of interstate commerce, the regulation of which Congress has undertaken and consequently the order of the state commission transcends the limits of its powers.

When freight actually starts in the course of transportation from one state to another it becomes a part of interstate commerce. The essential nature of the movement and not the form of the bill of lading determines the character of the commerce involved. And generally when this interstate character has been acquired it continues at least until the load reaches the point where the parties originally intended that the movement should finally end. *McNeill vs. Southern*

Railway Co., 202 U. S., 543, 559; *Southern Pacific Terminal Co. vs. Interstate Commerce Commission*, 219 U. S., 498, 527; *Ohio Railroad Commission vs. Worthington*, 225 U. S., 101, 110; *Texas & New Orleans Railroad Co. vs. Sabine Tram Co.*, 227 U. S., 111, 126; *Louisiana Railroad Commission vs. Texas & Pacific Railway Co.*, 229 U. S., 336, 341.

The contention for appellees that switching cars at junctions and terminals 'is only interstate commerce when performed as a part of the interstate movement on a through rate or bill of lading under tariff authority' is contrary to the

doctrine established by opinions of this court in the cases cited above. We cannot undertake as suggested to dissect the contested order and point out whether any part of it constitutes 'a workable scheme for the regulation of intrastate traffic.' Problems relating alone to commerce wholly within the state must be left to the discretion of the state commission to be exercised upon a view of all existing, relevant facts and circumstances.

The present controversy is not controlled by *Grand Trunk Railway Co. vs. Michigan Railroad Commission*, *supra*. The issues in the two cases are essentially different."

IN the case of *Louisville & Nashville R. Co. vs. Lawson*, reported in 170 *Southwestern Reporter*, 198, the Court of Appeals of Kentucky held that there could be no recovery on account of an accident due to the plaintiff being sucked under the train, whether or not the train was traveling at excessive speed, as the accident was so un-

likely to happen that the railroad company could not be required to reduce its speed on that account.

The same thing was held by the Supreme Court of Missouri in the case of *Graney vs. St. L. I. M. & S. Ry. Co.* 157 Mo. 166, in 1900.

These are said to be the only two cases where the point has ever been decided.

If All the Cars were Handled as Promptly as This Seems to Have Been, there Would be Fewer Car Shortages

Editor Illinois Central Magazine,
1201 Michigan St., Chicago, Ill.

Hazlehurst, Miss., Feb. 17th, 1915.

Dear Editor:—

I have read for the past year the "Illinois Central Magazine" as regularly as issued from the printers, with much pleasure, and have especially been interested in columns relating to movements of cars between points. Recently I have noticed that several Agents have made excellent records of cars handled at their respective stations, and I beg you to permit me to have enough space in your periodical to present two cases at this station.

"URTCO-1886, solid merchandise, arrived from Jackson, Miss., train No. 95, 2-16, '15, 10:43 A. M., placed station platform 10:55 A. M., unloaded and placed by train No. 94 at 1:35 P. M. I. C. 57232 arrived 2-17, '15, at 11:05 A. placed by train No. 4 at 1:35 P. M. at Compress. Loaded to New Orleans, M., placed platform 11:35 A. M., unloaded and re-loaded solid merchandise, Jackson, at 1:15 P. M., and out train No. 94 at 2:40 P. M."

Thanking you for the privilege of this publication and wishing you continued success in your field, I beg to remain,

Yours very respectfully,

J. E. BRENT, Agent, La. Division.



Reducing Claims Account Damage to Baggage

THE attention of all agents and other employes who check baggage is particularly called to the fact that a considerable reduction in amount of claims the company is required to pay for damage to baggage could be avoided if more care is used in obtaining bad order release on Form G.B.O.8. Release should be taken, not merely on baggage which is received in bad condition, but also on baggage which is so old, or in such a shaky condition that it is liable to become damaged in the ordinary course of handling before reaching destination. A small crack, not in itself serious when the baggage is received, is very liable to become a very large crack before reaching destination. Heavy grips with weak handles should not be accepted unless the owner will sign release. It is particularly important to test all locks and obtain the owner's release whenever the lock is open.

These appear to be small matters and will take very little time in any one case, but will save considerable money in the aggregate.

H. L. Fairfield.

Chicago, Ill., March 2, 1915.

A Letter Complimentary to the 57th Street Training School

Lombardy, Miss., February 10, 1915.

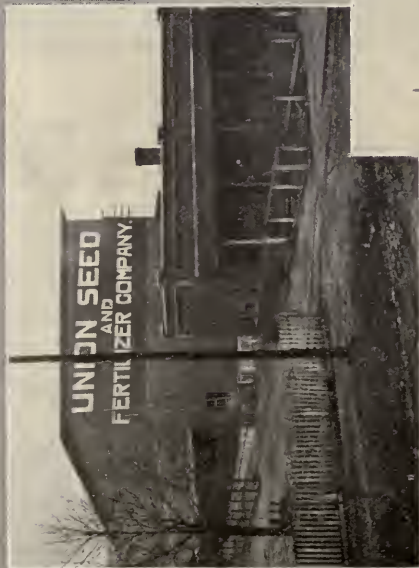
Mr. E. A. Barton, S. S. I., I. C. R. R., Chicago.

Dear Mr. Barton: I reckon you have forgotten me, but I have not forgotten you, and especially your instructions. I worked at Lambert nearly five months as clerk and was sent here January 26th as Agent at this place. I find use for the application of your good rules almost every day. There not being an Agent here to look out for me, I find it a mighty good reference.

I want to especially tell you of my appreciation of your rule on the black-board: "A place for everything and everything in its place." It is a fine rule as applied to Agency work. Time and paper will not permit me to tell all of my appreciations and good will toward you and the school, so in conclusion will say that no southern boy will make a mistake in entering your school. I am

Yours very truly,

ROYDON ELY, Agent.



Clarksdale



Mississippi

Planters' Mfg. Co.



Plant



*Finished product
ready for loading*

*Duff & Hetzler
Mfrs. of
Tight barrel
circle heading*





The Relocated Belt Railroad in Birmingham, Ala.

By M. B. Morgan, Assistant Engineer

DURING the years of 1907 and 1908 this company constructed extensive shop and yard facilities at East Thomas, Birmingham. The main line through this yard extended eastwardly across Jasper Road, paralleling the Birmingham Belt Railroad as far as Village Creek, where the work was temporarily suspended. During the year 1909 the work was again taken up and the line was extended eastwardly, closely following Village Creek to a point in 24th Avenue near 27th Street, where the work was again temporarily stopped, awaiting further developments.

The purpose of constructing this line was to secure an entrance into the new Terminal Station at Birmingham through a less congested district and at the same time form a connection with the Central of Georgia Railroad. Several schemes were investigated to accomplish this purpose, but none were entirely satisfactory.

The Birmingham Realty Company owned a large tract of land, which they wished to develop, lying in the Norwood Section of Birmingham adjacent to and east of the Southern Railway. The Birmingham Belt Railroad Company, however, had a track running from Birmingham to North Birmingham through Norwood which greatly interfered with the plans of the Realty Company in the developing of their property. Accordingly, negotiations were entered into between the realty company, the belt company and this company, whereby the value of

the right of way of the belt company through the property of the realty company was exchanged for the value of a right of way adjacent to and paralleling the Southern Railway right of way and on an extension of the belt line in 23rd Avenue eastwardly to an intersection with the old belt line east of the Woodlawn Branch of the Southern Railway.

The tracks to be constructed in lieu of those abandoned are briefly described as follows:

First—To take the place of the abandoned line through Norwood, a new line was constructed, leaving the old belt line just west of its intersection with the Southern Railway in North Birmingham; thence paralleling the Southern Railway on the east to a connection with the belt line in 10th avenue near 28th Street. The length of this line was $1\frac{1}{4}$ miles. A crossover to the Southern Railway was also constructed, so as to give an entrance to the new Terminal Station.

Second—To take the place of that portion of the belt line abandoned north of Village Creek, that portion of the belt line in 23rd Avenue was extended eastwardly to an intersection with the old belt line. This line is .7 mile long. A wye connection with the Woodlawn Branch of the Southern Railway was also partially constructed.

The contract for grading, masonry, etc., on this work was awarded to Furtwangler & Smith of Birmingham, who in turn sub-contracted the work to the Nichols Contracting Company

of Atlanta, Ga. The work was started late in the summer of 1910 and completed the following winter. The contract involved the excavation of 55,000 cubic yards of earth and the construction of a concrete retaining wall containing 625 cubic yards, besides a small amount of clearing, grubbing and placing of cast iron pipe. The concrete retaining wall was necessary on account of the narrow right of way behind a piece of property belonging to the City of Birmingham. Although the quantities involved were small, conditions were such that rapid progress could not be made.

The work in each instance was for single track, but the excavated material was so largely in excess that the

was necessary to trap the material.

The most difficult part of the excavation was at 12th Avenue, in which was a street car line and which was the most important thoroughfare to and from the business district of Birmingham. An arrangement was made with the street car company by which abandoned, but service was maintained in each direction from it. For through service at the point of excavation in 12th Avenue was temporarily foot passengers the street car track was detoured via 28th Street. During excavating, it was also found necessary to divert the city water mains and lower an important sewer line. This was done with no delay to the work. Immediately after the steam shovel



embankments were constructed for double track and, in addition, there was a large amount of material wasted on the property of the realty company. Practically all the excavated material occurred in Norwood Cut, lying between 10th and 13th Avenues, so that all of the excavation was at one end and all of the embankment at the other end of the work.

The equipment used in doing this work consisted of a steam shovel, small engines, dump cars, dump wagons and a small wheeler outfit. Engines and dump cars were used in constructing the embankment paralleling the Southern Railway, but in constructing the 23rd Avenue extension engines and dump cars in conjunction with dump wagons were used, as it

passed 12th Avenue a wooden viaduct was erected, but which since has been replaced by a concrete structure.

The track work was done by the forces of the Tennessee Division, working under the directions of the engineering force. The line paralleling the Southern Railway was laid with new 90 lb. rail, while the 23rd Avenue extension was laid with relieved 75 lb. rail, both tracks being ballasted on slag.

Although these tracks belong to the Birmingham Belt Railroad Company, by special arrangement the construction work was done under the direction of the Illinois Central Railroad Company. Both tracks were put in operation in March, 1911.

The line paralleling the Southern

Railway is now being used by the Illinois Central Railroad Company, St. Louis & San Francisco Railroad Com-

pany, Central of Georgia Railroad Company and the Birmingham Belt Railroad Company.

This Attracted Attention

"Not long ago on a western road running out of Chicago, on a night train, the conductor, after he collected his tickets, went through the chair car and asked each woman or elderly person if the chair was adjusted comfortably, or placed bundles so that they made foot rests, or at least were out of the way. He also explained how the seats were manipulated and then bade each one "Good night." It was so unusual that the writer followed him through every car, and then remarked to the brakeman that that treatment was certainly out of the or-

dinary. The brakeman explained that the conductor always did that, and at many points along the line, where another road could be used equally well, passengers would wait for this man's train, and, often, telephone the ticket agent to inquire on what night he was running. This conductor was a valuable asset to that road. It was a pleasure and comfort to travel with him. He was getting pleasure out of it himself and was loyal to the fullest possible extent. Would any one doubt that he was also, a careful man in seeing that rules were rigidly observed?"—Exchange.



Meritorious Service

FAVORABLE entry has been made on the records of the following conductors 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, advise 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. Ennis on train No. 22, Jan. 8th lifted employe's term pass, also annual pass, account having expired and collected cash fares. On train No. 2, Jan. 30, he lifted telegraphic pass account having expired and collected cash fare.

Conductor J. P. Mallon on train No. 24, Jan. 16th lifted employe's trip pass account not being countersigned, and collected cash fare.

Conductor H. B. Jacks on train No. 23, Jan. 27th declined to honor card ticket account having expired and collected cash fare. Passenger was referred to the Passenger Department for refund on ticket.

St. Louis Division.

Conductor A. E. Reader during January lifted a number of expired card tickets on which passengers admitted having previously secured transportation; also declined to honor several card tickets which had expired, and collected cash fares, passengers being referred to the Passenger Department for refund on tickets. On train No. 23, Jan. 17th, he lifted employe's term pass account passenger not being provided with identification slip.

Conductor W. C. Walkup on train No. 201, Jan. 15th, and again on Jan. 23rd, declined to honor card tickets account having expired, and collected cash fares. Passengers were referred

to the Passenger Department for refund on tickets.

Conductor J. W. Hallagan on train No. 23, Jan. 28, lifted expired card ticket on which passenger admitted having previously secured transportation and collected cash fare.

Kentucky Division.

Conductor J. E. Nelson on train No. 104, Jan. 1st, lifted monthly commutation ticket account having expired and collected cash fare. On train No. 103 Jan. 2nd he lifted annual pass account having expired. Passenger refused to pay fare and was required to leave the train.

Conductor M. Holehan on train No. 136 Jan. 4th lifted 30-trip family ticket account having expired, and collected cash fare.

Tennessee Division.

Conductor J. W. Robertson on train No. 134 Jan. 3rd lifted local ticket on which passenger admitted having previously secured transportation; also declined to honor local ticket, account having expired and collected cash fares. In the latter case passenger was referred to the Passenger Department for refund on ticket.

Conductor G. P. Kinkle on train No. 134, Jan. 16th, lifted mileage ticket account being in improper hands and collected cash fare.

Mississippi Division.

Conductor N. S. McLean on train No. 132 Jan. 4th lifted two 54-ride monthly commutation tickets account having expired, and collected cash fares.

Conductor J. Sitton on train No. 131 Jan. 11th declined to honor mileage ticket account having expired, and collected cash fare.

Louisiana Division.

Conductor R. D. Robbins on train No. 35 Jan. 8th, lifted trip pass restricted to intrastate travel account being presented with local tickets for an

interstate trip. Passengers purchased additional tickets to cover trip.

Conductor Wm. Trafton on train No. 24 Jan. 16th lifted term pass account identification slip having been altered and presented for passage of party not entitled to transportation thereon.

Conductor G. O. Lord on train No. 31 Jan. 19th declined to honor card ticket account having expired. Passenger refused to pay fare and was required to leave the train.

Conductor R. E. McInturff on train No. 504 Jan. 20th declined to honor card ticket account having expired and collected cash fare. Passenger was referred to the Passenger Department for refund on ticket.

Conductor E. S. Sharp on train No. 24 Jan. 25th lifted 54-ride individual ticket account being in improper hands and collected cash fare.

Memphis Division.

Conductor P. D. Richards on train No. 340-540-40 lifted trip pass account having expired, and collected cash fare. On train No. 314 Jan. 31st he lifted mileage ticket account being in improper hands and collected cash fare.

Conductor J. M. Carter on train No. 15 Jan. 10th declined to honor card ticket account having expired, and collected cash fare. Passenger was referred to the Passenger Department for refund on ticket.

Conductor W. G. Beanland on train No. 340-540-40 Jan. 18th declined to honor mileage ticket account having expired, and collected cash fare.

Conductor J. S. Lee on train No. 341 Jan. 30th declined to honor card ticket account having expired and collected cash fare.

Vicksburg Division.

Conductor R. C. Buck on train No. 144-45 Jan. 4th and again on Jan. 13th, declined to honor mileage tickets account having expired, and collected cash fares. On train No. 144-45 Jan. 9th he lifted mileage ticket account being in improper hands and collected cash are.

New Orleans Division

Conductor S. K. White on train No. 15 Jan. 12th lifted 54-ride individual ticket account limit having been altered and collected cash fare.

Springfield Division

Favorable mention has been placed upon the record of Conductor F. Walker for interest he displayed in discovering and promptly reporting a broken rail, thereby avoiding a possible accident.

Favorable mention has been placed upon the record of Section Foreman W. Baker for discovering brake beam down on a car on a passing train. Train was stopped, necessary repairs were made, and a possible accident thereby avoided.

Favorable mention has been placed upon the record of Section Foreman Cyrus Lynch for his watchfulness when he discovered a bent truck under a car in a passing train. This train was stopped, and a possible accident averted.

Favorable mention has been placed upon the efficiency record of Brakeman P. W. Werner for loyalty he displayed when he fired engine 956 from Patoka to Pana, regular fireman having been injured.

Flavorable mention has been placed upon record of Miss Julia Radford, agent at Radford, for her watchfulness and prompt action when she noticed brake rod dragging under a car in passing train. The train was stopped, defect remedied, and a possible accident averted.

Favorable mention has been placed upon the efficiency record of Brakeman J. P. Sears for discovering and promptly reporting a broken rail.

Favorable mention has been placed upon the efficiency record of Section Foreman Peter Cheek for his watchfulness and prompt action when he discovered a brake beam down under a car in a passing train. Train was stopped, brake beam chained up, and an accident averted.

Favorable mention has been placed upon the efficiency record of Operator T. A. Gilliland for his close observance and prompt action in stopping a passing train in which there was a car with a very hot journal.

Favorable mention has been placed upon the efficiency record of Conductor H. Harmon for discovering and promptly reporting broken rail.

Favorable mention has been placed upon the efficiency record of Section Foreman John Rice for discovering brake beam dragging under a car in passing train. Train was stopped and a possible accident averted.

MEMPHIS DIVISION.

At 9:40 A. M. February 6th, a team pulling a heavy load of lumber in attempting to cross the track at Plum Street stalled. John M. Reasonover, district yard clerk, realized the situation at a glance and stopped train No. 103, possibly avoiding an accident.

Illinois Division.

Favorable entry has been made on the service record of Agent V. E. McIntire of Hayes, Ill., for discovering I. C. 33015 at his station Feb. 13th with no light weight stencilled on same. Arrangements were made to have car stencilled.

Favorable entry has been made on the service record of Conductor J. P. Leuck who was on Extra 1664 south January 15th for discovering car with no light weight stencilled on same. Arrangements were made to have car stencilled.

Favorable entry has been placed on the service records of Conductors I. G. Bash and J. J. Monohan for discovering a number of cars in train with no light weight stencilled on same. Arrangements were made to have cars stencilled.

Favorable entry has been made on the record of Conductor O. H. Norman for discovering N. & W. 79764 in his train, Feb. 12th, with no number on one side of car. Arrangements were made to have car stencilled.

Favorable entry has been placed on the service record of Conductor W. M. Scott who was on No. 95, Feb. 15th, for discovering I. C. 150090 improperly stencilled. Arrangements were made to have car restencilled.

Favorable entry has been placed on the service record of Conductor W. H. Watson, who on Extra 1597, Feb. 7th discovered I. C. 104371 improperly stencilled. Arrangements were made to have correction made.

Favorable entry has been placed on the service record of Conductor J. E. Skibbe, in charge of train No. 94, Feb. 24th, for discovering W. C. 17520 with no light weight stencilled on same. Arrangements were made to have car stencilled.

Favorable entry has been placed on the service record of Conductor J. Swanson for discovering I. C. 141454 improperly stencilled. Arrangements were made to have car restencilled.

Favorable entry has been made on the service record of Conductor A. E. Johnson, who on Train No. 73, Feb. 17th, for discovering I. C. 21172 improperly stencilled. Arrangements were made to have car restencilled.

Favorable entry has been placed on the service record of Conductor E. L. Townsley, who on Train No. 74, Feb. 14th, discovered I. C. 33015 with no light weight stencilled on same. Arrangements were made to have car stencilled.

Favorable entry has been placed on the service record of Brakeman R. N. Frost for succeeding in placing an elderly woman out of danger of being struck by Train No. 1 at the intermediate passing track at Neoga, Jan. 29th.

Favorable entry has been placed on the service record of Brakeman J. R. Seifman who was on Extra 1650 north Feb. 13th for discovering broken arch bar under I. C. 104248, and reporting same to the proper authority, thereby preventing possible accident.

Favorable entry has been made on the service record of Agent J. A. Broom of Alma, Ill., for discovering brake beam dragging under car Extra 1690 south, Jan. 31st. Brake beam was removed, thereby preventing possible cause accident.

Favorable entry has been made on the service record of Agent E. O. Wooley for discovering rear hose coupling dragging on train No. 24 while same was passing Pesotum.

Favorable entry has been placed on the service record of Car Repairer W. M. Leonard for discovering 30 inches of flange broken out of wheel under I. C. car 106621 which was moving north in Extra 1578, defect being discovered while passing Kankakee Passenger Station Feb. 5th, and reporting same to proper authority, thereby preventing possible accident.

Favorable entry has been made on the service record of Brakeman H. B. Wait, train No. 73, Feb. 5th, for discovering brake beam down on I. C. 49115. Same was reported and brake beam was removed, thereby preventing possible accident.

Favorable entry has been placed on the service record of Section Foreman C. E. Sills for discovering brake beam on bag-

gage car 692, train No. 1, Paxton, Feb. 8th, broken.

Favorable entry has been placed on the service record of Brakeman F. P. Maneely for discovering brake beam down on I. C. 92211, Extra 1595, Feb. 6th at Gilman.

Favorable entry has been placed on the service record of Engineer O. A. Johnson, train 492, Jan. 30th, for discovering broken arch bar on I. C. 24255 while going to Pontiac.

Favorable entry has been placed on the service record of Brakeman P. McKeon, Train No. 73, Feb. 12th, for discovering brake beam down on I. C. 20997; same was repaired, thereby removing possible cause of an accident.

Favorable entry has been made on the service record of Night Operator R. V. Devenouges of Manteno for discovering brakes sticking on sleeper "Poileton" Train No. 17 the night of Feb. 16th.

Favorable entry has been made on the service records of Conductor G. F. Coffing and Brakeman H. E. Taylor for discovering a broken rail on the north end of Yard at Buckingham, Feb. 4th, and reporting same to proper authority, thereby preventing possible accident.

Favorable entry has been placed on the service record of Section Foreman Wulff for discovering arch bar strap dragging on I. C. car 107325 south of Peotone, Feb. 1st.

Favorable entry has been placed on the service record of Conductor R. H. Cassidy for discovering and reporting about a foot broken off of stub end of switch point on Track No. 4 at Matteson, Feb. 3rd, thereby preventing possible accident.

Favorable entry has been placed on the service record of Conductor G. W. Stewart, Extra 1580, north Feb. 1st for discovering and reporting I. C. 92866 with a broken arch bar. Car was set out at Buckley for repairs, thereby preventing possible accident.

Favorable entry has been placed on the service record of Conductor D. F. Cantlin for discovering and reporting bent axle on ASD car 1340, Feb. 6th, thereby preventing possible accident.

Favorable entry has been placed on the service record of Conductor J. F. McWilliams, train 31, Feb. 22nd, for discovering and reporting 18 inches of rail broken out 40 car lengths south of the tower at Otto, thereby removing possible cause of an accident.

Favorable entry has been placed on the service record of Section Foreman Charles Cheney at Farmer City for discovering and reporting brake rod dragging in No. 75's train, Feb. 18th, thereby preventing possible accident.

Indiana Division

Favorable entry has been placed on the efficiency record of Conductor C. H. Wright, discovering that I. C. 39769, corn,



Y. & M. V. R. R. FREIGHT OFFICE,
CLARKSDALE, MISS.

had been overloaded 7,600 pounds, making proper report of same.

Favorable entry has been placed on the efficiency record of Brakeman L. E. Linthicum, for discovering a broken rail while switching at Olney, train 297, January 22nd, making prompt report to the section foreman, thereby preventing possible accident.

Favorable entry has been placed on the efficiency record of Conductor J. R. Winteringer, for discovering I. C. car 141120 in train 373, January 27th, without light weight stencilled on car and arranging to have same stencilled.

Favorable entry has been placed on the efficiency record of Brakeman G. L. Mills. On January 17th he discovered a broken rail on main track at north wye switch at Newton and made report of same, thereby preventing possible accident.

C. E. Earlywine, Brakeman, has received favorable entry on account of discovering I. C. 47291 in train Ex. 722 without light weight stencilled on same and arranging to have car stencilled.

Minnesota Division

Favorable entry has been placed on the service record of B. A. Laabs, Section Laborer, for discovering and reporting brake beam dragging on N. Y. C. & H. R. 7128 in train extra 923 at St. Ansarg, Feb. 2nd, thereby preventing possible accident.

Favorable entry has been made on the service record of J. B. Parkins, operator, Apple River, Ill., for discovering and reporting arch bar down in one of his cars. Repairs were made, thereby removing possible cause of an accident.

Memphis Division.

Favorable entry has been placed on the service record of Engineer J. J. Quinn for discovering and reporting broken rail on mile 46, Train 523, Feb. 14th, thereby preventing possible accident.

Favorable entry has been made on the service record of Adair Johnson for dis-

covering and reporting broken rail south of Norway, thereby preventing possible accident.

Favorable entry has been placed on the service record of Flagman C. T. Sloop for discovering and reporting burst wheel on Mo. P. 25051 while train was pulling out of Greenwood, thereby preventing possible accident.

Favorable entry has been placed on the service board of Conductor J. W. Harvey, in charge of Train 373, for discovering five thieves pilfering I. C. 39345, merchandise, in his train while it was stopped at Lost Lake, Miss., for water, morning of Jan.

16th, 1915. While Conductor Harvey did not succeed in catching the thieves, he chased them away and recovered merchandise which had been thrown out of the car on the ground, thereby avoiding loss to the company. He displayed courage under adverse circumstances, and used his best efforts to protect property in his charge.

Favorable entry has been placed on the service record of Conductor C. A. Kendall for discovering and reporting brake rigging dragging under car in Train 351. Train was stopped and defect corrected, thereby preventing possible accident.

A Thrilling Experience of a Pullman Porter

Butte, Montana, November 8, 1908.

Mr. Peterson, Agent, Pullman Company.

SUBJECT—A Midnight Runaway, by Henry N. Triplett, Porter.

On Car Umpyna, of Portland District, from St. Paul to Butte, leaving St. Paul, November 5, 1908.

At 10:30 p. m., Car Umpyna, N. U. Ry., arriving Butte, November 7, 1908, time 6:30 p. m., Line D. H., I learned that I would remain in Butte until Tuesday when Jackson would return from Spokane with his car, and then I would give him my car Umpyna and take his car D. H. on to Tacoma or Seattle; so of course ate my supper and went to bed, and at 11:00 p. m. November 7th, I awoke and found that I was moving, and thought, of course, that train crew had hold of me and paid no attention to my riding. So I kept looking out of window and noticed that we were running unusually fast, and had just passed some station. So I got up and dressed, lighted my lantern and began to ascertain the situation of things, and went to the front end of my car and found nothing in front of me. No signals or anything. So I says to myself "This is queer railroading," and went to other end of my car, and found standard car Kooskia hooked on to me. I went on through Kooskia car, found no porter aboard, so I kept on through to rear vestibule, and found it same as front of my car Umpyna. Then I turned "white." As at this time I and my two cars, Umpyna in the lead, Kooskia second, were making about 75 miles per hour. I grabbed the brakes and began working ratchet, but no human being had power to control hand brakes at such velocity of speed. So I run to the front end of my car saw men piling ties and putting a rail across the track in order to ditch me, not knowing that anyone was aboard. But me and my two cars was too slick for that game, and broke the rail into two pieces, and shoved the ties ahead for nearly two miles, knocking down all switches. So the Butte and Anaconda freight had just pulled in below Durant, and they threw open their switch, which put me on their road, and at same time administering to me an up grade. While otherwise I would have kept on N. P. down grade to four miles beyond Durant, and as No. 2, Northwest Limited was late, saved me from slapping them square in the mouth. So I am still alive. But am awful scared. Cause of the runaway—brakes being released by some unknown person in the yards. They telegraphed all along the line to look out for runaway cars. But I was beating all telegraphic communications' time.

Signed

H. TRIPLETT,

503 Second Avenue, Spokane and Portland Porter, Car Umpyna.

En route from St. Paul to Butte.

Passenger Traffic Department

Little Talks
with the Rambler



Putting One Over

HE was sitting with his legs hanging over the edge of an upper berth while the porter was hurrying down the aisle with the step ladder. His face was wreathed in smiles, and he had the air of a man awakened from a refreshing sleep with all his faculties alert, and in the best of humor. A lady stepped out from a lower berth and blocked the porter's passage down the aisle, she remarking, in a somewhat caustic manner to that individual, as she crowded past him and his step ladder, "Porter, I don't think you attended to the ventilation of this car very well last night." The man perched on the edge of the upper berth overheard, and with a chuckle, remarked to the Rambler, who was sitting in an opposite section that had been opened up, "She should have slept upstairs, then she would have been all right. Did you ever notice that when you have company at home and have to sleep on the davenport in the parlor, that you never seem to have as good a night's rest as if you were upstairs, in one of the chambers?" Then, as the porter was momentarily delayed by his protests to the lady, the man grasped the curtain-rail and dropped nimbly down in the aisle, and sans collar, vest, coat or shoes, but with all those articles in his hands, scurried out to the washroom.

He was a talkative man, was he of the upper berth, and later in the day he dropped over into the Rambler's section for a chat. "Did you hear that woman calling the porter down this morning?" he began. "I didn't see anything the matter with the ventilation of the car, although I suppose being in an upper helped some in that respect. But the porter had the ven-

tilators open; I noticed that when I went to bed. Say, did you know they had the electric lights in the upper berths now? Coat hangers, too. And believe me, that was some spring the bed had. Then, of course, with that open space above, and being near the ventilators, the air was pretty good, and I don't think I got the noise of the train up there as much as I have noticed it in sleeping in a lower. It's the first time I ever slept in an upper berth," he concluded.

"You evidently found it satisfactory," said the Rambler, much interested in what the man had said. "Oh, yes," was the reply, "but it's a funny thing how I came to be in that berth," and he smiled as if the recollection was amusing.

"You know I belong in one of those snappy, prosperous, 15,000 inhabitants, inland cities; the like of which contributes so much to the stability of the nation," he added with a laugh. "Jim Jipson is the railroad agent there, and he and I are sworn friends, although you wouldn't think so to hear us scrap. Know Jim? No? Well, he's all right, and believe me he is working for the interest of his road without a question. That's where he put one over me on that upper berth but I'm glad he did. He knew, as usual, what he was about when he did it, and it's me for the uppers from now on." The Rambler's smile and expectant face encouraged the man to continue, which he did, in a half-comical and half-serious kind of a way, as though while he saw the funny side he also appreciated the real business end of his experience.

"Well, you know," the man continued, "a few days before I started on this trip

I went to Jim—Jim's the agent—and told him I wanted him to reserve a lower berth for me in the sleeping car. 'Lower berth nothing!' said Jim, 'you get an upper this trip.' Of course, I thought he was fooling, and after talking with him on other matters for a while, I started to go, saying, 'Well, don't forget that lower for Saturday.' 'But I tell you you are not going to get that lower!' 'Why not?' I said, 'haven't you any? Then make it for Sunday.' 'Yes, I have a lower for Saturday,' he said, 'but you don't get it.' Of course I naturally asked why, but all the satisfaction I got for the time being was that the upper was good enough for me, and that it was a pretty good place in which to sleep, anyway. Now I happen to a so-called prominent citizen of my city (I say it with all due modesty), and notwithstanding my intimate friendship with Jim, which it would take a good deal to break, I knew he would not hesitate to get something on me to pass about the town, any more than I would the same on him. Hence, I felt there was something back of what I considered his bluff, and I shot back at him for fair. But he stuck to his declaration that I was to go in an upper, although he went seriously into the good points of that location on the Pullman, mentioning the matters of air, electric berth light, clothing facilities, greater quiet, spring mattress and other things; ending with the remark, 'besides which, it's cheaper. You'll save a dollar and ten cents on this trip of yours by taking that upper, and that ought to count for something with a tightwad like you.'"

The man laughed when he repeated the closing argument of the agent, and as if in explanation and mild defense said: "I don't think I am or ever have been a tightwad, but Jim just loves to call me that, because he happens to know that I am fairly well off, and that in accumulating my modest little fortune I have been given to certain conservative business habits that I considered essential to success. But I never remember having rubbed any feathers off the eagle on a silver dollar, and I have loosened up for Jim many a time. However, among my little business hobbies is the maxim that it is useless to pay two dollars for an article when one that will really serve the purpose equally well can be bought for a dollar. Jim knew this, and so sprang that saving a dollar on me as a clincher in the matter of an upper berth."

"Now, while I have always thought I was fair in my opinion of the railroads and willing to give them a fair deal, there have been times in my business experience when honestly thinking them open to criticism I have expressed myself accordingly. So I presume that while the old uniform price for upper and lower berths in a sleeping

car never worried me personally, I have acquiesced in the claim of some that there should be a difference. But with characteristic American indifference to small things, as soon as the change was made I promptly, as have apparently the majority of the traveling public, ignored it in my travels, it not being a matter of financial import to me. But when Jim fired that shot at me, partially to please him, for I saw he was in earnest, and partially through rather an amused interest in giving the matter of an upper berth a test as to its relation between a reduced price, and its comforts compared to a lower, I bought as Jim desired. 'Now,' I said to him, as I put the ticket in my pocket, 'as you have the money for this, do your mind telling me, on the square, what your object was in putting me in an upper berth, and thus depriving me of my usual luxury of a lower?' 'Not in the least,' said the rascal with a satisfied grin, 'but I must first register a protest at your implied comparison between an upper and a lower by the use of the word luxury. I did not disparage the lower, but what I told you of the upper is correct, and with the exception of the climbing up and down, with the aid of a step ladder, which is offset by the price, it is open to argument which is the better place in which to sleep. But I wanted you up there this trip to set the fashion in this town. I want to sell more uppers, and I can do it if I can say that the wealthy Charlie, our most prominent citizen, travels in an upper,' and he made me a mock bow of profound obeisance. 'Yes, confound you, but what do you want to sell more uppers for, when you have lowers that your customers want?' 'To save money for the road; that its income may nearer approach a fair return on the investment it represents. I do not want to sell uppers in lieu of lowers that I may have and are wanted. But I do want to get our citizens in the habit of taking an upper instead of waiting a day or more for a lower, as you tried to do.'"

"He was quite right," interrupted the Rambler, who had been listening with interest. "Did he tell you why he was anxious to do that?" "Oh, yes," said the man. "He explained that two fourteen section cars with all lowers and no uppers taken, was equivalent to one car of the same capacity with both uppers and lowers taken, and that if the last condition of loading could be brought about the expense of hauling one car would be saved. That's a fair proposition to me," he continued, "and I have no doubt that the railroads lose a lot in the course of a year by poor loading conditions in sleeping cars. But Great Scott!" he burst out, throwing his hands in the air and beginning to laugh heartily, "I've just thought of it! I be-

lieve Jim did put one over on me, after all. What do the roads care, the Pullman Company gets all the revenue from those sleeping cars?" "Yes, but how about the hauling of them?" broke in the Rambler. "It costs some little more to haul twelve cars than it does eleven. But that's not the worst feature. In case of rush extra cars are always provided when needed, and the train capacity, from an operating view, includes the ability to add a certain number of cars, beyond which number it becomes a matter of splitting the train and running in two sections. This last means, say on our No. 3, from Chicago to New Orleans, the expense of six additional engines and train crews, besides other items that enter into the operation of the train. Now the sale of a single berth may mean the extra car that will throw a train into two sections, with all its additional expense." "I see! I see!" was the reply. "Jim was right; he always gets the best of me in an argument." "Oh, well," said the Rambler, soothingly, "he ought to in a matter of that kind. It is his business, you know. You probably would not make such an admission on anything in your particular line?" "Not much," laughingly replied the man. "Well, I've no kick coming on that upper berth last night, but I suppose I'll have to blow that dollar I saved on account of it on Jim when I get back home, just to prove to him I'm no tightwad. But, really, I don't see why to some that saving on berths might not be just the difference between sitting up for the night or taking a sleeping car; just as you have said that the sale of one berth can make the difference between a capacity train and a two-section one."

He sat thinking for a few moments and then changed the subject, by remarking: "We had quite a time in our city about the raising of passenger fare rates from two to two and one-half cents per mile. You know a lot of railroad officials went through on a special, stopping off with us for an evening. They gave the citizens a good plain, common sense talk; for they were going to the people, they said, instead of to the legislature, believing that the people, when they understood the facts, would be fair and willing to pay a little more, and would so advise their representatives. They argued, did the railroad people, that we wanted good service kept up, but that it took more money to maintain it than they were getting for it. This last, due to various causes which they went into pretty carefully, and in consequence of which, as no one expected, and no law made obligatory, that any other business of the country should be run at a loss, they appealed to our fairness of mind to help them get relief from the legislature. They

recalled to us that when the law was passed, reducing the rate from three to two cents per mile, it was argued that on account of the greater cheapness the volume of travel would become more than enough greater to compensate for the reduction. Then they fired statistics at us to prove that such had not been the case. They proved it, too, to my way of thinking. The most of us believed it, I think, but there were some doubters, who, while not unfriendly, shook their heads, and said 'how do we know that the suggestion of necessary curtailment of service is not a bluff to get this raise? It's true that many expensive requirements have been demanded of the railroads, vastly increasing their cost of operation and maintenance, but hasn't travel been good at the same time?' Well, to make a long story short, one or two friends and myself went around among those few fellows, and among other things, reminded them of our city electric light plant. We called their attention to the fact that the Interstate Commerce Commission was on record with the statement that passenger fares in some states 'are too low' and that 'steadily improving service is, in equity, worth more than travelers are paying for it.' We then pointed out that the railroads, that have nothing but transportation to sell, but who cannot by law fix the price of their merchandise, were thereby in a very different position from most individuals or corporations in that respect, and asked them how they would like to have such a condition exist in their own business; or, if it existed, how they would like to be treated by the power that controls them, which in the present case of the railroads, is the people. But it was the electric light plant that brought them over. You know a private corporation established a plant some years ago in our city, and as our population is not large, and there were but comparatively few takers, their rates were necessarily high. In due course an agitation was started for the reduction of rates, and through politics they were arbitrarily fixed by the City Council at a figure that the company insisted it could not meet. But the popular clamor was against the company, it being argued that the cheaper rate would produce a compensative greater volume of business. The result was that eventually the City took the plant over, and learned very quickly that the corporation was right; that the number of takers did not increase to anywhere near the extent necessary to cover the rate, and finally the City itself put the rates back to practically where they were under the corporation. That plant is a sore point with some of our citizens to this day. Well," concluded the man, "when Jim went around a little later with a petition for that increase in passenger fare rates he had

no difficulty in getting all the signers needed."

"You see," said the Rambler, as he told me of this as we were lunching together one day, "how everything helps. The mis-

sionary work and the frank appealing directly to the people put that man in a frame of mind to naturally concede the business argument in reference to the upper berth."

Excess Train Fare

To The Public:

The Illinois Central and the Yazoo & Mississippi Valley Railroad recently placed in effect in Mississippi a rule requiring conductors to collect excess train fare from passengers boarding trains without tickets, at stations where ticket agent is on duty. When passengers board trains at stations where there is no ticket agent on duty no excess train fare is collected.

From 1907 to 1912, under the Mississippi law, railroads could have collected 1 cent per mile in addition to the ticket fare, but this charge was considered too high by the railroads and it was therefore, not taken advantage of.

Recognizing that the public have been permitted to pay cash fare on trains for a number of years and anticipating there might be objection to the new rule, if the public did not know the conditions under which it was inaugurated, it was thought best to give the following information through the press:

There is no discrimination against the state of Mississippi in placing this new rule in effect, as an additional collection applies in nearly every state in the Union; in a great many states the charge is even higher; for example, in Alabama, Florida, North and South Carolina and Virginia the additional charge is 15 cents. In Georgia 1 cent per mile in addition to the ticket fare. In Oklahoma from 10 to 50 cents, according to the ticket fare.

During the fiscal year July, 1913, to June 30, 1914, inclusive, 148,279 passengers paid fare on Illinois Central trains within the state of Mississippi and during the same period 640,402 passengers paid fare on Y. & M. V. trains within the state of Mississippi;

these fares amounted to \$43,891.64 on the I. C. and \$184,955.78 on the Y. & M. V. In addition there were 16,642 passengers on the I. C. and 30,549 passengers on the Y. & M. V., with a total revenue of over \$36,000, paid fares on trains between Mississippi stations and stations in Louisiana and Tennessee, making a grand total of 835,872 Mississippi passengers paying fares on trains during one year, the total fares amounting to \$265,597.63.

Over 50 per cent of these fares were paid from stations at which the railroad company goes to expenses of maintaining a ticket agency. Over 62 per cent of the ticket agents in Mississippi are paid a commission on tickets sold at their station and it is, therefore, evident to readers of this article that these commission agents, during the fiscal year referred to, did not receive the remuneration they were entitled to, on account of the failure of passengers to purchase tickets.

That these commission agents are entitled to receive their commission on business originating at their station, there can be no question, and the officers of these companies thought it best to establish an additional charge for fares paid on trains from stations at which a ticket agency is maintained and therefore, commencing January 1, 1915, conductors were instructed to make a collection of 10 cents in addition to the ticket fare.

The primary duty of a conductor is to supervise the operation of his train. A comparatively small portion of his time is taken up in collecting tickets, but the work incident to the collection of cash fares, looking up rates, making change and answering inquiries relative to distances and amount of fares, takes a great deal of the conductor's time.

It might be well to call attention to the decision of the Supreme Court of Mississippi in the case of Forsee vs. Alabama Great Southern Railway Co., 63 Miss., page 72, in which it was decided that "It is competent for a railroad corporation to adopt reasonable rules for the conduct of its business and to determine and fix within the limits specified in its charter and existing laws, the fare to be paid by passengers transported on its trains. It may, in the exercise of this right make discriminations as to the amount of fare to be charged for the same distance, by charging a higher rate when the fare is paid on trains than when a ticket is purchased at its office. Such a regulation has been very generally considered reasonable and beneficial, both to the public and the corporation, if carried out in good faith. It imposes no hardship or injustice upon passengers, who may, if they desire to do so, pay their fare and procure tickets at the lower rate before entering the cars, and it tends to protect the corporation from the frauds, mistakes, and

inconveniences incident to collecting fare and making change on trains while in motion, and from imposition by those who may attempt to ride from one station to another without payment, and to enable conductors to attend to the various details of their duties on the train and at stations." This case is approved by the Supreme Court of Mississippi in a latter decision in *K. C. M. & B. R. Co. vs. Riley*, 68 Miss., 771.

From the above it is apparent that the charge now being made is not an unreasonable one.

A careful consideration of these facts will, we feel, convince the reader that there is no discrimination against passengers in Mississippi in placing the excess train fare in effect, and furthermore, the failure to purchase tickets works a hardship on the ticket agents and conductors, while on the other hand, it is no more trouble for a passenger to buy a ticket than to pay cash fare on the train.—G. H. Bower, General Passenger Agent, *Osyka Herald*, Friday, February 12, 1915.

Appointments and Promotions

Effective Feb. 17, 1915, Mr. B. F. McCamey, Traveling Freight Agent, with headquarters at Louisville, Ky., vice Mr. H. S. Gooch, transferred.

Effective Feb. 17, 1915, Mr. R. D. Potts, Traveling Freight Agent, with headquarters at Memphis, Tenn., vice Mr. B. F. McCamey, transferred.





LOCAL TALENT and EXCHANGES



BOLL WEEVIL ADVICE.

C. L. Jamison, Clerk, Road Department,
Vicksburg Division.

Get to work, nigger,
No foolin, won't do;
The boll weevil is here,
And there is lots of work for you.
Get out of that laziness,
Clean up your farm,
Get down to business—
It'll certainly do no harm.
Throw away your dice,
Brak up your gun,
You've been gambling long enough,
So cut out your fun;
Cut out your coon hunting,
Kill out, all your yellow back dogs,
Stay away from town on Saturdays,
And try to raise some hogs.
Fix up your hog lot,
Build up your fence,
Throw away your coffee pot,
And cut out the expense.
Burn up your cotton stalks,
Plant your early seed,
Don't let old Beck balk,
And cut down every weed.
Don't try to buy on credit,
Leave off your butter and eggs,
For your merchant's going busted,
And you'll have no place to beg.
Raise sorghum and potatoes,
Be as stingy as you can;
Can your own tomatoes,
And don't rely on the northern man.
Don't try any monkey business or
Else you will go to jail:
Then you will have to build good roads,
And nobody will go your bail.
Get to work and keep on working:
Don't stop to brag about what you
have—

The time to do your bragging is
After you have made what we hear
so often, BUY A BALE.
Work from daylight till dark;
Then stop and take a long breath;
Try to get it into your cocoanut
That you don't want to starve.
You'll profit by this advice, Mr. Nigger,
If you'll do all the work that you can,
You won't have to be a beggar,
But you can take care of "*Sarah Ann.*"

"THE EMERALD ISLE."

By Kathleen Mary Pinkerton, 14-Year-
Old Daughter of R. H. Pinkerton,
Check Clerk, So. Water St.

Oh, Emerald Isle! so fair and green,
By boundless seas surrounded;
Such lakes as thine were never seen,
Such towers were never founded.

Thy castles old shall ever stand,
As they have stood for years,
Thy children's brave deeds shall be
sung
And cause a flow of tears.

Oh, lovely isle! thy beauties too,
When viewed by wondering eyes,
Are praised until thy setting sun
Sinks, blushing, in the skies.

Thy sons are brave and strong and
true,
Thy daughters, too, most fair,
For beauty's spread her wing above
All things that breathe thy air.

Oh, lovely isle; I love thy fields,
Thy glorious woodland flowers,
Forever, oh my motherland,
I'd dwell within thy bowers.

An Interesting 12000 Mile Trip on a Buda Section Motor Car by K. M. Houchins



Next day ran to Onawa, Iowa, accompanied by Supervisor Donahue and Watch Inspector. Found broken rail two miles out. Ran back and got section gang to repair same. This was a profitable day for the company, as Watch Inspector could examine watches of section men without them losing time to come in to station. Arrived back at Cherokee at 5:30 p. m. Made 120 miles this day.

Next day left Cherokee and went to Sioux Falls, South Dakota. Arrived there at 1:30 p. m., 97 miles. Supervisor Donahue was able to check time rolls as he had no motor car and must pump over 158 miles on speeder. Shipped car back to Fort Dodge, as this is 175 and the weather was so bad and I had worked this line. This was the first time care was shipped on entire trip over the I. C. and the Y. & M. V. Railroads.

Worked Fort Dodge Saturday, and left there Monday noon with Engineers Lowe and Carrell; this was a good trip, as they were able to survey drainage lines made necessary on account of so much rain. Arrived at Dennison, Iowa, that afternoon.

Left Dennison Tuesday, Oct. 23rd, arriving at Council Bluffs at 12:15 p. m., completing the entire Y. & M. V. and I. C. Railroads, on account of doubling back over branches. I had made about 15,000 miles in 123 days.

I am now visiting my family in Cheyenne, Wyo., before starting on my trip from Omaha to the Pacific Coast on this Buda No. 19.

Columbus, Nebr., Nov. 25, 1914.

Started west on No. 19 yesterday; ran Omaha to Columbus, Nebr., 91 miles, on four gallons of gasoline and had about one-half gallon left when arrived, making 91 miles on three and one-half gallons. Today I made branches out of here, 127 miles in eight hours. Found fire in hay field 30 feet from four large hay stacks; stopped and put it out. Had hard fight, as the wind was blowing hard. Came over two miles. Found fire in hay field. There was 40 stacks; one was burned up and the fire was fierce. We put it out and saved the others. Found broken rail at Okenee. Ran back and got section men. Car is running fine.

Left Council Bluffs Jan. 23rd with Buda Car No. 19, which had been standing out in the weather for twenty days. Car started without priming. Went through Omaha Terminals that day. January 24th went to Columbus, Nebr., 91 miles, on four gallons of gasoline.

Jan. 25th worked Spalding and Albion branches, returned to Columbus accompanied by Thos. Wade, roadmaster. We found bad fire in hay field and put it out with difficulty, saving about fifty stacks of alfalfa hay. Two miles further found fire in hay field which had consumed one stack and was making good headway for about seventy-five more. We put the fire out in about one hour.

(To be Continued)

Division News



Illinois Division—South Water Street Station

James Thornhill, of Accounting Department, was married February 15th to Anna Rundquist; K. A. Brown acted as best man.

Thos. Henry, son of John Henry, star revising clerk, cut a tooth.

Will is wearing a honeymoon smile these days.

E. O. Herbert, of Accounting Department, is still on the sick list.

Mrs. Marion Redman entertained the girls of the In-Freight Department at dinner, February 22nd. The decorations were dainty and the dinner most delectable. We understand several of our young ladies carried away receipts for future use.

Going to Mexico to see the W. J. scrap?

If one of our members invented a waybill-stretcher he would fill a long-felt need as we understand Benson has been ransacking the freight house for one.

Louis Bergen, coal clerk has been absent for two days on account of illness. Unusual for Louie as he has a fine record for attendance.

Jack Aaron—"Another Bull, Charlie."

C. K. (in loud voice)—"Who revised car 75842?"

Henry—"Curley did."

Curley—"Henry did"!!!—"—, —? ?

Mr. Edward Long and Lichtenfels, of the Accounting Department, will represent the I. C. R. R. in the National Bowling Tournament, at Peoria, Ill., March, 1915. These two boys have shown by their past performances that excellent results may be expected from them.

Yes, Heiney and Frank are still discussing "Och der Kaiser."

In-Freight girls still busy with their needlework.

C. W. Jayne, of the Accounting Department, visited his folks at Belleflower, Ill., on Washington's birthday, February 22nd. He reports all well in his old home town.

George Lavery is also confined to the sick bed.

Mrs. George Johnson, formerly Miss Mabel Larson, of the Accounting Department, is back from her wedding trip through Wisconsin.

Our "leave of absence" Vern is developing a talent in music. His favorite song "I Am Nothing," never fails to arouse plaudits from his audience.

We extend our sympathy to F. A. Powers, of the Chicago Bureau, who lost his father, February 28, 1915.

We regret to say that Mr. D. Leer, assistant station accountant, buried his mother March 3, 1915.

I understand that Olson had a switzer sandwich at Thompson's Restaurant, on Harrison Street.

Kentucky Division

J. M. Landsdale, agent, Waverly, was given a favorable entry for discovering broken switch point on main line at Waverly, February 26th; notified section foreman and had repairs made, thereby preventing possible accident.

J. A. Denny, section foreman at Henderson, Ky., was given favorable entry for discovering brake rigging down on car in local freight train 391 at Henderson on February 5th; stopped train and assisted in removing the brake rigging.

Joe Pearce, engineer, was given favorable entry for discovering box car on fire at Paducah, Ky., on February 12th; calling Shop Fire Department and assisting in extinguishing fire.

J. T. Deane, section foreman was given favorable entry for discovering car off center in train 193 at Cecilia, Ky., February 5th and reporting same

to conductor, who set the car out for repairs.

BASEBALL CLUB ORGANIZED AT FORDHAM.

On the evening of February 15, 1915, twenty I. C. R. R. employes from the offices at Fordham met at the home of Mr. F. S. Keiser, 6442 University Avenue, for the purpose of organizing a Baseball Club.

The meeting was called to order by Mr. Keiser, and upon motion, duly seconded and unanimously carried, the club shall be known as "The I. C. R. R. Safety First Baseball Club."

Election of officers followed, resulting in the election of Messrs. J. F. Bold, President; V. Schlaeger, Secretary and Treasurer; H. W. Holcomb, Captain; and W. P. Whalin, Manager.

To raise funds to partially defray necessary expenses incident to the purchase of proper outfits for twelve players each of those present pledged himself to dispose of fifty (50) raffle tickets at 10 cents each for a cash prize.

Much enthusiasm was displayed, and every member present promised faithful support to the club to the end, that its success will be assured. It was understood, of course, that his support of the club is not in any manner to interfere with the proper performance of his duties in whatever capacity employed.

In conclusion, it is desired to assure the management that the I. C. R. R. Safety First Baseball Club will do everything in its power to uphold the high standard of efficiency and courtesy mapped out by the General Safety Committee; also that it would like to secure all the games possible with other teams composed of employes of this Company. All communications for the Club should be addressed to H. W. Holcomb, Captain, Fordham Yards.

Indiana Division.

Operator C. E. Mehringer, second trick operator at Indianapolis, was off duty several days on account of sickness in family. Extra Operator H. M. Shanks is working in Operator Mehringer's place while off.

W. H. Ball, of New York, gave a very interesting lecture on "Health and Success" at the Mattoon Young Men's Christian Association, Tuesday night, February 9th, which was appreciated by a good many railroad men.

Mattoon has one of the best Y. M. C. A. buildings on the Indiana Division and more of the men should avail themselves of the opportunities afforded by attending the meetings which are free to all men even if you are not members and is a good place to spend your idle time.

Conductor M. Odea is sojourning in Florida and is being relieved on passenger runs by Conductor J. V. Fitch.

Miss Victoria Gustafson, clerk to trainmasters, is again at her desk after three weeks' illness from an attack of diphtheria.

Agent W. F. Barton was off duty two weeks on account of sickness and was relieved by Extra Agent Moore.

B. E. Quinn is working as first trick



From Weak to Strong

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Murine Eye Remedy Co., Chicago, U. S. A.

operator at Linton, Ind., on account of that station being on bulletin.

Station Helper Harry Hess, from Sullivan, Ill., has been checked in as cashier at Lincoln, Ill.

Miss Helen Lee Brooks, stenographer in the superintendent's office has returned to work, after a two month's leave of absence, Miss Brooks is much improved in health.

Conductor H. E. Severns, who was injured at Mt. Zion, January 20th, is convalescing, and will soon be able to return to his run.

Mr. J. A. Potter, brakeman, is making preparations for a trip to Palestine, Tex.

Brakeman C. A. Louder, of runs 273 and 264 is off duty on account of a growth on his eye, it being necessary to submit to a minor surgical operation on account of same.

Albert Gustafson has been given position as extra train crew caller.

Miss Florence McShane, stenographer in Superintendent McCabe's office has returned from a visit in New Orleans and southern points of interest.

Night operators have been put on temporarily at Dugger, Ind., and Morgantown, Ind.

Conductors Huffcut and Nutterfield have given up preferred runs No. 252 and No. 273, and taken chain gang service. Their runs being bid in by Conductors Taylor and Thomas.

ST. LOUIS DIVISION.

Mr. E. B. J. Bush of the superintendent's office, spent Christmas with relatives and friends in Chicago.

Agent A. Lindsay, of Murphysboro, was a Carbondale visitor, Sunday, December 20th.

B. & B. Foremen R. A. Peak, of Mounds, and W. D. Chamberlain, of Anna, were in Carbondale, December 20th.

Mr. B. Gilleas, road supervisor, at Carbondale, spent Christmas with relatives in Fort Dodge, Ia.

Mr. C. W. Lentz, supervisor B. & B.

at Dubuque, Ia., was shaking hands with Carbondale friends, Monday, December 28th.

Asst. Signal Engineer H. F. Lomas, of Chicago, was in Carbondale, December 29th.

Superintendent J. J. Pelley, of Fulton, passed through Carbondale on train No. 5, December 30th.

Division Storekeeper J. G. Warnecke, of East St. Louis, was a business visitor in Carbondale, January 11th.

Mr. C. F. Parker, vice-president, purchasing department, and Mr. A. E. Clift, general superintendent, made a business trip out through Carbondale coal fields, January 12th.

Bridge Foreman J. L. Turner, of Pinckneyville, was in Carbondale, January 17th.

Record Clerk C. C. Bell, of the superintendent's office, visited relatives in Pinckneyville, Sunday evening, January 17th.

Asst. Engineer M. P. Black, formerly on this division, was shaking hands with Carbondale friends, January 19th.

Effective Wednesday, January 20th, Mr. H. C. Marmaduke became chief clerk to superintendent, and Mr. G. W. McKenna became division accountant. Mr. McKenna and Mr. Marmaduke changed places.

Road Supervisors C. H. Leyerle and H. B. Sutliff of Pinckneyville, were in Carbondale, Sunday, January 24th.

Mr. F. L. Malon of Pinckneyville, formerly clerk in Supervisor's office, was in Carbondale between trains, Monday evening, January 25th.

Division Storekeeper G. W. Rice of Centralia, was a business visitor in Carbondale, January 26th.

Mr. W. E. Briggs, Special Agent at Freeport, was shaking hands with Carbondale friends, January 26th.

Mr. A. H. Kelley, Round House Clerk at Centralia, was in Carbondale, January 28th.

Conductor J. R. Brown of Centralia is attending the Mardi Gras at New Orleans.

Mr. R. C. Bingham of the Signal Engineer's office, was in Carbondale, February 5th.

Traveling Auditor G. E. Dunlop was in Carbondale, February 8th.

Mr. R. L. Boone of the Store Department at Paducah, spent Sunday, February 14th, with friends in Carbondale.

Train Master H. J. Roth has returned from a short visit in Grand Junction, Ohio.

Mr. W. L. Becker of the Master Mechanic's office at Centralia, was a business visitor in Carbondale, Saturday, February 20th.

New Orleans Division

Miss Mary A. Rollins, formerly agent at Pattison, Miss., was retired on pension January 1, 1915.

The automatic block signal system, which is being installed between Baton Rouge and Kenner Jct., is now partially in operation. Owing to the increase in traffic over this piece of track this improvement is one that is much desired.

Agent P. T. Briscoe, of Centerville, took a couple of days off for a hunt,

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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 Sealy Eyelids and Granulation

returning with a full bag. Mr. Briscoe reports the birds hard to find, but a good dog and a good "eye" bags the game.

The heavy movement of wheat south via the Y. & M. V., following the cane-cutting season, has been a boon to all. Crews have been making good "time." The wheat business has enabled this division to make a very satisfactory showing this winter as compared with same period last year.

Dispatcher J. E. Walter was elected a member of the board of directors of the Investors Sulphur & Oil Co., at a meeting of the stockholders held in New Orleans early in January. Several Y. & M. V. employes hold stock

in the company, whose holdings are located in Calcasien Parish, La.

Night Yardmaster Rice, at Wilson, who has been confined to his home for the past week with an attack of la grippe was relieved by Conductor Tate.

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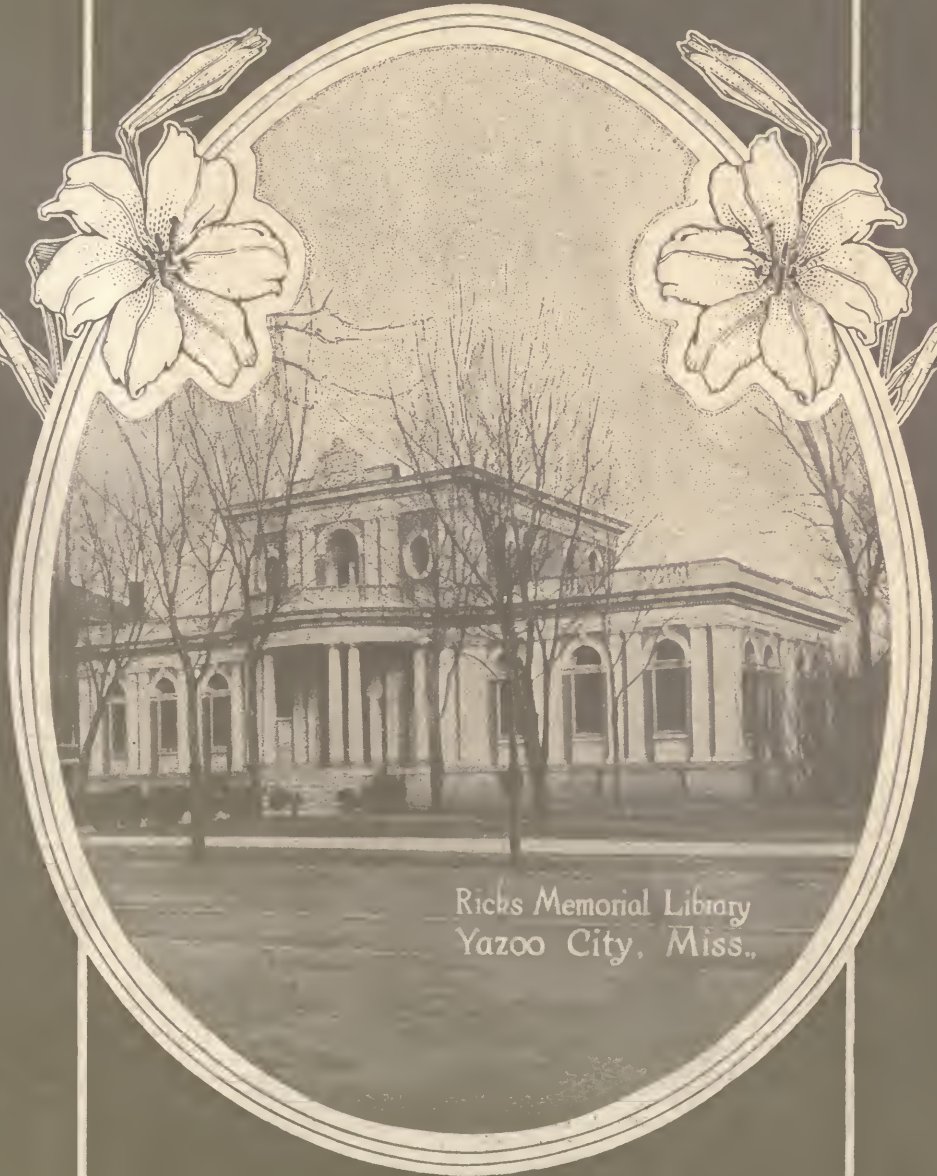
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ILLINOIS CENTRAL MAGAZINE

APRIL 1915



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SCHEDULES

Yours and Ours

THAT word "schedule" has no doubt cost you a lot of sleep, but with us it is a comparatively new thing. We are just beginning to realize what it really means and you railroad men all have our sympathy.

Of course, our business has always been run on more or less of a schedule, but only in the last couple of years has it become a sore spot to us. To be sure it isn't a case of life and death with us, but "behind time" means somebody's scalp just the same.

Your schedule is such an old and well established thing by now that "on time" is second nature with you. Doesn't even cause a flutter. Well, we are getting there, too. The frowns and scowls are beginning to disappear and every thought is given to getting those 4:10 orders through at 4:10 and not 4:15.

It is a combination of these two schedules—yours and ours—that has won such a host of friends for us all over the country. But they never stop to think that schedule has anything to do with it. They make out their orders and send them in, and in a couple of days get their goods—or send in a kick.

Of course, the goods have to be satisfactory both as to quality and price, but that is all taken care of before schedule plays any part in the game. How well it was taken care of was shown by the way the orders flocked in here during January and February. February was the biggest month in the history of this business. Thursday, Feb. 25th, was the largest day we ever had. On that day we had a total of 47,399 orders.

It was the most severe test that our schedule had ever been put to, and the way we came through was a wonder. When things were at their worst (or should we say best?) we got behind some, but then—if a landslide gets in the track, there is going to be a blockade somewhere. That is just the way it caught us and we just simply dug our way out the same as you would.


Well, it is over now and the kicks are mighty few. That speaks well for your and our schedules as well as for the quality and prices of the goods themselves. You know, it is just one continuous fight to get the quality of goods that we demand at prices that will please our customers. But we are doing it.

The way people are going for our new catalogue proves that. By the way, did you get a copy? You certainly should have one. It will show how to get more for your dollar in first-class merchandise than you will get anywhere else. That's "straight goods." Get our new Catalogue 83 and let it speak for itself. You will find it one of the most interesting books that you ever saw. And besides, you will find it a wonderful money-saver.

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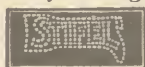
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J. F. DARTT, AUDITOR OF DISBURSEMENTS.

MR. J. F. DARTT, Auditor of Disbursements of the Illinois Railroad Company, entered the service of the Erie Railroad Company in October, 1890, as Messenger in the Superintendent's office of the Susquehanna Division at Susquehanna, Pa. Served in various capacities in that office until May 10, 1903, when he was appointed Traveling Auditor and transferred to the Accounting Department of that railroad at New York City and served in that position until June 1, 1910, at which time he resigned to accept position with the Illinois Central Railroad Company as Chief Traveling Auditor.

Employed by the I. C. R. R. Company from June 1, 1910, to May 2, 1913, as Chief Traveling Auditor; May 2, 1913, to May 19, 1913, Chief Clerk to the Auditor of Disbursements and Chief Traveling Auditor; May 19, 1913, to April 15, 1914, Chief Traveling Auditor and in charge of the office of the Auditor of Disbursements; April 15, 1914, appointed Auditor of Disbursements.

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The Story of the Illinois Central Lines during the Civil Conflict 1861-5

How I Became an Illinois Central Man

By Captain James Dinkins

(Continued from March)

I HAD served eight months as a cadet at the North Carolina Military Institute, and four years as a soldier in the Confederate Army, and I was barely twenty years of age when the war ended. It seemed to me that I had been in prison for five years, and the freedom from restraint and responsibility made me a very happy boy. The Confederate soldier had won the admiration of the women of the South, and they made our homecoming a joyous event.

I was so deeply in love that such a thing as going to work was not considered, and in 1866 I was married to "Miss Sue Hart," and after a year of travel we settled on a plantation, through which the Illinois Central runs, extending from the three mile post South of Canton, to and beyond the four mile post on both sides of the track. There was considerable timber and cane on the place, the cane so thick it was difficult to pass through it, and together with the dense woods

afforded a refuge for cattle during the winter.

It was in the latter part of November, 1873, I was riding through the Cane brake looking for some of my cattle I had not seen for some time when my horse stumbled over a bale of cotton, and, I, of course, decided that some thieves had left it there, and, on looking around, discovered twelve other bales. I then made my way back to the railroad track, some hundred yards or more, and found whose cotton had been dumped from flat cars. The imprint of the bagging was plain on the bank where it had fallen. It was about four o'clock in the afternoon. I rode back to my home, a mile distant, and decided to go back after night and wait the coming of the thieves.

I buckled my army pistol on, and returned to find the cotton gone, but the trail of the wagons was so plain I had no difficulty in overhauling them just before daylight. There were thir-

teen bales loaded on three wagons and five negro men in charge.

When I ordered a halt, the negroes were so greatly surprised they made no effort to escape. They all knew me, and they all knew I was quite handy with any kind of a gun. I marched the whole caravan, just as I found it, into Canton, and down to the depot. J. B. Kemp was the agent, and he told me that he had been advised by wire from Jackson that thirteen bales of cotton checked short from a certain car. He also told me that numerous bales had been lost between Canton and Jackson within the past month. I made affidavit against the negroes and left them in jail. Mr. Kemp reported the circumstances to Superintendent Frost, who came to Canton to ascertain all the facts. I told Capt. Frost I would appear against the thieves, and did so, and they were sent to the penitentiary.

I never heard of any other cotton being stolen in that way.

Capt. Frost afterward wrote, asking what the company could do for me. I promptly replied, "Nothing." I enjoyed the excitement of running the thieves in, and that the company was under no obligation to me whatever. In the meantime we decided for many reasons to leave the plantation and live in Canton, especially to be near a doctor, for our children's sake.

Early in February, 1874, Mr. Kemp stated to me that he had lost his rate man, and asked me to take the job. "Why," I answered, "I never so much as saw a tariff, and I am sure could not understand it."

He insisted, and I yielded. It was not an easy thing to get a job at that time, but I was not obliged to take it. I reported for duty on February 9, 1874. At that time the system of handling freight was nothing like it is now. Cars leaving New Orleans contained freight for Canton and all points to Water Valley, and oftentimes beyond there. Cars for Northern points were loaded without regard to stations or locations.

It was necessary, therefore, to transfer and check every article reaching Canton for local points. It fell to my lot to look after that work, besides making needed corrections in rates and extensions on all bills for Canton, and also to assess the rate and bill all outgoing freight, except cotton. You may easily understand that it was a live job. We employed four porters regularly, and when there was an unusual run would pick up others. Our regular porters were good men, but they have all "passed over the river," and I drop a tear to the memory of each of them, and desire to record their names in the Magazine of the company they served so faithfully, so long and so honestly. I will name them in the order of their importance:

"Mark Greer," "William Lewis," "Pompey Lyon" and "Ed Harris."

We always referred to Mark and Bill when talking about them in the office as "Bro. Mark" and "Bro. Bill," because they were pillars in the church. Pompey and Ed were not very religious. H. D. Priestly was the cashier and R. W. Durfey checked the trains and wrote up the bills in the conductor's book, Henry Yandell assisted in delivering goods from the warehouse. At that time all the merchandise for Leake County, a part of Rankin and part of Attalla was received at Canton, and day after day the wagons awaited their turn to get a place at the small platform. We kept blank books, in which we entered each package, and required the driver's receipt for them. Neither of the negro porters could read a word, but upon the principle of kindergarten they knew the mark of every merchant who received freight. They were quick to discover an error in delivery, and were of great assistance to all of us. It was during the spring of 1875 that the town authorities inaugurated a strict watch over sanitation. Back yards of private homes were invaded, and a general cleaning up was in order. One morning we had quite a lot of canned goods, groceries, etc., from New Orleans, and

in the lot was a box of limburger cheese for "I. Kuhn," a small merchant. I had checked it into the warehouse, and had walked over to the telegraph office, when Mr. Kemp reached the warehouse and the smell of the cheese reached him. He demanded of Mark and Bill to know what was dead in the warehouse. Mark and Bill had not been so seriously affected by the odor. Mr. Kemp finally located the cause, and told Bill to take it, as quickly as possible to the woods and bury it. All this had happened while I was at the telegraph office. In the meantime a good old drayman, "Allen McKinney," was calling for Mr. Kuhn's freight, and when I got back to the depot Henry Yandell and the negroes declared a box of cheese was short. I knew that I had checked the goods "O. K." and referred to the way-bill, and found it that way. I missed Bill, and was told that Mr. Kemp had sent him away to bury a box of something which was badly spoiled. I knew at once that it was Kuhn's cheese, and as soon as Bill returned I sent him for it. It turned out that Bill, in passing Carroll Smith's pond, thought he would save digging a grave, so he pitched it in. When Bill returned with the box he was soaked to the waist, and the explanation afforded the other negroes a subject of amusement for a week. Kemp was furious, said the Board of Health would prosecute the road, said he feared there was a dead child in the box.

The summer of 1875 was hot and dull; there was not much business moving. In the meantime Mr. Kemp had been appointed Superintendent of the Mississippi Division, Canton to Water Valley, and H. D. Priestly took his position as agent at Canton. During the dull months the Conductors and Engineers from both ends congregated about the freight depot, and enjoyed themselves telling their experiences and joking each other. I remember very pleasantly many of them. They were a lot of good fellows. They fully represented the best quality of

railroad employes. There were Pete Kirby, Jim Colyuhoun, Bill Losey, Bob Diggs, Ab Johnston, William McShane, Billy Fitzpatrick, and other passenger conductors; while the Engineers were, Henderson Wallace, Andy Caldwell, Bob Hering and "Hog-jaw" Murphy, and others. They discussed each subject before the county, and when the debate aroused but little interest Bob Hering would enliven the situation by telling what Mr. Davis did not do and what he should have done during the war. That would bring Captain William Priestly out. Captain Priestly was the cashier in the office, not for profit, because he had ample means, but he wanted to help Harry out as much as possible. Captain Priestly was an ardent admirer and undying friend of Mr. Davis, and so was I, so that you can understand how the conversation became animated at times. In passing, let me say that Bob Hering never surrendered his position, nor ever concluded his argument. During those quiet summer days we looked anxiously for the boys to gather on the long benches and exchange anecdotes. Henderson Wallace and Billy Fitzpatrick were the comedians of the company, and neither of them were ever without some thought of playing a trick on one of the others. Billy one day told of a friend in New Orleans who had a fine breed of Scotch Terriers. He had heard me express my admiration for the breed, and said: "I will try and get you one." I was much interested and awaited impatiently for it. One day I received a message from Crystal Springs, saying: "Meet No. 1. I have the dog for you." No. 1 was the north bound mail express, which arrived at Canton at 6 p. m. I was there when the train pulled in. Billy was attending to his duties about the train, but said: "Come to the baggage car and get the dog, Tom Selby has him." (Tom was the baggage master.) Tom stood in the door and handed me a rope, to which the dog was fastened. I began taking in the rope, which proved to be a new bell cord,

and finally I got to the end, to find a little Mangy Cur, and Billy had his crowd there to laugh. He was happy. I walked away with the bell cord (which was the length of five or six coaches) and the dog. Tom Selby came running after me, saying, "Give me the bell cord, quick; it goes to Water Valley." "No," I answered, "you can't have it," and I did not give it to him; and one time, and the only time I remember, Billy Fitzpatrick was in despair.

Living on my plantation, among many others, was a good old negro, "Alex Smith." Uncle Alex was a good, thrifty man. He raised hogs, chickens and turkeys. Billy Fitzpatrick walked out to Uncle Alex's house and made arrangements to kill a couple of his turkeys. A short time afterwards a gentleman from New Orleans, ambitious to kill a wild turkey, came to Canton with Billy, loaded down with guns and ammunition. Billy had told him of a roost he was sure of being able to slip up on. They left town about midnight, and arriving near the place, crawled on hands and knees for some distance, when Billy pointed out two fine gobblers on a limb. His friend began to shoot, and Billy could not stop him until he had killed half a dozen of Uncle Alex's turkeys. Uncle Alex thought the artillery fire was too prolonged to kill only two, so he crawled out, and Billy whispered that he would pay for all, not to give away the job. I saw the two pass the depot loaded with turkeys. I inquired: "Where did you find them?" By this time I began to examine the turkeys, and said: "You have killed some man's tame turkeys." Billy swore and tore about, expecting to disparage my statement, but I assured the gentleman that I could not be deceived; I was too familiar with wild and domestic turkeys. I did not know that Billy was playing a game. Anyway, we had the drinks on him.

Captain William Priestly had for many years been the agent of the New Orleans, Jackson & Great Northern

Railroad at Canton. He was my father's friend, and I was as intimate with him as it was possible for a young man to be. His example has influenced my life. He was a man of strong prejudices. He was incorrigible, but he was fearless and honest to the highest degree. Nothing could swerve him from his line of duty, and yet he was as tender as a little girl. Few people understood him, and he had few confidants. One day he came to my desk and said: "Jim, read this." I began silently to do so. He said: "Read it aloud." Soon he turned his back to me, and I saw that he was crying, but it would have been worth your life to have referred to his weakness. Another time I was standing near the office door when a woman and a child walked into the office. I heard Captain Priestly say: "I do not know whether you are deaf and dumb or not, go away."

I walked into the office and saw him hand the woman a five dollar bill.

I said: "Captain, why did you give the woman five dollars if you were in doubt about her printed story?"

He stormed at me and said: "How do you know I did?"

I answered: "I saw you hand it to her."

Then he said: "You had no business seeing what I did."

That was his character; he never let his left hand know what his right was doing. Everybody was afraid to combat him or get in his way, but a tenderer hearted man never lived. I admired him very greatly, and revere his memory with fond recollections. To illustrate how I responded to his opinions and suggestions: One day he was on the cotton platform, where a man was engaged in a bitter tirade and abuse of the Company, because of delay in delivering of freight. He cursed every man, from the President down to the humblest. Captain Priestly remonstrated with the man, who was named "Massey" without result, then he sent one of the porters for me to go over there. I found the man in a rage, walk-

ing up and down the platform, swearing at every one. I reported to Captain Priestly. Just as Massey came opposite where we stood Captain Priestly said: "Hit him, Jim," and I involuntarily swung a blow on his jaw, and he doubled up like a jack knife. It was some little time before he regained his feet, but when he did he struck out for town, and I never met Massey for several years afterwards. The circumstance greatly pleased the negroes, who had looked upon Massey as a most dangerous man.

One day Mark and Bill asked permission to be absent in the afternoon to attend "Caleb Garret's" funeral. They were members of a society, and when a member died the survivors turned out in white sashes and followed the hearse to the burying ground. It was during the sermon that suddenly both Mark and Bill bounded into the warehouse dripping with perspiration. I asked: "What's the matter?" "Why," they answered, in chorus: "Caleb ayn't dead." I walked to the front platform and saw hundreds of negroes going from Caleb's late residence. I then questioned Bill and Mark, who told me that while they were holding their service over his remains one of Caleb's legs suddenly sprung up, and just as quickly the negroes left the house, some by doors, some through the windows. Captain Priestly and I walked down there, and sure enough Caleb's leg was standing up. Dr. A. T. Semmes had been summoned, and he explained that Caleb had been a powerful and muscular negro; that such a thing was not unusual, but Caleb's white friends had to bury him. No argument ever changed the opinion of Mark and Bill that "Caleb done come to." There were numerous incidents of that kind, which may be of no interest to others, which I will not recite, but there was one other which I will tell about.

By this time Dick Leonard, who had before been employed as a watchman, was the check clerk. Dick had a marvelous memory for numbers. The

north bound through freight train from New Orleans was No. 5, arriving at Canton in the early afternoon. Dick lived near the three-throw switch, and usually came to the office for the check book after the train arrived. We noticed that Dick instead of going back to check the train entered the numbers and initials from memory. It was a marvelous feat, but true. He could remember correctly every number and initial in the train. When he had written up the bills he would take the seals.

One evening the local train, No. 8, from Water Valley, pulled in, and Dick, with Mark and Bill, went to check it. The negroes called the seals on each side, while Dick entered them on his book. They found a box car not sealed on Bill's side. Dick said: "Go in and see what's in the car." It was loaded with big uncompressed cotton. There were no compresses in the interior at that time. Bill began to count the cotton in a loud voice, as he crawled over the top of the bales, when suddenly he rolled out of the car, with every evidence of fright. Dick inquired: "What's the matter?" Bill shook his head, and said: "I can't count dat cotton, Mr. Leonard." Dick ordered him back, but Bill could not be persuaded. Then Dick told Mark to count it, and soon Mark came bolting out, pale as a black nigger could be. Dick then was obliged to climb into the car. It was about dusk, and Dick took his lantern with him. Soon Dick rolled out, and told Bill to close the door. About that time Captain Priestly and myself were going home, and passed the car, and we observed that something unusual had happened. After explaining that there was something like a ghost in the car, Captain Priestly called for a lamp, and ordered me to climb up and see what the trouble was. I quickly found it; an old bald-headed tramp had worked his way between the corners of the bales and became wedged there.

(To be Continued.)

Additional Editorial Comments by Mississippi Newspapers on the Controversy Between President Markham of the Illinois Central and the Yazoo & Mississippi Valley Railroad Companies and the Publisher of the Vicksburg Times-Democrat

CHANGING PUBLIC SENTIMENT.

The Kosciusko Courier, in its issue of March 4th, republishes the Vicksburg Times-Democrat editorial, headed, "The Poor Illinois Central Railroad," and comments editorially as follows:

The above is reproduced from the Times-Democrat of a recent date and shows the weak and flimsy argument of one who is trying to bolster up the fast waning business of damage suits, often unjust and costly to both the railroads and the state. In reply to it President Markham, who is always fair and intelligent in what he says in defense of his great company, among other things, says:

"I believe the railroads have been too reticent in the past; that we have not opened up our thoughts, our trials and our tribulations to the extent we should have done. In this respect we are now endeavoring to evolve a change. We have published and distributed some pamphlets in Mississippi and elsewhere. They are before the public for such disposition as it may see fit to make of them. That they have been received warmly is, of course, a matter of personal gratification to me. We invite wholesome criticism. We are grappling for light that will lead us away from the path of the demagogue back to the stratum of prosperity."

This puts this important matter in a most sensible and conservative manner before the public. Concluding his reply. Mr. Markham very sensibly observes that:

"Through agitation and restriction, unwise legislation with its added burdens, increased taxes, unjust litigation and regulation, the railroad edifice of today is facing a most critical situation. In the language of Hon. Warren G. Harding, United States Senator-elect from the state of Ohio, 'the lawmaking industry is too often worked overtime. It is the only industry in the country that is going 100 per cent. This country needs today less legislative bills pending and more railroad bills of lading.'"

There is no doubt that there are damage suits instituted that have merit in them and should be settled in favor of those bringing them but we are glad to note that public sentiment is fast changing to a more friendly relation to our public service corpora-

tions with less disposition to hound them with costly and unjust lawsuits. We have said before and now repeat it, that while the foreign war is injuring the business of this country, we doubt whether it is injuring it more than the war made on it at home by the demagogue and damage suit lawyer with a "big stick" in his hand.

A NEW RAILWAY POLICY.

A policy of the officials who control the Illinois Central Railroad of going before the public for redress of grievances has been much commented upon. A rule of such appeal, of treating the public as a high court with jurisdiction over legislation and commissions, has been treated in a broader, more fundamental way through an article in Railway Age Gazette. It being deemed of sufficient interest and importance, we quote from the article in question:

"The statement which the Eastern railroads have issued to the public in opening their campaign for the repeal of the train crew laws in Pennsylvania and New Jersey is a remarkable document. It is remarkable because of the overwhelming conclusiveness of its argument against such legislation. It is more remarkable, however, as a kind of confession of faith by the railway presidents who issued it. They admit that in the past railroads have been too slow in introducing safety devices 'largely because of a stupid and stubborn attitude of mind once too prevalent among railway managers.' They agree that 'far too many are killed and injured on the railroads' and that 'property rights fall secondary to human rights.' They refer to the fact that 'railroad officers are merely salaried men' and concede that 'their duties and responsibilities are those of stewards.' Having thus condemned the attitude which formerly prevailed among railway managers and stated the attitude assumed by them now, they contend that their attack upon the full crew laws is entirely consistent with their relation of stewardship to the public, and, in fact grows out of it. The train crew laws, they contend cause economic waste by giving employment to men who have nothing to do and reduce rather than increase the safety of operation. They are, therefore, unmitigatedly harmful to the public; and it is in the performance of their stewardship

to the public that railway officers appeal to it to cause the repeal of these laws.

One of the notable statements in the document is: "It is frankly recognized that railroad employees have a right to organize," and "we believe it to be as impossible for the individual employee in a great transportation system to be certain of fair treatment acting by himself as we know it would be impossible for one man to provide the capital necessary for creation of the huge Pennsylvania Railroad System." The tone and candor of this expression from the Eastern railway presidents has provoked some manifestations of astonishment from certain newspapers. But there is nothing in it to cause surprise. The change in the attitude of railway executives has been well known for some years to those who have been in close touch with the railway business. When railway presidents go before the public in such a statement the public is pretty certain sooner or later to respond in kind. If the roads continue to take their case to the public as they are doing now it will not be long until there will be a great change in railway regulation and until agitation against railways will become a liability instead of an asset to the politician.

"When railway presidents go before the public," in statements of fact that are fair and convincing, the public is certain "sooner or later to respond in kind." The new policy is being tried out in the states of Arkansas and Missouri, in showings of the hardships, the injustice of laws and commission rulings for lowering passenger rates. By the reports of public responsiveness the policy is being vindicated—the appeals bearing fruit in bills changing legislation that has borne so heavily on the roads.

The change will not be wrought in a day—the prejudices ingrained by practices that formerly prevailed by imposition and abuses of power and secretions of fact, have been too long allowed to root, and too assiduously cultivated by demagogue politicians and birds of prey lawyers, to pass all at once. But the change will surely come "sooner or later" if right and just treatment of the patrons of the roads, the public, grows into invariable rule of the road officials and agents, high and low. That there is progress in that direction, that infractions of such rule are sure, no fair minded person will deny. It is a sure proposition that if given the square deal, the public will respond in kind, and in time.—The Vicksburg (Miss.) Herald, Feb. 27, 1915.

PREJUDICE AGAINST RAILROADS.

The Starkville News, in its issue of February 26th, published the Vicksburg Times-Democrat editorial, headed, "The Poor Illinois Central Railroad," and commented editorially as follows:

The above article is not what it should be by any means. It is not by any means

fair and its line of conduct of reasoning will not stem the tide of consistency. The thread of argument appears to be very one sided, clear out of line of fairness and would be very much pleased to impress the general public that the Illinois Central Railroad Company has slick, shrewd officers, without souls and heartless, that would scruple to do or perform any act or deed to rob the people under the guise of law by charging exorbitant rates. The inference is that all connected with the railroads are rascals, that in the imagination, the stockholders require their servants, their officers and employees to rob the people at every turn in handling the railroad interests. Our observation is, that the men, as a rule, employed by railroads, are men who have worked themselves up to positions by long years of hard work and toil, making them efficient through the many years of experience. There is one thing that people can put in their pipes and smoke and that is, rascals will not employ rascals to represent them and as sure as such an employee proves to be a rascal, out he goes. So one can rest assured, admitting the preposterousness, that every stockholder was a crook, may safely bet your best pair of old socks, that none but able, honest and experienced gentlemen are employed to look after the business end of the railroad. There are people who believe it all right to cheat and defraud railroads, that in so doing that they are doing a pleasant christian act, doing God's service. The article is a beautiful flower of sophistry to behold, but it sets upon a dry and withered stalk, void of pregnancy or substance. Many a fictitious suit has been instituted against railroads, the evidence was clear cut and direct but trumped up and false. It is a pity that all such classes of people were not convicted, as they should be, and serve time in the state penitentiary. The high walls of prejudice that have been built around and about the good people, mountain high, by the designing, feigning to be the people's friends, are being torn down and railroad interests are becoming to be regarded as the rights of individuals which is right in the sight of God and man. Railroads like individuals are not perfect and like individuals should be dealt with fairly. People will better understand as time passes by. Treat with railroads as with individuals and one will be met in the same kind, courteous and fair spirit.

HOW "MIGHT" AND "MAY" FIGURE.

The Durant (Miss.) News, in its issue of Feb. 26th, comments editorially on the Vicksburg T.-D. attack as follows:

We are free to say that ANY railroad or other corporation should be required to pay for all avoidable damages inflicted by them or their employees, and that when responsibility can be fixed, these damages should be assessed upon the employee

guilty of negligence. The writer of the above article weakens his plea in some points materially; for instance, he says: "These statements are one sided." Does it ever occur to him that a more effective answer to them would be to point out some that are one-sided or plain misstatement of facts? We are not familiar with the facts in a single one of the cases cited, but if the statements by the representatives of the I. C. are false, let's have the facts.

The writer again says: "We doubt not there are some wicked—" "In some few instances justice may miscarry—" "It might be in some few instances that they may be imposed on—" "It MIGHT be—that they MAY be," (Will some grammarian kindly tell us the degree of probability expressed in that sentence?) It not only "might be," but every observant, intelligent citizen has had direct, personal knowledge of such cases. And, since "might be" has the stamp of authority for such uses, we will take the liberty of using it again and say that "It might be" that a damage suit lawyer "may" get enough cases from a railroad to net him snug fortune in fees. With this he "might" buy a newspaper plant with which he "may" put his anti-railroad propaganda before a much larger jury than the law requires or permits for the trial of damage suits.

Again, we hope that every citizen, however humble, who has a just claim against the railroad will get every dollar that is due him. We are just foolish enough to look forward to a day when every state will follow the lead of Wisconsin, and create a commission whose duty it shall be to pass upon every such claim. By the provisions of this act all damages paid by the railroad goes into the pocket of the injured person.

LITIGATION WITHOUT MERIT.

In noting the cases in the State Supreme Court listed from the middle district, we believe it was, a few days ago, out of an approximate 300, twenty-five per cent were against the different railroad companies that operate trains in Mississippi. This can be accounted for in no other way except that the railroads are regarded as easy prey and that they are annoyed with much litigation that is absolutely without merit.—The Grenada (Miss.) Sentinel.

A SAMPLE CASE.

When it come to meting out justice, the railroads share pretty badly at the hands of some juries. The case in Jackson this week of an appeal from a judgment rendered against the Y. & M. V. and I. C. railroads for \$10,000, where a hobo was riding the blind and was injured in a wreck, is a sample. Verily, the railroads are taken for easy marks.—The Greenville (Miss.) Times, March 13, 1915.

AMBULANCING.

That negro ambulaner should be given a severe course in questions as to the nature and the extent of his operations. The industry has flourished in Memphis until it has become a scandal. A little activity with the ambulaner as a beginning subject on the part of the courts might lead to healthier conditions in amassing evidence both for and against plaintiffs and defendants.—Editorial in Memphis Commercial Appeal, March 14, 1915.

"BUSINESS" MIGHTY BAD

Business is mighty bad for the damage suit lawyers in Mississippi who make a specialty of fixing up fake cases against the common carriers.

During the past few months there has been a startling tendency among juries to give corporations some measure of justice than give heed to those ulterior influences which have hitherto made rich pickings for the jury fixer and professional corporation baiters.

Conditions have become so bad, in fact, that a certain prominent lawyer in one of the piney woods counties, in discussing the subject the other day, is alleged to have said:

"It's no use playing the game in this county any more. Conditions here are simply rotten. I'm going to get even with these people by taking all my witnesses and move to another county."—Jackson (Miss.) News.

MR. MARKHAM'S TROUBLES

The president of the Illinois Central recently got out of patience with some remarks in a Vicksburg newspaper. His effort to get a hearing in the same paper uncovered the fact that the paper was controlled by a lawyer with a passion for bringing damage suits against railroads.

Mr. Markham thereupon addressed the damage-suit lawyer a "snappy" letter covering the matter published in the damage-suit lawyer's newspaper. After exhausting this subject, the irritated railroader also favored the damage-suit lawyer with some reminiscences of the damage-suit lawyer's own personal enterprises, and some rather uncomplimentary personal impressions concerning them.

We note editorial observations on this controversy in a good many newspapers of Mississippi. Most of these seem to sympathize rather militantly with the railroader. This is a healthy sign. The railroad corporations are not the only ones that have been victimized by little rings of lawyers and jurymen in Mississippi. The state has suffered a good deal in repute as a consequence. It is an abuse that prevails, or has prevailed, in most other states, where communities are isolated and natives regard the prosperous-looking outsider as fair game for plucking.

The damage-suit lawyer is one of a small order that contribute to public mistrust of

the legal profession, at their extreme of it, as much as the great slippery corporation counsellor does at his extreme. We have some of the tribe in Louisiana, but Mississippi is far more richly infested with it. We are glad to see the newspapers of Mississippi show a disposition to discriminate between the good things and the bad things that corporations do, and to make it easier for them to do right by not forcing them to do wrong.

The item can speak open-mindedly concerning the Illinois Central Railroad. We are the only newspaper in New Orleans that has fought continuously and consistently for safety devices on it, which has criticized its methods of adjustment in such cases as the terrible wreck at Montz.

We believe that a good many of the offensive things that railroads do in their private management, and in their relations with our politics and public officials, get their impulse from the wrong things that certain elements of the public do to them.

The mental attitude that causes the railroad official, agent, or lobbyist at times to condemn public rights and abuse public patience is explainable, we think, on three grounds:

The financial domination of railroads by men who are not railroaders is one ground, and it is under very wide discussion.

The men who projected and built the great carrying systems of the United States were rightly regarded as benefactors in that respect. They came, in time, to regard themselves as the state itself, instead of merely as a single factor in the society that the state is constituted to conserve. Arrogance followed power, and usurpation followed arrogance, as inevitable results. That attitude of mind is inherited by some of our railroad geni of this generation, and is another ground in point. It can be disregarded, however, because it is passing as the railroaders of that generation rapidly go to their reward.

Railroad managers come up from the ranks. The section hands, brakemen, station-masters, and claim agents of yesterday are prominent in the highest orders of today and the process of selection still goes on. The claim-agent who has served his apprenticeship out in the woods, where the canny farmer is given to driving his sick cow across the right of way as the express approaches, where ambulance-chasers ferment with eagerness in every village to translate a broken arm into total paralysis, is likely to acquire an unfortunate impression of Mr. Common People.

He feels that the hand of the race is raised against him. He thinks, first, that somebody is trying to "put something over" on him, then that everybody is trying to "put something over" on him. To this state of mind it becomes first justifiable, then praiseworthy, to "put something over" on the fellows who are artlessly trying to put things over on him. Wrongs are sure to result on both sides.

It is natural that the little railroader should carry his painfully-acquired point of view with him up the ladder as he becomes a big railroader. We believe there is less of this false and needless tendency among us than ever before, and that it is diminishing all the time.

Let every good citizen, every sound lawyer, every railroad agent, bethink himself of this tendency and carry himself in city and country in the realization that justice is the same for the big and the little, alike. Let's stop trying to "put things over" on each other, and let's discourage others that try to do it. Let's appreciate that the public and the railroads need each other, and will serve each other best if they live together in due regard each for the other's right to just consideration.—Editorial, New Orleans Item, March 26, 1915.

A STARTLING STATEMENT

President Markham, of the Illinois Central, has made the charge openly that there is such a thing as a "damage suit industry in Mississippi," which is responsible for the large number of suits against railroads and piling up court costs, which the people have to pay. It is said that a few lawyers are the principal beneficiaries of the "damage suit industry," and that the State as a whole is being damaged on account of the reputation which it has won of being a commonwealth where railroads are sued more frequently than in other States.

Leading papers of the State have recently directed attention to this matter and have suggested that it might be better to "let a few damage suit lawyers suffer a slackening up of their business than that the people as a whole should be made to suffer."

A statement has just been compiled, which shows 122 suits pending on appeal in the Supreme Court of Mississippi against the Illinois Central and the Yazoo & Mississippi Valley Railroads. It is interesting to note what these suits are about. There are "46 cases based on personal injury; damage to freight in transit, 22; damage to property by defective drainage, 8; stock killed on track, 6; ejection from trains, 6; damage to baggage, 5; carrying passengers by stations, 4; cold depots, 4; alleged insult on train by members of crew, 4; damage by fire, 2; wages, 2; failure to stop train on flag, 1; failure to mark bulletin board at station, 1; inability to get seat on passenger train, 1; left at station, 1; maintaining nuisance, 1; alleged abuse by station agent, 1; defamation of character, 1; crossing blocked, 1; insufficient accommodation on excursion train, 1; failure to properly bury animal, 1; dust from coal chute blowing over premises, 1; removal of track scales, 1; killing dog, 1."

It has been denied that there is any such

thing as a "damage suit industry," but the list of lawsuits pending on appeal tends to sustain the charge made by Mr. Markham. It is well known that the railroads try to compromise bona fide cases before they reach the hands of lawyers or get into court, and in spite of the efforts made by them to settle claims direct and without litigation, a large part of the time of nearly every Circuit Court in this State is taken up in trying cases against railroads. From a small beginning the system of suing railroads has grown until it has become a stupendous industry.

Representatives of railroads admit suits based upon injury to persons and damage to freight while in transit are common things in other parts of the country, but they claim Mississippi is in a class by itself in the number of suits which are prosecuted in the courts against railroads based on such things as "cold depots, failure to stop trains on flag, insult or abuse of passengers by members of train crews, carrying passengers by stations, putting passengers off train short of destination, defamation of character, failure to properly bury animals, coal dust damaging adjacent property and killing dogs."

That the "damage suit industry" is the creature of a few damage suit lawyers seems to be a fact that cannot be successfully contradicted. It ought to be explained, however, that the better class of lawyers do not solicit lawsuits either directly or indirectly. They do not advocate litigation except in cases where there are honest differences between the parties. They realize and are willing to tell prospective clients that "a poor compromise beats a good lawsuit." They urge litigation only as a last resort, while the damage suit lawyers insist upon it as the first resort.

Suing on frivolous claims has progressed to such an extent in this State that a man with a real good claim is apt to be looked upon with suspicion, and the fostering of the industry as it now exists is sure to result in a miscarriage of justice all around.

In a personal injury case tried in Louisiana recently, the fraud cropped out. An investigation ensued, with the result that the plaintiff and his principal witness were convicted and sent to the penitentiary. Within the last two weeks a similar thing happened in Tennessee, except that the plaintiff and her principal witness have not yet gone to the penitentiary, but have been indicted.

Mississippi should follow the example set by her sister States, and do a little investigating herself, where the suing industry is so boldly carried on to the detriment of taxpayers and people generally.—Editorial, Daily Clarion-Ledger, Jackson, Miss., April 2, 1915.

PUBLIC ALWAYS AMENABLE TO REASON

Recently we were a third party in a conversation regarding the damage suit business in Mississippi. We were surprised and pleased to hear one party express himself as being opposed to the constant fight being made against the railroads and the many unjust cases of persecution to which they were subject. His argument was that the railroads should be treated as fairly as any other business and at the same time should be made to provide adequate service for the public. We agree with this idea. The \$800,000 paid by the I. C. railroad in this state yearly for damage goes largely into hands of men who did not honestly suffer the loss claimed and into the hands of lawyers who are all too eager to seize upon such cases to suck blood from the railroads. Who pays the bill? The railroads can't run at a loss. They must either charge more to meet this expense or give less service in exchange for your money. If you did not have a damage suit against the I. C. last year, then you helped to pay \$800,000 assessed them by the courts and given to the other fellow. You paid it regardless of whether you think you did or not. You may not have shipped or received anything over that line, you may not have traveled one foot in its passenger coaches, but everything you bought was brought over that line and everything you raised was shipped from here over that line and the rates the parties paid and the service they received governed what you paid for what you bought and what you sold. The damage suit tax is passed on by the railroad to the people and we like fools stand around and allow it to be assessed. Give the railroad justice, then demand top notch service and lowest rates for our commodities.—The Senatobia (Miss.) Democrat, March 1, 1915.

MISSISSIPPI AND HER RAILROADS

On another page of the Democrat today will be found an article showing the wonderful growth of the business of the Y. & M. V. R. R. at Greenville as shown by the great increase in the number of employes and the increased warehouse room necessary to meet the demands of this rapidly growing business. And the reference to the local offices of the Y. & M. V., brought to mind the difference in the attitude of the railroads towards the people and the people towards the railroads now as compared with twenty-five years ago. Then the great railroad officials spent no time in cultivating the good will of the great masses of the people doing business with the railroad, while some of the employees of the railroad felt no impelling

force to prompt them to show any special courtesies or consideration to the public. But all this is changed and the railroads generally, and especially the officials of the I. C. R. R. system, which includes the Y. & M. V., are striving for a more cordial relationship with the people along their lines in assisting the farmers in farm demonstration work and in public road building and in this great Delta section co-operating with the government engineers and the local levee boards in levee construction and in flood prevention. All this has had its effect, and one of the most hopeful signs of the times is the change in public sentiment toward the railroads of this state, speaking in the general sense.

The Atlanta Constitution in a recent editorial says: "There has been a tendency throughout the entire country to believe that it was possible to 'swat' the railroads without 'swatting' business also. The fallacy of that assumption has disclosed itself. We have discovered what the demagogues never seemed to know—that the railroad is inseparably connected with the largest and smallest industry in the country. Prick the finger of one and blood flows from the other. Hammer the limbs of one and the limbs of the other become numb and paralyzed. The lesson has been a tedious and costly one to the railroads as well as the people. But there are infallible indications that it has been learned by both, and that the decade of the demagogue is passing.

Greenville and Washington county have not at any time joined in the unreasonable fight against railroads which has been waged in sections of Mississippi for many years past. We have reason to be proud of this record, but the example set by us did not extend beyond the boundary of Washington county. All around us the railroads have been looked upon as common prey. We are glad to see the balance of the state lining up in the policy which Washington county has so consistently pursued. We are glad to note that "swatting the railroads" is becoming unpopular in this state. We are pleased that it has finally dawned upon our people that their own interests and those of our railroads are indissolubly linked together.

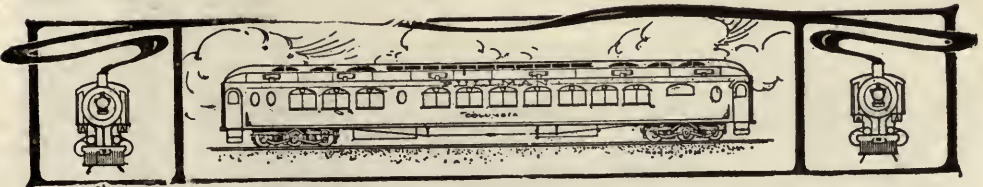
In this change of sentiment which is taking place in Mississippi, President Mark-

ham, of the Illinois Central and Yazoo and Mississippi Valley Railroad Companies, has played an important part, and much of the good that has so far been accomplished can be traced to his policy of taking the public into his confidence and of trying to enlighten the people upon questions affecting them and, the railways which it was not in the past the custom to open up to public discussion.

As we view it only good can come out of the policy which President Markham has inaugurated. The people as a whole can usually be depended upon to do what is right, and when the railroads have problems confronting them, instead of trying to solve them in a mysterious and secretive manner, they will do well to emulate the example set by Mr. Markham and openly present their difficulties to the people and trust them to assist in a proper solution.

What the people really want is good service, more railroads and general prosperity, reaching all parties concerned, the quickening pulse of which the people will feel themselves.

The people have been grievously misled in the past by agitators seeking their own personal ends, who made it appear that what the people needed were leaders who would make war upon the railroads in all matters regardless of whether the railroads were right or wrong. The people have now learned to look behind the mask worn by the man who attempts to stir up prejudice against the railroads. President Markham, speaking for the company which controls more railroad mileage than any other company operating in this state, has said openly and above board that all the railroads want is fair treatment. We believe this to be true. Furthermore, we believe that as soon as it becomes well rooted in the minds of those who are conducting the railroads in this state, that the people are going to assist them in seeing that they get fair play, then, and not until then, are the railroads and business interests generally going to commence smiling, instead of frowning upon the fair state of Mississippi, with her matchless resources, her unexcelled climate and the unexampled opportunities which she offers as a place for investing money.—Greenville (Miss.) Democrat, April 3, 1915.





EASTER FLORAL DISPLAY, I. C. FLORIST, VAN BUREN STREET SUBURBAN STATION

PUBLIC OPINION

What the



World thinks

JUSTICE TO RAILROADS.

The railroads in this state are making a campaign of education looking to the co-operation of the people with the railroads in order to prevent the wholesale killing of live stock and petty damage suits for same. There is no question that in many instances the railroads are imposed upon by the unscrupulous person in the bringing of small suits. Of course, many times the railroads are to blame, and they should be made to pay, but, as stated, they should not be continually worried with groundless suits. We need railroads; they need us; we should all co-operate together for the good of all. But these small damage suits costs the companies many thousands per year that could be avoided by a little thoughtfulness and care by all parties concerned.—Oxford (Miss.) Eagle.

A LAW THAT IS NEEDED.

MISSISSIPPI needs a law on the statute books that will not only provide a heavy penalty for trespassing on railway trains, but also bar the trespasser who receives injuries from right to recover damages in the courts.

Hardly a day passes that the press dispatches do not record the story of some person being mangled by a train in this state, and, in a large majority of instances, the victim was trespassing on railroad property when the accident occurred.

In the year 1914 fourteen trespassers on American railroad property were killed for every passenger who lost his life, according to a bulletin of the Railway Business Association.

In other countries, where the law against trespass on railroads is severe and rigidly enforced, the death and injured lists of trespassers is insignificant, compared to American figures.

In the years from 1901 to 1910 there were 50,025 trespassers killed by American railroads and 4,434 killed in the United Kingdom. In that period 53,427 were injured in America and 1,315 in Britain.

The trespassers maimed and killed by American roads fall into three classes—tramps who walk on the right of way or steal rides on trains, persons who take short cuts along the railroad tracks, and children who play about railroad stations and terminals.

It is a tradition in some localities that the small boy who is not expert in jumping on or off a moving train is a mollycoddle and will never grow up to be a real man. It is, of course, the boy who does jump off and on the moving train who may never grow up at all, but who will fall, one day, under the wheels and leave his arm or his leg or his life there.

There is, of course, somewhat more reason why Americans should walk on the railroad tracks than Englishmen. While the right-of-way is not an ideal path, it is frequently better than the American road; it is often the only short road connecting two towns. But that fact does not excuse pedestrianism.

The railroads are not "hoggish" about their rights of way. They do not object to wear and tear on the ties caused by the trespasser, but they feel it their duty to warn the public against this dangerous form of pedestrianism,

and when warnings are futile, to insist that laws be passed to keep people out of danger and that people who will expose themselves to this danger be punished.

It is hard to say that a boy who "steals a ride" should be arrested and incarcerated in the same jail with the boy who steals a purse. There is no moral turpitude involved in the former offense, only recklessness and defiance of rules and of common sense. But if examples were made of offenders, the practice would be curbed, and more lads would come to manhood with two arms and two legs.—Editorial, Jackson (Miss.) Daily News, March 28th, 1915.

DRIVE THE COWS HOME.

A word of caution seems timely concerning the careless practice of allowing cattle to run at large along the right-of-way of railroads, or for that matter anywhere else. It is not right for a person to violate the law by permitting his stock to run at large, and then demand damages from a corporation whose private property the stray animal has invaded. But they always have to pay. Then, there is the more serious question of great damage to the property of railroad, and even the loss of life on the part of passengers if there should be a derailment, which thing sometimes occurs. Every good citizen should add his little mite to the force of public sentiment that will make it easier for our officers to enforce this law. If you hear a neighbor criticising this, kindly go out to the railroad track, find his cow and drive her home, in the interest of all concerned.—Durant (Miss.) News, March 5th, 1915.

STOCK KILLED AT OSYKA.

Two head of stock has been charged to the Illinois Central Railroad this week. A horse belonging to a man by the name of Renton just south of town was found dead on the right-of-way Tuesday morning. The horse was supposedly killed by a passenger train during the night,

though there is some diversity of opinion as to this. Wednesday at 11 o'clock the Chicago Limited struck and killed a cow just north of the depot, belonging to Ben Rutland. The I. C. road has within the past year paid out over \$1,800 for stock killed within the town limits of Osyka, and though the company uses every effort to prevent this loss, it seems impossible to do so.—*The Semi-Weekly Leader*, March 13, 1915.

SQUARE DEAL FOR THE RAILROADS.

BEFORE the Sphinx Club, at the Waldorf-Astoria Hotel in New York city a few evenings ago Senator Underwood of Georgia delivered a speech on the subject of the railroads which deserves attention not only because of its breadth of view and admirable reasonableness, but also because of the important position in the public life of the nation which is occupied by the speaker. It showed that the man who is going from the responsible post of chairman of the ways and means committee of the House into the upper chamber of the national legislature, where he will represent the Empire State of the South, may be counted upon to act in that body, so far as the rights of the vast transportation interests of the country are concerned, more like a statesman than like a clap-trap politician. Senator Underwood said:

"In recent years accumulated surpluses of railroads have largely disappeared, dividends have been greatly reduced and the ability to secure long-time loans at low rates of interest has passed away. Without cheap money for development, new facilities cannot be obtained and low rates for transportation maintained. We must all give credit to the present system of regulation for the accomplishment of much good in the interest of the public, but those who are giving careful study to the railroad problems that confront us are bound to admit that our present system of regulation is breaking down. In so far as it has supervised the fi-

nances of our railroad systems with a view to allowing them to properly protect their securities that their credit may be maintained to aid in present and future development. If railway investments cannot be made attractive to capital, is not the nation threatened with an inevitable breakdown of its transportation systems? We never can have permanent prosperity in the country until our great problem of transportation is settled, and settled wisely. There is no more difficult problem awaiting its solution ahead of us, and no more inviting field for the exercise of true statesmanship has ever faced our public men."

The Senator's observations are not at all in the vein of a great deal of the talk on the subject of the railways that has come from most of the men popular in the political field during the past dozen years. It is significant that a newly chosen senator from a Southern state who has won his seat after a contest for the suffrage of the people rarely equalled for vim and bitterness should frankly avow such conservative and sensible views. It indicates that the public which has made him its spokesman is tired of charlatanism in dealing with the railroads, and that an era is dawning in which right and reason again will prevail and legitimate business will have a chance for its life.—Milwaukee Eve Wisc., March 17, 1915.

COMFORT FOR THE RAILROADS

THE two railroad decisions of the United States Supreme court noted in our Washington correspondence are opportune and psychologically serviceable, although they announce no new doctrine and extended no old one in any material sense. The strong reaffirmation of established principles is as necessary from time to time as the development of new principles. For politicians and partisans and timid bureaucrats have a way of forgetting and belittling fundamental propositions of law and policy.

What the Supreme court says again, and with proper emphasis, is that carriers cannot be prevented by statutes, commission orders, or compounds of statute and order from realizing reasonable returns on their capital, or from making their business pay. It further says that legislatures or commissions cannot compel carriers to lump their earnings and make freight cover deficits in passenger rates or vice versa. Earnings may be "segregated" in accordance with business principles and in good faith, even though the service be quasi-public.

All this is nothing but the rule of reason reapplied to new cases. Unremunerative rates are confiscatory rates, and confiscation is impossible under our system. The trouble is that it takes time and money and energy to invalidate a bad statute or order, and that the credit and prosperity of carriers unfortunately do not wait confidently and patiently on the slow processes of justice. There may be no danger of "ultimate" confiscation, but properties may be injured and credit shaken by ignorant legislation "while you wait." In the long run the courts will afford protection, but all the runs between depend on lawmakers and utility bodies, and unless these exhibit courage and horse sense, breadth and insight, the ultimate comfort of anti-confiscation decisions may prove painfully insufficient. The value of the decisions just rendered is in their effect on lawmakers and commissioners, in the amount of "starch" they supply.—The Chicago Daily Tribune, Wednesday Morning, March 10, 1915.

A DECIDED CHANGE

TEN years ago, when South Dakota's population was much smaller than it now is, men who were seeking office demanded a 2-cent passenger fare for this state. At that time the Argus-Leader said that the demand was merely a cheap play to the galleries, that the state was not ready for such a change, that the courts would not sustain it, and that if they

should we would suffer in poorer service more than we would gain in the cheaper rate. The Argus-Leader made the mistake of being bluntly honest, and boldly expressing its views. This newspaper was denounced as "a railroad tool," and no doubt a few believed it.

But a change has come over the waters of American politics since then. It is now the muckraker who is on the run. The professional agitator is below par. The assailants of business are getting nowhere. The party which was organized to run amuck and strike right and left at everything is completely demoralized.

It was significant that when the interstate commerce commission granted the eastern railroads a five per cent increase in rates, there was hardly a protest—absolutely none from the people. Ten years ago the yellow journals would have frothed, and the cheap politicians would have boiled over with indignation at this surrender to "the interests." Next came the permission to the western railroads to make a lower rate from middle west points to the Pacific coast than to intermediate points, in order to meet the new competition of the Panama canal. This also passed without a protest—in fact, was commended in many quarters; and incidentally it gave to the middle west the first benefits of the great canal. Once more the friends of business had scored against the muckrakers.

Now comes the Oregon Irrigation Congress, an organization of Oregon farmers, which has adopted strong resolutions demanding that restrictive railroad legislation should cease, so that outside capital can be invested once more in railroad enterprises in Oregon. Ten years ago a proposal of this kind would have been almost treason, and five years ago, it would at least have been lese majeste.

During the period when the anti-railroad legislation was running wild, 3,500 different measures were passed in the various states regulating the

railroads, covering everything from drinking cups up. Now the man who has a regulating bill is on the defensive, and he has to show the people the reason for it. During the period named, over half the measures were either for political effect or for blackmail, but that day is gone by, and it is almost as respectable now to be a member of a corporation as it is to be a member of a business firm.

Just now the legislature of this state has before it a foolish bill to limit the size of railroad trains—a bill intended to force the railroads by law to employ more men than they need—similar to the measure which was passed in Missouri and rejected by the people in the election by an overwhelming majority. Of course the measure does not stand the slightest chance to pass. But the significant thing is that not a soul charges the papers which oppose it with being railroad tools and reactionaries, and not an effort is being made to make a cheap play to the galleries.

It is worth noting in passing that the prince of the muckraking weeklies in the country has twice had to cut its subscription rate in the last two years, and that even by this device, it has been unable to maintain its circulation at the scale which it enjoyed when muckraking was popular. A better day has come.—The Daily Argus-Leader, Sioux Falls, S. D., Feb. 19, 1915.

WHY THE COST OF OPERATING RAILROADS HAS BEEN IN- CREASED

*Struggling Against Increased Cost of
Labor, Supplies, Etc., one One Hand
—Reduced Rates on the Other.*

DURING the last few years the advocates of government ownership of railroads have been somewhat persistent in the public press and the matter is referred to here, not with any idea of combatting this propaganda, but merely that the people may briefly see both sides of the picture. So long as a lot of men wel-

come the wrecking of the railroads on the theory that the government will take them over, and that such a state of affairs would be preferable to private ownership, it will be impossible to obtain from them a fair judgment of the latter system which now prevails in the United States. It is impossible to go into this great question at any length at this time, but here are a few things worth thinking about: Much has been said in recent years about the "water" contained in American railroad securities, and, in this connection the valuation of the government owned railroads of Europe is very interesting. In Germany the state owned roads are valued at \$114,185 per mile, in Austria at \$120,692, in Hungary at \$69,210, in Italy at \$126,886, in Belgium at \$190,914, in Switzerland at \$102,950, in Roumania at \$90,113, in Japan at \$88,104, in New South Wales at \$71,391—while in the privately owned lines of the United States regardless of what water may have been forced into them in specific instances, are valued at only \$63,944 per mile. Whatever inflation may therefore have been put into these properties in the past, the fact remains, that their present valuation is much lower than that of the government owned railroads of Europe, and, what is still more important, the rates charged are the lowest and the service rendered admittedly the best in the world. It is also pertinent to remember that the charge of watered stocks, after all, can be made against but very few American railroads—the lion's share of them having been managed without a breath of scandal or criticism.

In this connection a statement contained in the last annual report of the Deutsche Bank of Berlin which has a paid-up capital and reserve fund of \$75,000,000, is interesting: "American railroads need higher rates. The present rates are the lowest in the world—representing but a fraction of the English railway rates, for instance—and this in the face of the fact that wages in the United States on the average are fully twice as high as in Europe." Certainly this view of the privately owned lines of the United States, coming from Germany,

which has the most successful state owned system of transportation in the world, is worthy of grave consideration.

In further confirmation of this statement we quote the following statistics: It costs 7 mills per mile on an average to haul a ton of freight in the United States, while in England it costs an average of 2.33 cents, in France 1.41 cents, and in Germany 1.42 cents. The average daily wage paid to American railroad employes is \$2.23, in England it is \$1.15, and in Germany and France it averages little more than a dollar per day. Are American railroads therefore entitled to the wholesale abuse and denunciation which has been heaped upon them from all sides in recent years?

Letting Well Enough Alone.

In view of these facts, the average citizen may well ask himself whether it is not best to let well enough alone, rather than invite other ills we know not of—whether it is not wise to cure such defects as may encumber the present system rather than run the danger of plunging this mighty industry into the whirlpool of party politics for all time, with its attendant opportunity for evil of which the past affords such rich variety of experience. The United States is still a young country, and in many sections only partially developed. Many new lines and extensions are needed here and there to give a wider opportunity to expanding agriculture and commerce, and nothing could be more unfortunate or disastrous than that these favors could henceforth be obtained only by leave of the dominant political factions which will reign at the national capital in the years to come. Political parties are intensely human institutions, and the average cautious citizen will prefer to leave the railroad expansion of the future to the economic law of supply and demand of the different communities rather than to place such temptation for power in the hands of those who rise and fall in the hands of politics. Furthermore, should the time ever come when the government takes over the railroads, it means that the people will have to forego the millions of taxes which they now pay and which help

to support the public schools, public highways and other public expenses—and that henceforth these millions of revenue will have to come out of the pockets of the people.

Many other things could be said upon this phase of the question, but space forbids. For some time, the government, through the Interstate Commerce Commission, has been engaged in making a physical valuation of all our railroads as a matter of guidance for future rate adjustments. Again, we repeat, since the people absolutely control and regulate the railroads, is that not enough? Will it not be better to let well enough alone—to cling to that which is good and eliminate that which is bad in the present system, which, with all that has been said against it, furnishes the best and cheapest transportation service in the world?

Increased Cost of Operation.

We now wish to refer briefly to another phase of the problem. For a number of years the cry of the "high cost of living" has been everywhere abroad in the land. Time was, not so many years ago, when the farmer sold his corn at 25 cents per bushel. Now it brings from 50 cents to 75 cents. So, too, he sold hogs at 2 cents per pound, which now readily bring from 7 cents to 10 cents—while a good steer calf, which used to bring from \$10 to \$12, now sells for from \$20 to \$25. Nobody who knows anything about present land values or the farmer's cost of production will contend that he is not entitled to these increased prices. As a matter of fact, unless he is an exceedingly good manager and utilizes the best of modern agricultural thought he is by no means getting rich at present prices—high as they may seem to people in the cities who do not understand the cost attached to present-day farming. To go back to the old prices he used to receive would bankrupt in a little while, every farmer in the country—and the tendency of the future will be for the prices of farm products to go still higher rather than lower. Agriculture is the nation's greatest fundamental industry and society must make the farm game sufficiently profitable to justify the

man who is on the farm today and the farmer boys of the future to stay by the plow. Much has been said recently about the fact that the farmer does not receive enough for what he produces—that there is too big a waste in the channels through which his produce pass before they reach the consumer, and that he has some cause for complaint in this respect is undoubtedly true. However, the railroads can face such an inquiry with a clear conscience—for an exhaustive investigation conducted by the Lehigh Valley Railroad some time ago shows that the farmer gets 50½ cents out of the average dollar's worth of products he sells! the packers, local shippers, distributors and retailers get 44½ cents between them; while the railroads receive only 5 cents or one-twentieth of the dollar for the transportation services they render.

So too there has been a steady advance in practically the entire realm of merchandise and manufactured products, whatever their nature, and the ever increasing toll in the cost of labor, steel products, lumber, cars, locomotives and other supplies has levied a tribute of untold millions upon the railroads which have not only been forbidden to increase their rates but, on the contrary, in many instances, compelled to lower them.

Big Increased Cost of Labor.

To give the reader an exact idea of how the cost of labor has advanced in the operation of railroads we quote the following increases in the daily wage from 1900 to 1914—a period of only fourteen years: In the case of engineers it increased from \$3.68 per day to \$5.76, or an increase of 56 per cent; firemen from \$2.21 to \$3.62, or 64 per cent; conductors from \$3.31 to \$4.83, or 45 per cent; station agents from \$1.98 to \$2.16, or 9 per cent; other station men from \$1.62 to \$1.90, or 17 per cent; ordinary trainmen from \$1.97 to \$3.36, or 70 per cent; machinists, from \$2.72 to \$3.52, or 29 per cent; carpenters, from \$2.31 to \$2.59, or 12 per cent; other shopmen from \$1.93 to \$2.20 or 14 per cent; section foremen from \$1.51 to \$1.83, or 21 per cent; trackmen from \$1.15 to \$1.52, or 32 per cent; telegraph operators and dispatchers from

\$2.25 to \$2.65, or 17 per cent. This means a general average increase in wages of 32 29-100 per cent—and all other classes of railroad operatives and employes in a more or less similar degree. While these advances have proven a great boon to the nearly two million men employed in the railway service and increased their capacity to buy from merchant and farmer, they exacted many millions annually from the railroads themselves—all of which made the general public richer, but the roads poorer. In 1900 the railroads paid \$1.44 per ton for coal. Now they pay \$1.81. Then they paid 38c for ties. Now they pay 52c.

Other Increased Costs.

But there are many other items which have enormously increased the cost of railroad operation which we cannot go into because of a lack of space. The public is constantly demanding a more efficient and a safer service, and hence the railroads have had to spend vast sums in installing block signals, steel passenger cars, doing away with grade crossings, straightening lines, heavier locomotives, better roadbeds and supplying many other precautions protecting both their operatives and the public—all things very necessary, yet very costly. So, too, numerous states have passed "Full Crew" laws which, without benefiting the public, have compelled the railroads to pay a toll of millions to useless employes.

Now, while labor, farm products, merchandise and manufactures and supplies of all kinds have steadily increased in price, the railroads, as stated before, have been compelled to reduce their rates in the face of this avalanche of ever-advancing cost of operation—and that all but the most powerful lines find themselves in an exceedingly critical condition is not to be wondered at. The farmer, the merchant, the manufacturer and the laborer justly insist that they would not be able to get along on the prices they received ten or fifteen years ago. How, then, can the railroads, which are the largest employers of labor and buyers of material in the United States, be expected to exist on less than they received ten or fifteen years

ago? In view of these facts, it is no wonder that President Wilson and other patriotic and careful students of the situation are speaking words of kindly admonition to the American public, to the end that the railroads, through whose giant arteries flows the very life blood of the nation, may not be wrecked and destroyed.

The Public and the Manager.

On the one hand, for the last twenty-five years the public has demanded the best and highest efficiency in service and lower rates in one and the same breath. On the other hand stand the thousands of men and women who have invested their money in railroad securities and who, in common with the farmer, the manufacturer and the merchant, believe they are entitled to a fair profit. Then come the hundreds of thousands of employes who are continually clamoring for an increase in wages, as well as the cost of all manner of railroad supplies which is constantly advancing—and between them, as arbiters, stand the managers of the roads—the big "hired men," struggling with might and main to reconcile all these conflicting interests in the face of reduced rates upon every hand. That they have at last reached a point where they can continue the unequal struggle no longer should not be a matter of wonder—and in face of the harsh and unfriendly criticism which has descended upon their heads from every quarter they find themselves in the mental attitude of the fiddler in the Western mining camp when he yelled out, "Please don't shoot, boys; I am doing the best I can."—*The Waterloo Times-Tribune*, Sunday Morning, January 24, 1915.

THE RAILROADS, THE PEOPLE AND THE NEWSPAPERS.

TALKING at Indianapolis, Secretary Bryan advises the railroads, instead of sending lobbyists, to send their presidents and high officials to speak for them at state legislatures and in congress. If Mr. Bryan were consistent he would advise them likewise, or preferably, to speak for themselves directly to the people, as well as to the people's representatives in legislatures

and in congress. And to do this only two ways are open to the railroads, being the same two ways by which Mr. Bryan speaks to the people, either through the press or in public addresses seeped through the press.

But when the railroads take space in the newspapers, as they have recently done in Nebraska, to lay their case directly before the people, Mr. Bryan accuses them of trying to corrupt public opinion. Referring to the railroads' newspaper publicity campaign, Mr. Bryan's Commoner last month declared that "thousands of dollars are being spent in an effort to convince the newspaper owners, or the people, that general business prosperity is impossible without permitting a higher rate for railroad service." In other words, Mr. Bryan advises the railroads to take the people into their confidence, and when they follow his advice, or rather anticipate it, he intimates that they are trying insidiously to control the well-springs of public opinion.

Now, we agree with Mr. Bryan that the only thing for the railroads to do is to have all their dealings with the public, or with representatives of the public, open and above board, and that the day of the underground secret lobby is past. But Mr. Bryan knows as well as anyone that a railroad in buying newspaper space to define its attitude and present its arguments to the public no more convinces the newspaper owners to take their side of the questions at issue than does the department stores, the meat markets or the book publishers who buy space to exploit their wares, except as the newspaper owner is also a newspaper reader and a firm believer in newspaper publicity. The railroads should deal fairly with the people, and the people should give the railroads a square deal, and as their practical medium of communication, the newspaper is also entitled to a square deal.—Editorial Omaha Bee, Feb. 8, 1915.

WHILE numerous other railway systems are crying hard times and straining every nerve to convince

the railroad commissioners that freight rates are inadequate for maintenance, the Illinois Central officials took an optimistic view of the situation and have authorized the expenditure of ten million dollars in improvements, much of which will be spent in Mississippi. The great I. C. R. R. not only links New Orleans with Chicago, but maintains adequate transportation facilities all along the line, and is indeed the commercial artery of the south.—The Carroll News.

COMMISSIONER THORNE.

RAILROAD Commissioner Clifford Thorne is going about through the state wherever he can get an invitation to speak or an audience that will listen to him delivering himself of a tirade against the newspapers for "standing in" with the railroads in their effort to effect a rate increase. The gentleman goes so far as to intimate that the relationship is suspicious and probably purchased.

We are not prepared to offend against good taste to the extent of calling Mr. Thorne a liar, but he is certainly not telling the truth. There are many good traits about Mr. Thorne but Mr. Thorne is a crank and hopelessly "nutty" on the hobby to which his life thus far has been devoted. As is generally the case it is by extremists of the Thorne class that great social and industrial reforms are ultimately worked out. They are forerunners by a decade or a generation of events which will exist then as they think they should now exist. But practical men must needs take things as they come and endure for that slow process of evolution through which alone great problems are solved in a possible and natural way.

The best authority in the United States, after an exhaustive examination of the subject, has found it to be a fact that present traffic earnings are inadequate. Mr. Thorne is in evidence in this investigation and helped illuminate the subject. That board in the face of powerful opposition has permitted an advance, relying on the public's sense

of justice to one of the great industries of the country. Mr. Thorne says they do not need this manifest. The Interstate Commerce Commission says they do. Which is the more likely to be right?

Newspapers, by the way, are not purchasable. There are too many of them and their rates are too high, taking them in the most sordid aspect. A railroad man with a corrupt proposition would be booted from the door of nine newspaper offices in ten. In the tenth instance the influence of the purchased newspaper would do the purchaser more harm than good.—Fort Dodge Chronicle, February 2nd, 1915.

COMING TO A BETTER UNDERSTANDING.

More and more the body of the people are coming to understand that managing or running a railroad is a legitimate business enterprise, and that the railroad and the people are interdependent. Prosperity for the people means prosperity for the railroad, and that the railroads stand ready at practically all times to promote the success and the prosperity of the people and the enterprises along its line.

The I. C. and the Y. & M. V. have established a number of experimental farms for teaching diversification. They have also given away as prizes many head of well bred cattle and swine.

Along the same line of building up Mississippi and helping along Mississippians, they are employing our sons in every capacity in their shops and along their lines, and that they are quick to recognize merit we have only to point to the career of Division Superintendent Caulfield, a native Mississippian, who began railroad work as a telegraph operator.

The Progress welcomes the changed order of things. The railroads have been and are a material factor in the progress and prosperity of the state, and they are entitled to a fair share of the prosperity they have helped to make.—Water Valley Progress, Saturday, Feb. 13, 1915.

A FAIR SHAKE.

IT goes without saying that the railroads are entitled to a square deal. That they get it is a matter not only of moral but also of economic importance. The part played by the railroads in our economic and business life is so far reaching that to bankrupt the roads is to injure business and eventually ourselves.

The officials of the railroads crossing Iowa have presented to the state officials in a dignified manner their petition for an increase in rates from 2 to 2½ cents—a manner indeed so superior to snooping about lobbies and button-holing representatives that it should be commended and encouraged. Iowa, we believe, is always ready to give an honest proposition courteous consideration.

The railroads are not what they were before 1907 when the 3-cent fare was reduced to 2 cents. At that time they asked no investigation and wanted none. They were high-handed meddlers with government. Instead of asking the people to be reasonable they pulled political strings to thwart the people. Now their arrogance has been crushed. They are willing to come to terms.

The railroads, therefore, we say, should be investigated. Let us not conclude that the 2-cent rate is too high or too low until we know something about it. Let the matter be governed not by politics, by prejudice or by guess. Let us find the facts and then do the fair thing by the railroads.—Waterloo Evening Courier and Waterloo Reporter.

MENDOTA FAVORS JUSTICE TO RAILROADS.

Resolutions Adopted by a Representative Meetings of Citizens Wednesday Evening.

THE Association of Commerce entertained a number of representative railroad men, including John Francis, General Passenger Agent of the Burlington; A. G. Smart, Division Superintendent, at Aurora; S. G. Hatch, Pas-

senger Traffic Manager of the Illinois Central; J. F. Dignan, Division Superintendent; Mark Fenton, Assistant Industrial Commissioner; W. R. Randolph, representing the same road. They arrived here at 6:20 from Dixon on their tour of appeal to the people for an adequate passenger rate for the Illinois roads.

At 8 o'clock a large gathering of members of the Association of Commerce and other representative people of this city was addressed at the council room by Messrs. Hatch, Francis, Fenton and others, and a full explanation of the causes given which lead the Illinois roads to an appeal to the state legislature to change the maximum passenger fare from 2 to 2½ cents per mile. The gentlemen made out a good case before an audience of fair minded people, and the following resolution, presented by Robert Hallenberg, was put to vote by Chairman A. G. Tesche, and carried without a dissenting vote:

WHEREAS, The Interstate Commerce Commission, after an exhaustive investigation, in their decision of July 29, 1914, expressed the opinion that there was need for additional passenger revenues, and that if the statutory fares in Illinois were clearly shown to be unduly burdensome to the carriers, the people would cheerfully acquiesce in a reasonable increase. Therefore be it

Resolved, That we, the Mendota Association of Commerce, recommend to our Representatives and Senator in the Legislature that upon proper showing by the railroads that such an increase is reasonable, that the laws be so amended as to fix the maximum railroad rate for passengers traveling in Illinois at 2½ cents per mile, instead of 2 cents per mile, thus restoring to the railroads one-half the reduction which was made in passenger fares when the present law, effective July 1, 1907, was enacted, reducing such fares from 3 cents per mile to 2 cents per mile, and that a copy of this resolution be sent to our Representatives and Senator.

The people of Mendota, and we believe of the whole state, wish to be fair

to all, not excluding the railroads whose interests are so closely interwoven with those of the citizens of Illinois. There will be no serious opposition, we believe to a square deal for the railroads on the part of the legislature, even though it affect the individual pocketbook.—Mendota Daily Reporter, Thursday, February 11th, 1915.

AN OPEN LETTER TO NEWS-PAPERS.

General Manager Foley of the Illinois Central and Y. & M. V., from reliable statistics kept by these companies, has found that 74 per cent of the trespassing cattle killed by the companies' trains are killed in Mississippi, whereas only 28 per cent of the total mileage of the companies is in that state. There is no allowance, either, to be made on account of Mississippi being exceptional as a cattle raising state, for it is not. The record seems to mean that cattle in Mississippi have extraordinary access in some way to the railroad waylands. Last November Mr. Foley addressed a public appeal to the farmers in that state asking their co-operation in reducing this record of wasteful destruction. His letter was quoted and his effort to correct this evil commended by newspapers throughout the state. There was apparently such an awakening, and so many facts cited to show that all parties can profit by correcting it, that the next statistics will no doubt reveal a change for the better. The comment made by one of the newspapers, the Daily Clarion-Ledger, gives rise to a discussion beyond its purpose to impress upon the people how unjust it is to let their cattle go upon railway premises, caring not because the railroad can be made to pay when the cattle is killed. Mr. Foley in his letter had pointed out that the killing of so much cattle by trains, taking them off the market, was a contribution to the high cost of living. The Clarion-Ledger in its comment says: "The killing of cattle adds to the expense of the railroads and forces them to main-

tain a higher rate of passenger fare and freight tariff than would be necessary if this expense could be cut out." As we say, this is excellent moral suasion, but the actual facts are awry and give rise to other discussion, viz.: the price of beef can assuredly be depended upon to go up with the scarcity of cattle, but do freight and passenger rates go up according as new burdens of expense are piled upon railroads? They do not. Scarcity of supply or not—more pointed still, if the government imposes the slightest requirement of honesty or fair dealing upon producers of foods, soon the prices "leap skyward" somehow; but there is a way, a well-defined way, to keep down the price of trans-

portation, and at the same time a multiplicity of ways, all under public control, to pile unwarranted expense upon the railroads. Yet, who ever read a more logical statement than that of the Clarion-Leader? We submit that it remains for the editor of the Clarion-Ledger, who we now predict, will soon witness a material reduction in the number of cattle destroyed—and, maybe, another increase in the price of steak—to tell his people of the wrong of looking upon railroads as legitimate prey. There is no better thing a newspaper could do for the general welfare than to deal a death blow to this notion.—The Atlanta (Ga.) Herald, February, 1915.



ACCOUNTANT'S OFFICE, IOWA DIVISION

Courteous Treatment of Patrons is a Most Effective Solicitor of Business

Illinois Central R. R. Co.

Pepin, Wis., March 5, 1915.

Sirs:—We wish to mention the service rendered us by one of your agents, Mr. F. E. Lamboley, of Monroe, Wis. We are on the State University Lecture Course, and in our constant travels, of course meet with many hardships. Such was the case at Monroe—we arrived there late—had to make an inland town, and but for Mr. Lamboley's kind assistance we would certainly have missed our date. You are fortunate to have such kind, accommodating men in your service.

Most sincerely,

GRACE LOWRY
FRANCES LAWRENCE

I understand all R. R.'s have magazines, and mention is sometimes made when articles of appreciation are sent in. I should like to have this in your March or April Magazine.—G. L.

Interesting Historical Facts Bearing Upon the Construction of the Illinois Central R. R. Co.

Extract from "A Brief Treatise Upon Constitutional and Party Questions, and The History of Political Parties, As I Received It Orally from the Late Senator Stephen

A. Douglas, of Illinois By J. Madison Cutts, Brevet
Lieutenant Colonel, U. S. A."

(From the private library of Hon. Shackelford Miller, Chief Justice of Kentucky. Colonel Cutts was the father of the second wife of Senator Douglas.)

History of the Illinois Central Railroad Bill

THE Illinois bill was the pioneer bill, and went through without a dollar, pure, uncorrupt, and is the only one which has worked well.

As early as 1835 the Illinois Legislature granted to D. B. Holbrooke a charter for the Illinois Central Railroad, and also for the construction of a city at the mouth of the Ohio River, called Cairo, and various other charters for enterprises connected with his proposed improvements at Cairo. Before Mr. Holbrooke had taken any steps to construct the road, the Illinois Legislature, at the session of 1836 and 1837, commenced a system of internal improvements at the expense and under the control of the State, which system embraced the construction of the Illinois Central Railroad among other works, and they repealed the charter granted to Mr. Holbrooke for that road. After spending a large amount of money on these various works, including over a million of dollars upon the Illinois Central road, the credit of the state failed during the pecuniary revulsion in 1837, 1838, 1839, and 1840, and the works were all abandoned. Mr. Holbrooke again applied to the State for a charter to construct the road, which was granted to him and his associates, together with all the work that had been already done, on condition that he would proceed and construct the road. Mr. Holbrooke, through his friend and partner, Judge Breese, sen-

ator from Illinois, applied to Congress for a preemption right to enter all the lands at any period within ten years, on each side of the line of said road, at one dollar and a quarter per acre, and Senator Breese reported a bill to that effect from the Committee on Public Lands of the Senate, and urged its passage. His colleague, Mr. Douglas, denounced the proposition as one of extravagant speculation, injurious to the interest of the State, inasmuch as its effect would be to withhold eight or ten million acres of land from settlement and cultivation for the period of ten years, until they should become valuable in consequence of the improvements made by the settlers upon the adjacent lands, without imposing any obligation on the company to make the road, or to pay for any of the lands, except those which they should in the meantime sell at advanced prices—the bill, in fact, creating a vast monopoly of the public lands. Mr. Douglas then introduced into the Senate a counter-proposition, which was to make the grant to the State of Illinois, of alternate sections. For details see the bill itself. Mr. Holbrooke and his agents used their influence to defeat this bill, because the grant was made to the State, instead of to the company. Mr. Douglas succeeded in passing it through the Senate, with almost a certain prospect of its passage in the House. When it was supposed that the grant was cer-

tain to become a law, Mr. Holbrooke and his agents went directly to Illinois, when the Legislature was in session, but at a time when no person in Illinois supposed that the bill would pass Congress, and procured the passage of a law making several important amendments to his charter. After the Legislature adjourned, and after the land grant had been defeated in Congress, fortunately, but unexpectedly, by two votes, Mr. Douglas returned home, and upon examining the manuscript acts of the Legislature before they were printed, discovered that a clause had been surreptitiously inserted into the amendments of Mr. Holbrooke's charter, conveying to his company all the lands granted or which should be granted to the State of Illinois, to aid in the construction of railroads in that State! This act purported to have passed the Illinois Legislature on the very day on which the final vote was taken in Congress upon the grant of lands. Upon inquiry of the governor, secretary of state, and members of the Legislature, they all denied any knowledge of this particular clause in the act, and no one could account for its being in the act, nor did anyone know at what time it was inserted, or by whom. By an examination of the journals it appeared that the Legislature had at the same time passed resolutions instructing their senators and requesting their representatives in Congress to vote for the grant of land, although it had already passed the Senate, and all the representatives were supporting it in the House. Mr. Douglas repaired immediately to Chicago, and made a public speech, in which he exposed this act of the Illinois Legislature in giving away the lands which Congress proposed to grant to the State, and denounced it as an act of fraud and corruption, and pledged himself to defeat any grant of land in Congress which should come to Mr. Holbrooke or his associates, or to anybody except the State of Illinois. It was never ascertained how the amendment was intro-

duced; probably some enrolling clerk was bribed. When Congress assembled at the next session, Mr. Holbrooke made his appearance, and urged Mr. Douglas to renew his bill for the grant of land. Mr. Douglas showed him a bill which he was about to introduce, commencing the road at a different point on the Ohio River, and running it to Chicago on a different line from the Illinois Central, and making it a condition of the grant that it should not enure to any railroad company then in existence.

Mr. Holbrooke begged Mr. Douglas to save Cairo, where he had lodged his entire fortune. Mr. Douglas consented, provided he would release his charter for the road, and his charters for the various improvements at Cairo. Holbrooke went to New York, and as president of the company, executed the release, and returned with it to Washington. Mr. Douglas then told him he thought he was a swindler, and had resolved to cheat somebody, but was not wise enough to cheat him, and that he ought to know, and did know, that neither the president nor the directors alone could make a valid release; that he must first summon a meeting of the stockholders, have them instruct the directors, and the directors instruct the president. He thereupon returned to New York, and brought back a satisfactory release, setting forth the meeting of the stockholders and of the directors. I had furnished him with an outline of a proper release. I don't know whether the stockholders ever did actually meet, but there was the seal, the signature, and the proceedings set forth, and that was enough. I immediately sent the release to the secretary of the state of Illinois, to be filed and recorded, and requested him to telegraph me upon its reception. I waited until I received the telegraphic dispatch, and then called up the bill and passed it through the Senate. I had previously told Holbrooke that if he did not leave the city I would denounce him in open Senate, as I did to the

Senate, and that I would not allow even a suspicion that so great a scoundrel as he was in any way connected with the measure. The bill passed the House by three majority, and I was confined to my room in great pain by an abscess in my thigh, rendering a surgical operation necessary, when Mr. Holbrooke returned and walked into my room. I allowed his presence, it being no longer necessary to quarrel with him. We had some conversation, when he offered, if I would surrender the release, to deed to me one-half of the lands granted, over two and a half millions, and worth twenty millions. I jumped for my crutches, he ran from the room, and I gave him a parting blow on the head. He did not know that I had sent the release home to Illinois, to the secretary of state.

The bill, when first introduced, had been opposed by the senators from Mississippi, Davis and Foote, on the ground of its unconstitutionality, and also by the senators from Alabama, King and Clemenß, and by the members of the House from those states. Immediately after its first defeat, I went to my children's plantation in Mississippi; and from there to Mobile, intending to see the president of the Mobile Railroad, then building, but which had been stopped, and failed for want of means. I inquired the way to his office, found it and himself, and fortunately, all the directors, who had just had a meeting, and knew what to do. I proposed to him to procure a grant of lands, by making it part of my Illinois Central Railroad Bill, which they assented to. I then told them that their senators and representatives must vote for the bill. They said they would. "No!" I replied, "they have already voted against it. It is necessary to instruct them by the Legislatures of your states." One of the directors, Foote, was related to Senator Foote, of Mississippi, and said he would not have this done, and that Foote should never be re-elected to the Senate unless he did

vote as was required. The others all thought they had sufficient influence to secure instructions from the Legislatures of Alabama and Mississippi. I told them it was necessary to keep quiet, and secret, as to my connection in the matter. They promised this, and we all returned to Montgomery, Alabama. They begged me to stop with them, but I went straight on to Washington, being afraid to be seen in those parts. After I arrived in Washington, the instructions came from Alabama, and King came, and cursed the Legislature. Davis did not know what in the world was the matter, and refused to believe it. Soon after came instructions, by telegraphic report, from Mississippi; Davis swore, and a few days after came his letters and written instructions. Then they wanted me to assist them. I told them, by way of brag, and to conceal my connection with their instructions, that they had refused to support my bill, and that I could carry it without them; but I finally yielded and consented to King's proposition (I allowed it to come from him), to amend my bill, so as to connect the Mobile road—thus making a connection between the latter and the Gulf of Mexico. Some time afterwards I prepared an amendment—Mr. Rockwell, of Connecticut, a good lawyer, assisting me—and gave them notice that I was going to call up the bill in the Senate. When I did so, I found that Foote, Davis, King, and others were absent from the Senate room, and I sent a boy to their committee rooms to summon them. They came in haste, King saying that he had not prepared an amendment, and that he did not know what was required, and asking me to draw one for him. I told him I had anticipated this, and showed him the amendment which I had prepared. I then made my motion in the Senate, and Mr. King then rose, and, with great dignity, asked the Senator from Illinois to accept an amendment which he had to offer. I did so. They all

voted for the bill, and it passed the Senate, and went to the House.

All this occurred during the excited times of slavery discussion and agitation in 1850.

When the bill stood at the head of the calendar, Harris, of Illinois, moved to proceed to clear the Speaker's table, and the motion was carried. We had counted up, and had fifteen majority for the bill pledged to support it. We had gained votes by lending our support to many local measures. The House proceeded to clear the Speaker's table, and the Clerk announced: "A bill granting lands to the State of Illinois," et cetera. Then you could see the opposition start up. A motion was immediately made by the opposition, which brought on a vote, and we found ourselves in a minority of one. I was standing in the lobby, paying eager attention, and would have given the world to be at Harris' side, but was too far off to get there in time; and it was all in an instant, and the next moment a motion would have been made which would have brought on a decided vote, and have defeated the bill. Harris, quick as thought, pale and white as a sheet, jumped to his feet, and moved that the House go into committee of the whole on the slavery question. There were fifty members ready with speeches on this subject, and the motion carried. Harris came to me in the lobby, and asked me if he had made the right motion. I said "Yes," and asked him if he knew what was the effect of his motion. He replied it placed the bill at the foot of the calendar. I asked him how long it would be before it came up again. He said: "It would not come up this session; it was impossible, there were ninety-seven bills ahead of it." Why not then have suffered defeat? It was better that we did not. We then racked our brains, or I did, for many nights, to find a way to get at the bill, and at last it occurred to me that the same course pursued with the other bills would place them, each in its turn, at the foot of the calendar, and

thus bring the Illinois bill at the head. But how to do this was a question. The motions to clear the Speaker's table, and to go into "committee of the whole" on the slavery question, would each have to be made ninety-seven times, and while the first motion might be made by some of our friends, or the friends of the other bills, it would not do for us, or any one known to be a warm friend or connected with us, to make the second motion, as it would defeat the other bills, and alienate from us the support of their friends. I thought a long while, and finally fixed on Mr. ——— of ———, who, though bitterly opposed to me, we having often had warm and excited passages at arms on political questions, I yet knew to be my warm admirer and personal friend. Living up in ———, he supported the bill, but did not care much one way or the other whether it passed or not; voted for it, but was lukewarm. I called him aside one day, stated my case, and asked him if he would place me under obligations to him, by making the second motion, as often as was necessary. He said yes, provided that Mr. ———, of ———, whom he hated, should have no credit in the event of the success of the measure. I replied that he would have none. Harris, then in the House, sometimes twice on the same day, on others once, either made himself, or caused the friends of the other bills to make the first motion, when Mr. ——— would immediately make the second. All praised us; said we were acting nobly in supporting them. We replied: "Yes, having defeated our bill, we thought we would be generous, and assist you." All cursed Mr. ———. Some asked me if I had not influence enough to prevent his motion. I replied, he was an ardent antagonist, and that I had nothing to do with him, to the truth of which they assented. Finally, by this means, the Illinois bill got to the head of the docket. Harris, that morning, made the first motion. We had counted

noses, and found, as we thought, twenty-eight majority, all pledged. The Clerk announced: "A bill granting lands to the State of Illinois," and so on, reading by its title. The opposition again started, were taken completely by surprise, said there must be some mistake, that the bill had gone to the foot of the calendar. It was explained, and the Speaker declared it all right. A motion was immediately made by the opposition to go into committee of the whole; it

was negatived by one majority, and we passed the bill by three majority.

If any man ever passed a bill I did that one. I did the whole work, and was devoted to it for two entire years. The people in Illinois are beginning to forget it. It is sometimes said, "Douglas never made a speech upon it." The Illinois Central Railroad Company hold their lands now by virtue of the release from Holbrooke, which I procured.



PRODUCTS FROM TRUCK GARDEN, YAZOO CITY, MISS.

Yazoo City

The Queen City of the
Great Yazoo Delta

by R. H. Douthat

VOLUMES might be written on the history, progress, growth, development and advantages of the city and section surrounding it, but in the limit of an article such as this, the subject can be treated only in the briefest manner, and I shall endeavor to recite only a few of the many reasons that have made this little city one of the most desirable as a place of residence in the entire Southland.

Sitting on a hill overlooking the vast and fertile Yazoo Valley, Yazoo City looks the Queen she is, in commercial supremacy, civic righteousness and picturesque beauty. It is the county site of Yazoo County, the largest county in the State, with an area of 1,038 square miles; population 46,672; density, 44.4. The far-famed Valley of the Nile, with wealth untold, is not comparable to the rich Yazoo Delta, and Aladdin's wonderful lamp, in all its weird voyages of exploration, never cast its glowing rays on scenes of wealth and beauty such as surround this charming little city.

Yazoo City has advantages not possessed by any other city in the state, in that on one side she is surrounded by high, level, table land, and on the other there stretches away to the West, vast acres of the richest Delta land to be found in the world. The Eastern, or hill portion, is a light yellow and brown silty loam, covered by yellow silty glacial material. This soil is very fertile, and responds readily to cultivation. Where it has been long in use, restorative crops reclaim it quickly to its original productivity, and these lands are rapidly being brought back to their pristine power by systems of rotation of crops that have been adopted pretty generally here during the recent years.

The Delta section, which covers about one-half of the county, is so fertile that, although for generations it has produced maximum cotton crops, it still retains almost its original fertility. This soil has been deposited for untold generations in this section, and is reckoned by scientists to have originated from an inland sea, an arm of the Gulf of Mexico. The soil is deep, and, therefore, practically inexhaustible, in so far as fertility is concerned. All that is necessary, after the land has been used for a number of years, is to plow a little deeper and bring some of the original soil to the surface. This land can be purchased in al-

most any quantity, or in almost any size farms, from \$25.00 to \$50.00 per acre, and, bearing in mind that land in the other sections of the United States is selling from three to five times this value, it is easy to understand why it is an excellent investment.

The population of Yazoo City is now in the neighborhood of 10,000, and while in no sense a "boom" town, the population has increased 72 per cent in the last ten years. Her people are generous, public-spirited and progressive, and respond promptly to every movement that has for its object the growth and development of the town and section. The courage, determination, energy and progressiveness that dominate her people were well exemplified when, on May 25, 1904, the entire business district was swept by a fire that destroyed practically every business house, and scores of residences, entailing a loss of about two and one-half millions of dollars. Did her people sit supinely down and bewail their fate? They did not! They went to work with a will, and within one year a larger, better, grander Yazoo was reared on the ashes of their former homes and places of business. This is said to have been the most disastrous fire, population and wealth considered, that the country has ever known. But pluck and energy can move mountains, and it is this spirit that has put Yazoo City in the forefront of the progressive cities of this section.

When one is seeking a place of residence, the first and most important questions to be answered are those which relate to the civic conditions to be found. In this respect, Yazoo City is as nearly ideally perfect as natural conditions, coupled with human ingenuity, can make it.

Health.

The first great thing to be considered, in seeking a home, is the health conditions to be offered by a community. In this day and time, most any intelligent man knows what conditions must exist in a community for it to be able to boast of good health. Pure water, good sewerage, clean streets and alleys, is the prime cause of good health in Yazoo City. The city is located on a sloping hill which gives it natural drainage unsurpassed by any other place in the world. Our health conditions here



YAZOO CITY, FROM PEAK TENERIFFE

are the very best. Epidemics, such as typhoid, smallpox, etc., are unknown, though occasionally a case may be imported from the outside, then, it is confined to that one case—never an epidemic. A chemical examination is made of our water frequently. Not one case of sickness has ever been caused by our artesian water. The Civic League, an organization composed of ladies, has entered the "Cleanest-Town Contest" with the idea in view of capturing the prize offered for the cleanest town in the state. The influence of this organization and the work they have done, has been wonderful. I only mention this movement to show you the kind of citizenship that we have in Yazoo City. They are progressive, intelligent and always stand for the best interest of the town and people. Bearing in mind the future health and prosperity of this community, a medical and dental inspection is made twice each year of all school children. Our claim for a healthy city is founded upon facts. Magnificent artesian water, good sewerage system, clean streets and alleys, and natural drainage. The death rate in Yazoo City was 9.2 per thousand population for the year 1914. This is over three per cent below the average for the entire United States, which speaks well for our health conditions. Our motto is "clean up and keep clean."

Water.

One of the crowning natural features which Yazoo City justly boasts is the pure water supply, boundless as air and as pure as the driven snow. This water is obtained from a number of artesian wells, popularly believed by geologists to be fed from a vast underground lake. Analysis of the water shows it to be pure and wholesome, and free from the "hardness" that is sometimes found, making it ideal for domestic use.

Churches.

There are churches of all denominations, new and handsome edifices, all having been built since the disastrous conflagration above referred to.

Public Utilities.

The city owns its street railway, light, water and sewerage systems, all capably managed by a body of five local citizens, composing what is known as the Public Service Commission. These plants belong to the people of Yazoo City, and have proven that municipal ownership of public utilities is the proper thing.

Education.

A practical education in line with living is regarded as a vital necessity in every section of this country at this time.

The progress and enterprise of the citizenry of any town or city can be rather ac-

curately gauged by the sort of schools and school plant provided by the public.

Judged by this standard (the correct viewpoint), Yazoo City has not been remiss nor lacked progress along educational lines. She has provided one of the most complete and best-equipped plants in this or any other state for the education of her youth.

The high school building is complete in practically every modern detail, a beautiful building constructed on perfect architectural lines, set in spacious grounds, close to the center of the city. It is furnished with the best sanitary apparatus, fire escape, electric program clock system; heated with steam and ventilated by forced draught from steam pressure; it is properly lighted and the colors of the inside finish are such as to assist in the lighting.

In addition to the general grade of class-work, particular attention is paid to the departments of manual training, domestic science, business course, and physical culture. The manual training department is equipped with electric power, where the students are taught to work along practical lines. They are taught to make everything from a hen-coop to a suite of furniture in oak or walnut, the first requirement being to draft a plan for the work undertaken. They are taught to make an estimate of lumber and other materials for houses of different kinds and sizes; even to the building of fences, out-houses, and, in fact, everything about the home.

The domestic science department is provided with a dining room and an electric kitchen. The dining room is arranged for the same service as the home, and students are taught to plan, cook and serve every variety of meals. A sewing-room is also included in the domestic science department, which is equipped with Singer equipment complete in every detail. In this department, the student is taught every variety of sewing, to plan, purchase, cut, and make all classes of garments used in the home. The kitchen is equipped with the best Sheldon stone-topped tables, enameled steel supply and storage cabinets; electric stoves and ovens, and an individual set of the best kitchen utensils.

Music and art receive just consideration in this splendid institution, and is presided over by teachers thoroughly capable in their particular lines.

Physical culture is thoroughly emphasized, and systematic athletics are encouraged; a coach is provided for the high-school activities, and, during the past season, the foot-ball team was not once defeated, which is a record for the entire state of Mississippi. A well-equipped Gym will be provided for the opening of the next year, and all pupils will be scheduled

Court House



City Hall



Yazoo Theatre



Post Office



Yazoo
City,
Miss.

thereto for instruction and will be given regular credit for work done.

A free Kindergarten is a feature of the school system which has proven of the highest value. Here the very young child is given a year's training preparatory to the first grade work. The City Board of Education requires that a teacher in the grades must be a college graduate with normal training, and at least one year's successful experience in a school system of this size or larger; in the high school no teacher is employed who is not a degree graduate of a standard college with two years' experience in a standard high school. This plan guarantees to us, teachers thoroughly qualified.

The tax rate for educational purposes in this city are probably lower than any city in the state, for the reason that an endowment was made by the late Edward Crump, which consists of two large Yazoo County plantations and a block of business houses located in Yazoo City, and the revenues from this property is used in defraying the expenses of the public schools of Yazoo City.

LODGES.

From time immemorial the spirit of fraternity has been a potent factor in the lives of men. Principles of friendship, brotherly love, and morality have been taught and practiced so long that I am inclined to believe the first secret order dates back to that period of which our histories have no record. It is such a factor in the lives of men to-day that almost every city and village in this great land is represented by at least one of our great orders. A striking example of this fraternalism is evidenced by at least two handsome edifices, the Masonic Temple and the Elks Home in Yazoo City. The membership of these institutions is composed of the very best citizens of this city and county. Besides these we have live working lodges of Knights of Pythias, Woodmen of the World, Knights of Honor, Knights and Ladies of Honor, Oddfellows, and Maccabees. A non-resident member of any of these orders is never a stranger in Yazoo City.

Banks.

Yazoo City can boast of four banks, one among which is the largest bank, with reference to capital, in Mississippi. The combined capital of the four banks is \$950,000.00, with average deposits amounting to over two millions dollars. The history of Yazoo does not record a bank failure, except one small negro bank which was improperly managed. The State of Mississippi is now operating under a very strict banking law, and after a thorough examination of all of our financial institutions by the state bank examiners, it was said that no better record has been made by any

city in the whole state than was shown by the report of our banks. These institutions are officered by the very best business men in Yazoo City, and the personal attention of each man serving on the directorates of the various banks is given to a thorough examination of the banks' condition once each month, which is an implied guarantee to the depositors and stockholders.

Manufacturing Industries.

The manufacturing plants of Yazoo City are represented by a total investment of about \$1,000,000.00, and includes two large oil mills, manufacturing about two hundred thousand gallons of crude cotton seed oil per annum; one cotton mill; one of the largest ice plants in the state; two of the best equipped long-staple ginning plants; and two large lumber manufacturing companies, and a cotton compress. These manufacturing enterprises have an annual pay-roll of about three-quarters of a million dollars.

Agriculture.

The great fundamental principle underlying successful agriculture is a fertile soil. Volumes may be written, and millions of dollars may be spent in the effort to educate the farmers of the United States to grow crops profitably, but when all is said and done, we find the average everyday farmer who tills a fertile soil, the one who collects the largest tolls for his efforts. The territory surrounding Yazoo City has, for generations, unstintingly produced the maximum of the staple crops, and fortunate is the man who claims a title to a section of this fertile soil. It is a well-established fact that cotton is the least trying on the land of all the staple crops raised by the southern farmer, and as all this land has been devoted to the culture of cotton from the time it was first cleared up, it still retains almost its original fertility. Many acres are capable yet of producing a bale of cotton each, without the use of commercial fertilizers. The item of fertilizer, alone, on the average farm in other sections is so great that at least 50% of the expense of making a crop goes to the fertilizer factory, so you can well understand the immense value which should be placed on these lands. Fertilizer has never been an item for consideration to the Yazoo County farmer, and if you were to mention the subject to one of them, he would probably look at you in amazement. The fact that a Yazoo County farmer does not reckon with the fertilizer expense is one of the great reasons for his success. Yazoo County is the home of staple cotton, and Yazoo City is the "Premier" market of the world for cottons of this kind. I do not think the world at large thoroughly understands that staple cotton is a thoroughly different proposition from short cotton, and

for the information of the public at large, I will give you a short history of this wonderful cotton.

The growth is not very different from any other cotton plant, but the fruit produced has no connection or bearing, commercially, on the production of short cotton. It matters not what price short cotton brings in the open markets of the world, the price of staple cotton is regulated entirely upon the crop produced in this particular section. A cotton mill equipped for the spinning of staple cotton cannot use the average upland cotton. It is manufactured into goods of the finer grades, such as laces, embroideries, tapes, webbing, fine hosiery, and the higher grades of automobile tires, etc. The dealer who buys raw material from the farmer must be so expert in the business that he must be able to (upon the first examination of the bale) determine the exact length of the fibre and grade of cotton, and it requires years of experience in order to be able to accomplish this, for, it must be remembered, if a buyer makes a mistake, in his judgment, of 1/16 of an inch in the length of the fibre, he would sustain a loss of \$5.00 on each bale.

While the intelligence and the energy of the Yazoo people have been devoted, largely, to the development of this long staple cotton industry, at the same time, other staple products, such as corn, small grains, hay and live stock, have received their just attention, and the revenues derived from diversified farming have demonstrated the fact that our soils will produce any farm products produced anywhere in the United States. While the cotton industry has about recovered from the setback occasioned by the cotton boll weevil, yet the public spirit of the people of Yazoo is fully demonstrated by the progressive move made by our Board of Supervisors, in the employment of an expert farm demonstrator, furnished by the Agricultural Department of the United States Government, whose services are free for advice and consultation by all the farmers of Yazoo County, and the results accomplished during the past year are simply marvelous. Without former experience in diversified farming, Yazoo farmers last year produced, without the use of fertilizers, as high as 100 bushels of corn per acre; 82 bushels of oats per acre; 40 bushels of wheat per acre, and many other staple crops in proportion; also live stock, which brought maximum prices on the St. Louis and Chicago markets.

Live Stock.

There is probably no section in the country where so much interest has been manifested as in this section in the live stock industry, as evidenced by the fact that live stock has increased more than 100 per cent within the last few years.

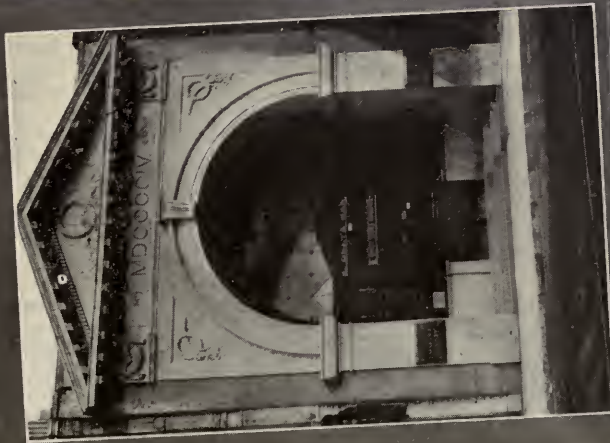
By an examination of the maps issued by the Department of Live Stock Industry, it will be found that that part of Mississippi lying north of the A. & V. Railroad, has been released from quarantine, and the stock from this section now can go in the open markets of the world without restriction.

The Texas cattle-tick, which formerly militated against the successful raising of live stock, has been entirely eliminated by the use of dipping vats under the supervision of the United States Government inspectors. The importation of registered and graded stock of all breeds has replaced the old-fashioned long-horn scrub cattle, and now we find the very best cattle, hogs, sheep and goats in this section, that can be found in the United States. Just in the adjoining County of Hinds, we have one of the greatest cattle farms in the entire world. Point Comfort XIV, a Hereford bull, owned by W. J. Davis, is probably the very finest specimen of beef animal that can be found in the world today; he having taken the international blue ribbon the past season. This fact speaks volumes for the live stock industry in this section.

The attention of the Northern farmer has so often been called to the unsurpassed natural advantages of this section for the production of live stock, that it is almost useless for me to again say anything on the subject. I do not think, however, that we can too often call his attention to the fact that live stock raising in this section can be more profitably carried on than in the Northern sections, by reason of the fact that we enjoy eight or ten months' pasturage, whereas our Northern friends must content themselves on less than six months. The raising of live stock cannot be profitably carried on where lands are as expensive as in our Northern States. The very foundation of cattle industry depends on the price to be paid for pasture lands.

In addition to the fine showing which is being made in the beef cattle industry, we wish to call particular attention to the dairy farms of Yazoo. Mr. Marx Schaefer, an enterprising and progressive young farmer, a graduate of the Mississippi A. & M. College, embarked in the dairy business some five or six years ago, and, at the present time, as will be shown by the photographs, has one of the best-equipped and most up-to-date dairy plants in the entire South; in fact, it has become a model dairy farm.

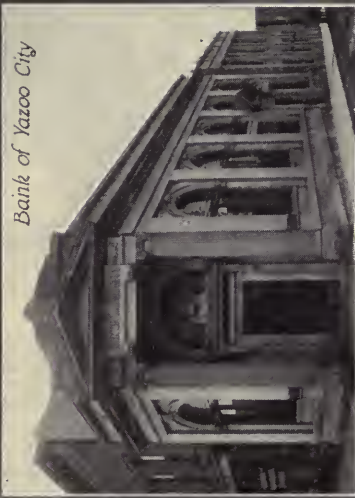
A farm suitable for live stock raising can be bought in Yazoo County at from \$10.00 to \$15.00 per acre. This, compared with farms in the North, which sell from \$150.00 to \$250.00 per acre, should appeal to the man who raises live stock for the market.



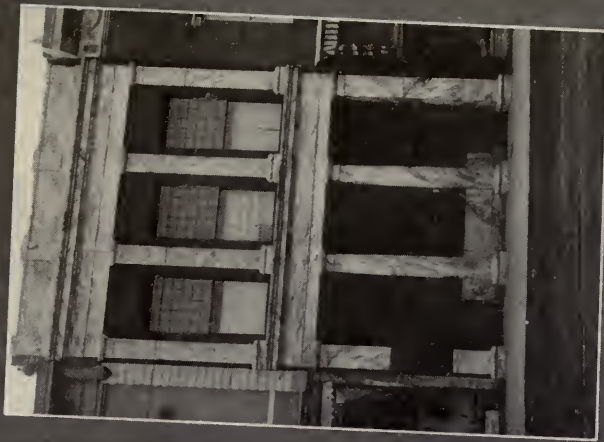
Delta Bank & Trust Co.



Banks of Yazoo City, Miss.



Bank of Yazoo City



Citizens' Bank & Trust Co.



COUNTRY HOME OF SENATOR JOHN SHARP WILLIAMS, NEAR YAZOO CITY, MISS.

Horses, mules, hogs, sheep, goats, and, in fact, any kind of live stock, do well, and can be profitably produced in this section.

Conclusion.

With its soil unsurpassed, its splendid water supply, its facilities for trading, supplied by the many towns and villages and country stores, with its mild and healthful climate, and its hospitable population, Yazoo County offers an unrivaled opportunity for home making. Our land is selling cheaper now, because we have a great deal of land and comparatively few people. With the vast turning of the tide of immigration into the Yazoo Delta, the demand is increasing, and the price with it.

A cordial invitation is extended by the hospitable people of Yazoo to worthy citizens from other sections. Come and join hands with us in helping this section to reach the destiny that awaits her. The birthplace of chivalry and the home of

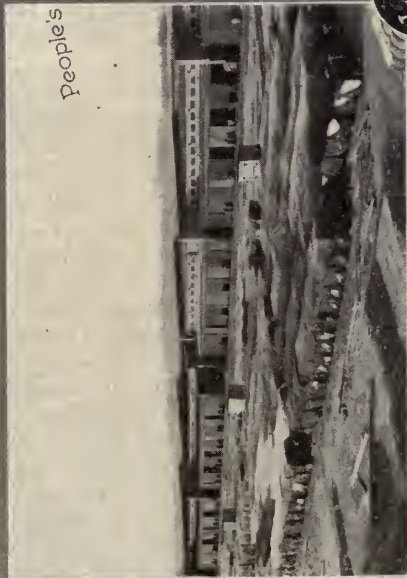
plenty, her past is a picture of glory, her present a bouquet of prosperity, and her future a dream of perfection.

With the best blood of her bravest sons, she has written the proudest chapter in a nation's history, and with her brain and brawn she is stamping her impress now on the record of an empire's greatness. Year by year she is moving onward; step by step she is marching to the front in the progressive development of modern effort, and with each succeeding decade, she is more and more making herself felt as the gem-crowned Queen of the Sunny South. Nature has been lavish in her creation, and God has been good in her endowment. From good to better, from better to best, she has floated on, until the coveted harbor of a flawless perfection is in sight, and the warm sun-rays of an industrial and agricultural millenium are kissing the roses of her smiling cheeks.

The writer is deeply indebted to Messrs. F. R. Birdsall, Dr. O. H. Swayze, Prof. J. A. Caldwell, H. H. Brickell for their assistance in preparation of this article,



People's



Compress



Yazoo Yarn Mill



Yazoo Grocery Co.
Wholesalers



Contributions from Employes

Construction and Its Hazards—Bulletin No. 5

A. D. Brooks, Supervisor of Fire Protection

THE locomotive spark hazard is considered one of the greatest sources of fire loss in railroad property. This is because company buildings, generally, are located within the range of spark showers from locomotives, together with birds' nests, poor shingle roofs and general repairs, in which crevices, open joints or decayed parts form pockets that catch the ashes liberated from locomotive smoke stacks and then ignite from other sparks.

A very wide study has been given to the hazard of locomotive sparks and the consequent fire damage that has been inflicted to railroad property along the right of way of railroads attributed to such cause. It has received special study and consideration by the Motive Power Department, Claim Departments and those who have in hand the indemnity following the destruction of property either belonging to the railroads, or located in the vicinity of railroad right of way.

After such careful thought and attention by the departments of railroads vitally interested it seems that we should get down to a positive means for eradication of the hazard, rather than the methods that have been pursued to lessen the result of the hazard. By the former I mean that the principal place to off-set this hazard is in the Round House and Shops in keeping the screens, fittings, front end appliances, ash pans and dampers up to the standard as set forth in the blue prints and regulations heretofore issued and seeing that they enter service under such conditions. By the latter I mean

methods to lessen the results of the hazard by corrections in construction of buildings, such as has been undertaken in the past through the substitution of a better class of roof coverings, avoiding unnecessary pockets in roofs of buildings for the accumulation of sparks, etc., cutting down of grass and weeds in the vicinity of railroad property, digging of ditches, cutting of divisions or avenues in timber tracts and the application of fire resistive coatings to woodwork exposed or subject to lodgement of sparks or hot coals; and by keeping the ties and stringers on bridges and trestles in good order.

While the conditions of front ends and ash pans may be classed as the primary causes of fires started by sparks or cinders, auxiliary causes are on account of engines running with their damper doors open or not entirely closed through carelessness of the engine men or cinder pit men. What may be termed secondary is the bad condition of shingle roofs, platforms, trestles, roofs of wooden cars, exposed inflammable merchandise in cars, rubbish about buildings where a spark may land and start a fire. If these auxiliary causes were taken care of the result through the primary cause would be reduced to a minimum.

The various Motive Power Departments of the railroads, as well as the Master Mechanics' Association, have given the spark hazard a great deal of consideration and study and standards have been adopted and recommended for practice which, it is be-

lieved, would give generally satisfactory results and meet both the conditions of service and minimize the spark hazard. I have observed in connection with some of the large railroads of the country that severe service tests have been given through a period of years to develop better conditions and that the front end arrangements on locomotives or what is known as the "spark arresters" have been receiving careful constructive consideration. It is a question to forcefully draw the attention of this subject to every official as I consider that the spark hazard is possibly the greatest that has to be contended with in connection with fires on railroad property and that even though through a period of years the losses from spark causes have been very much lessened in many instances, it is a question whether it may not be possible in the future to entirely eliminate the occurrence of fires from these causes. It seems to be a question for the Master Mechanics, Shop and Round House Foremen to solve this very important hazard by frequent inspection and careful maintenance, as we who are studying the prevention of loss by fire, must necessarily defer to a large extent any investigation of or judgment as to the correction or elimination of the spark hazard and depending on those dealing more directly with the mechanical contrivances concerned. I find that the relative importance of the value of property destroyed shows that sparks from locomotives occupies about second place of all the sundry hazards involved in the destruction of railroad property and that in the number of fires reported, it occupies about the same relative position.

I believe, therefore, that the main point that I can emphasize at this time to be taken up by the officials is the development of the importance of the inspection of spark arresters and ash pans; not a haphazard inspection, but an examination of the screen to see if it is stripped or worn out; if the wires are spread, if the fittings around the sides, of manhole cover, the nozzle and

steam pipes are tight; if the ash pan dampers, damper controlling devices and the extension of pan outside of mud ring are in good order; where not already done, to provide for a weekly inspection of all engines and that a duly authorized form of report be provided, on which the signature of the Inspector making the examination is to be recorded and also for an inspection at the time any repairs are completed and the locomotive again turned over for road service with the corresponding signature of the Inspector making the final inspection. In addition to this, I would recommend that efficiency committees be authorized to check up the work of Inspectors in this respect. I also recommend that whenever fires occur on or near right of way from alleged sparks from locomotives that a report be immediately made of the condition of the spark arresters and ash pans of the locomotives passing the location several hours prior to the fire and that such report be checked against the last weekly inspection of these engines. I also recommend that the following instructions be issued as a systematic method of dealing with the subject.

"Master Mechanics and Enginehouse Foremen should see that all locomotives are properly inspected after each trip, and that any defects in ash pans or ash pan gear are properly reported on special form for that purpose and repairs made.

Weekly, or at staybolt or boiler wash period, the front end of locomotive must be opened and examined and a special examination of ash pans made. The condition of front ends and ash pans must not only be reported on special form for that purpose, if repairs are necessary, but the condition as found must be carefully noted in book or blank form and signed for by the Inspector or Inspectors actually making the inspection.

If repairs are necessary, the front end and ash pans must be re-inspected upon completion of repairs and proper notations as to condition made in the

book or blank provided for that purpose and signed by the Inspector actually making inspection.

Books or blanks when filled should be forwarded to the Master Mechanic, who will send them to the Superintendent of Motive Power, upon whose division the locomotive has been in service."

The approximate danger line from sparks is 150 feet distance from the center of the track. In confirming this statement the testimony of those who have had occasion to observe the progress of fires originating from locomotives is to the effect that while objects located at a greater distance sometimes burn, the firing of such objects is not the immediate result of sparks from a locomotive, but that of a flying brand from the original spark fire within the above distance. These conditions, however, would not prevail with a defective spark arrester. So small is the heat carrying power of a spark from a locomotive in good condition that there is doubt as to whether or not they cause a fire. Well known laws applied to falling bodies show that sparks sufficiently large to carry fire must, under ordinary conditions of discharge and of wind velocity, strike the ground within a comparatively short distance from the track.

There is, therefore, nothing to bear up the locomotive spark but the initial velocity with which it is projected. From considerations, it should be evident that conclusion based on observation in connection with fixed fires are not applicable to the conditions affecting sparks in locomotive service.

In compiling the fire losses in my territory for one year I find that they will average \$27.00 per locomotive or .003 of one cent per locomotive mile; in other words, \$83.50 per day. These

losses include fires due to sparks from ash pans as well as smoke stacks. Since the slide bottom ash pan has been installed these fires have increased approximately 50 per cent. This is due to weak rod connections, their adjustment, or their being left open. To overcome this feature engineers are being held personally responsible for their proper adjustment. There were fifty-two (52) fires from this cause with an approximate loss of \$117.00 per fire, or a loss of .01 per cent of the exposed value.

There were sixty-one (61) fires caused by sparks from smoke stacks with an average loss of \$400.12 per fire or 10 per cent of the exposed value. The losses from coal from ash pans cover bridges and trestles, while that of sparks from locomotives cover buildings, rolling stock, bridge trestles, ties and timber on the right of way, cotton on platform and contents of structures. The percentage of loss on exposed values of these subjects were buildings .009 per cent, rolling stock 16 per cent, bridges and trestles .01 per cent, ties and timber .07 per cent and cotton 35 per cent.

A comparison of four years' records shows a reduction of 45 per cent in fires and 39 per cent in fire losses.

I believe with a uniformity in respect to careful maintenance of the corrective influences that have been devised up-to-date, that much can be done in preventing the large fire waste caused by flying sparks. This, however, must receive careful individual co-operation on the part of all employees and the Motive Power Departments and our hope is that we may be able in the future to acknowledge the result of the work of some inventive mind that will bring about the entire elimination of fires caused by sparks thrown from the smoke stack of locomotives.



Main St., looking south

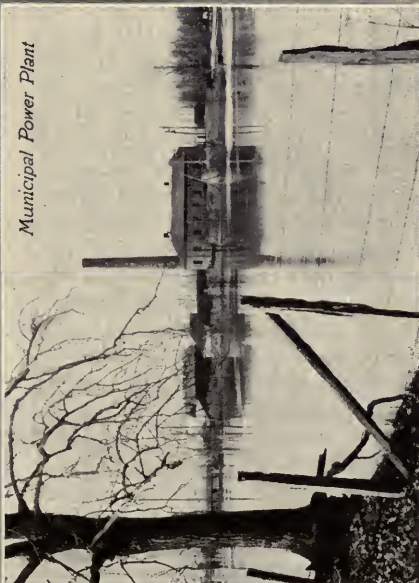


Main St., scene



Yazoo City, Miss.,

Municipal Power Plant



*Steamboating on
Yazoo River*



Two Phases of Agitation—Wages and Economy

By Wm. J. Pinkerton, Switchman

THE fall of 1914 developed a new departure in agitation, one in which employes and officials can participate. The field is large and there is ample room for agitators professing interest in the general welfare of the public.

The sword of wage agitation could well be sheathed and the question of how to obtain the best results from wage advances supplemented instead.

To develop this new agitation, it might be well to ask a question. Have wage adjustments proved satisfactory in regulating the economic affairs of the workers? The answer is discernible in the never ending agitation which has taken shape in an almost endless chain of demands for higher wages from divers unions on arguments based on the high cost of living, hence the answer to the question is, that advanced wages are barren of desired results. Assuming this answer is correct, what becomes of increased wages? Increased wages are absorbed by manufacturers, wholesalers, retailers and landlords; in other words, railroad employes are in the same boat with the employers; they are co-sufferers from the fact that transportation is regulated by the government which deprives railroads of revenue sufficient to meet the increased cost of labor and material, while merchants and manufacturers are unrestricted in fixing prices for railway supplies, and, while it is not intended to discuss matters affecting capitalistic economics, nevertheless, touching on this subject, brings to memory the unjust attitude of a Boston lawyer who held lack of economy and efficiency on part of railroad executives as being responsible for loss of revenue to railroads. This position was false, because it conveyed the impression that its advocate was introducing new ideas in railroad opera-

tion, whereas railroad officials had many years previous introduced efficiency methods in all departments. If this lawyer had made the statement that employes were deficient in their economic affairs because of neglect to scientifically meet conditions responsible for the high cost of living, he would have touched a subject which would have been nearer an actual fact, and because of neglect to meet the issue, the cost of living increases, demands for higher wages continue, and the benefits are reaped by companies and individuals controlling the outputs of mills, mines and factories, over which the government exercises no influence so far as regulating the prices of their products.

To make this clear, it is only necessary to recall to memory that when the products of mills, mines and factories used by railroads were increased in cost, railroad rates were reduced by law, thereby depriving the railroads of any means of replenishing their depleted treasuries, and employes were deprived of the benefits of increased wages because the necessities of the individual—food, clothing and rent—immediately took an upward trend with the result that the wheels of agitation were again set in motion; the workers asking higher wages to meet increased cost of living, and railroads petitioning for higher rates to meet increased cost of operation; while merchants, manufacturers, wholesalers, retailers and landlords stood ready to appropriate to themselves whatever profits accrued from meager increased rates on one hand and wages on the other.

It is this never-ending maelstrom of agitation which keeps unsettled the affairs of employes and retards industrial activity, because once the wheels of agitation are set in motion none can proph-

easy the end. In fact, the strike or lock-out, like the sword suspended over Damocles by a hair, is ever present in all matters of agitation; and when once the word is spoken none knows the results. This is the sword that should be sheathed and the newer agitation of economy unsheathed. It is a struggle in which employes and officials can well afford to stand shoulder to shoulder in a united effort to reduce living expenses.

The first activity should be against exacting rents—that being the main issue in wage disputes. It was the great bone of contention in 1894 and occupied a prominent place in court procedure for months following the great strike, as submitted in evidence by Pullman employes, who were indebted to the Pullman Co. \$70,000 for rent which they were unable to pay because of the *high cost of living*, and the Rev. Carwardine stated that rents were too high for accommodations offered, and that employes were coerced into taking these accommodations.

Twenty-one years have rolled away, and the Pullman strike has passed into history. Since then rents have increased and accommodations, so far as space, light and air, have decreased. Coercion, so far as home renting, was never known to railroad employes; if such was the case in isolated places, it is unknown today, and yet they are being forced to pay exorbitant rents for living space, compared with which the Pullman homes were palaces.

The following illustrates briefly coercion by landlords; a railroad employe holding membership in a labor union, made a statement that, upon renewing his lease, the landlord informed him that the rent was raised. The usual protest followed; the landlord insisted upon the increase on the grounds that wages were increased. At this particular time there was a conference with the railroads with a view to standardizing the lower-paid men in the East. Chicago men received no advance, but rents went up on *suspicion* that an increase would follow. Hence any good that might follow an increase in salaries is counteracted before it is

granted. Why not strike at the landlords and be dollars ahead, instead of wasting energy as in the Pullman strike, and being millions of dollars out? This is the economic feature destined to increase wages, and is worthy of consideration.

In using the word "economy" it is not intended that people should deny themselves of comforts they now enjoy; but, by co-operation, bring within their reach more luxuries and real comforts than can be obtained at present. Employes know that during the past two decades, when waves of agitation for higher wages swept the country, rents immediately increased and families who lived in fairly good accommodations at a rental from fifteen to twenty-five dollars a month are found today living in four and five-room flats, paying from twenty-five to fifty dollars monthly; of course, location and surroundings are considered.

The question now is, could the head of a family add from \$10 to \$25 monthly to his income any easier than by eliminating the present exacting demands of landlordism? For sake of illustration, let it be said that some workers received 30 per cent advance in wages during the past twenty years. It can be readily seen, by comparing rents of today with rents of a few years ago, that benefits from increased wages are hanging on the "kitchen file" in form of receipts. Recent investigations show that persons living in a suburb pay \$25 monthly for two rooms, each containing a disappearing bed, and the proud occupants of three rooms and kitchenette, with *air shaft* to provide fresh air (very doubtful fresh) pay thirty-five dollars a month; rent in such cases is not paid for living space, but for being exclusive. There is no coercion in these instances; it is choice. What a "howl" would arise from social reformers should an employer construct accommodations of this kind for employes!

Railroad employes and their friends can make exclusive surroundings by excluding undesirable neighbors. They can eliminate the air shaft and holes in the wall for beds. The money paid for rent would, in ten years, purchase a bungalow

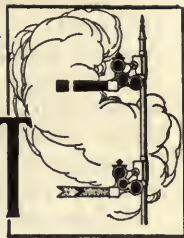
or a story and a half cottage, with not less than five rooms, cement basement and all improvements, as well as sunshine, fresh air and playgrounds for children. A central heating plant would reduce the cost of heating, eliminate dirt and lessen danger from fire. This would make the construction of houses more economical, as it does away with separate units for heating, which, in the construction of one hundred houses, will aggregate \$50,000; and when it is taken into consideration that the cost of fuel to heat the average small home is \$50 a season and the cost of heating one hundred houses by separate units, \$5,000, it is evident that a big reduction can be made in fuel alone by a central heating plant. This would also do away with the necessity of hiring help or being under

obligations to one's neighbors to keep the home heated should a winter trip be contemplated.

To this end, suggestions will be gladly received from civil and mechanical engineers as to the most economic heating system adaptable to at least 600 houses, covering one hundred acres—whether they would recommend high-pressure steam, low pressure with a vacuum, or hot water. The pioneers of this proposed movement are now considering ways and means of perfecting such an arrangement as has been outlined above, and believe that the benefits that will accrue should be sufficient to awaken thinking persons to a realization that a thorough study of economic methods will bring increased prosperity and eliminate dangers attendant to wage disputes.



CHAMPION HIGH SCHOOL FOOT BALL TEAM OF THE STATE OF MISSISSIPPI.
YAZOO CITY, MISS.



ALWAYS SAFETY FIRST

Minutes of Safety Meeting for First Quarter of 1915. Held in the Office of the Superintendent, at Mattoon, March 6, 1915. Present

S. S. MORRIS, Chairman, General Safety Committee.
L. E. McCABE, Superintendent.
J. A. BELL, Master Mechanic.
W. G. ARN, Road Master.
J. W. BLEDSOE, Train Master.
C. A. KEENE, Chief Dispatcher.
O. E. HAETTINGER, Yard Master.
J. J. SEKINGER, Supervisor.
J. C. CRANE, Supervisor.
H. E. CUSIC, Traveling Freight Agent.
E. S. SHAPLAND, Division Storekeeper.
H. F. RUNGE, General Foreman.
THOS. MILLER, General Foreman.
H. T. LOUGHERTY, General Foreman.
F. P. NASH, General Foreman.
F. T. GIBBS, Yard Master.
P. H. SHEEDY, Yard Master.
G. H. DANVER, Traveling Engineer.
J. L. PIFER, Supervisor.
T. J. FLYNN, Supervisor.
WM. WARD, Agent, Indianapolis.
J. E. RHODES, Agent, Evansville.
W. J. ROBINSON, Agent, Peoria.
J. H. BLOYE, Agent, Palestine.
C. R. PLEASANTS, Agent, Bloomington.
J. B. RYAN, Agent, Olney.

The meeting was opened by Mr. Morris, who spoke as follows:

I wish to call your attention to two personal injuries that occurred on your division, namely, the case of Conductor H. E. Severns, who was knocked off the side of a car by coming in contact with a coal shed too near the track; and the case of T. B. Leonard, who was injured by a piece of timber falling from overhead in the stationary engine room at Mattoon shops. Both of these come under the classification of avoidable accidents.

There is the biggest opportunity in the world on all divisions for an improvement, and a saving in money by watching these personal injuries closely.

The Maintenance of Way Department for seven months shows an increase of \$16,000.00. The Transportation Department shows a decrease of \$85,000.00. We are watching accidents closer in the Transportation Department. The increase in the Machinery Department is not so great. In the shops we had 50 accidents in 1913, and 45 in 1914. Many of them were minor injuries. Never think that because a man is not seriously hurt, you can pass it up. Investigate each case; ascertain the cause, and make your plans to avoid such injuries.

Take advantage of the Surgical Department. If a man bruises his hand, have him call on the Local Surgeon at once. Blood poison may set in if the injured hand is not given proper attention; and a slight injury may prove a serious one.

We have not made the decrease in the Maintenance of Way Department that we should. We have had to pay some very heavy claims in that Department. This is something that we want to get right behind. From an economical standpoint, when we kill a man, a new man, who is less efficient, must take his place. We have to break in the new man.

The Indiana Division is in good shape, but I would like to see a decrease in the number of accidents.

I am not the man who is getting the results; it is you, who are on the ground, that I must look to for results. This safety business is peculiar, and I have peculiar views. I believe the man on the job is the man to do the work. We want everybody to work on it quietly, and reduce accidents to a minimum. It will save grief, it will save suffering, and it will save money.

Mr. McCabe:

In addition to what Mr. Morris has said, I wish to mention the importance of getting reports of all accidents. Let us investigate each case immediately and get all of the facts. If an accident occurs in connection with the use of a tool, have the tool carefully inspected, and lay it away for future use in case a suit is filed. Get statements from all of the witnesses. When a man has a just claim, the company is willing to settle it; but we want to protect ourselves against such claims. We, of course, want to avoid injuries, but when they occur, get correct reports, and get them promptly. Besides this, if a man gets injured, and we do not find out how, we are not in position to correct the fault.

**The Danger
of Accidents
Caused by Hot
Boxes on Cars:**

General Foreman Miller of Evansville brought up this subject, stating that during January 66 cars reached Evansville without journals, and during February 128 cars. In one case the Car Foreman struck one of these cut journals a blow with sledge hammer, and it broke off. Had the journal broken while the car was in the train, a serious accident might have resulted. The question is whether the journal boxes are being robbed of waste, or are the train men failing to give boxes proper attention. Agent Rhodes stated that very few cars were being over-loaded, therefore the trouble was not from this cause. Master Mechanic Bell expressed the opinion that the trouble was partly due to reclaim plants taking too much of the oil out of the waste. Indianapolis and Palestine reported but little trouble with hot boxes.

SUGGESTED:—That a careful investigation be made to determine the cause of the trouble reported by Mr. Miller.

**Keeping
Station
Platforms
Clear of
Obstruction:**

**Avoid Fires
on Right of
Way:**

Road Master Arn had noticed platforms obstructed with trucks, freight, etc.

SUGGESTED:—That Train Masters watch this closely while going over their districts and handle with Agents for correction.

Supervisor Flynn said:— “I personally feel that right of way fires are the greatest losses we have on our district. When we have a fire it means a loss of so many dollars and cents, and no way of recovering one penny; and a loss we cannot insure against. I have prepared a statement of fires on my district.

In 1913 we had 157 fires, estimated loss \$3,455.30

In 1914 we had 78 fires, estimated loss 2,463.81

You will note that we made a saving of \$991.49 while in 1914 we had the greatest drought we had in the past seventeen years. I attribute this saving to the efforts we put forth and by co-operating with land owners along the line, having them plow fire guards, or getting permission from them to plow the guards ourselves. We also used bricks saturated with oil and burned fire guards along our way land fences.”

Mr. McCabe:—This is a very good report from Mr. Flynn. Let us begin early this season on all districts, and see if we cannot make an improvement over 1914.

**Encouraging
Employes to
Remain off
Duty When
Not Physically
Able to Render
First Class
Service:**

Traveling Engineer Danver said:— “Some of our men work when they are sick. I noticed one case last week where an employe’s activity was greatly impaired by rheumatism. Of course a man in this condition is not as well able to protect himself against accident. Employes sometimes return to service too soon after a spell of sickness. It may be that they do not feel financially able to lose the time. Some of the men leave terminals without having taken sufficient rest. They attend theaters, or other amusements, when they should be sleeping.

SUGGESTED:— That Division Officers do what they can to correct this.

**Switch Stands
and Targets:**

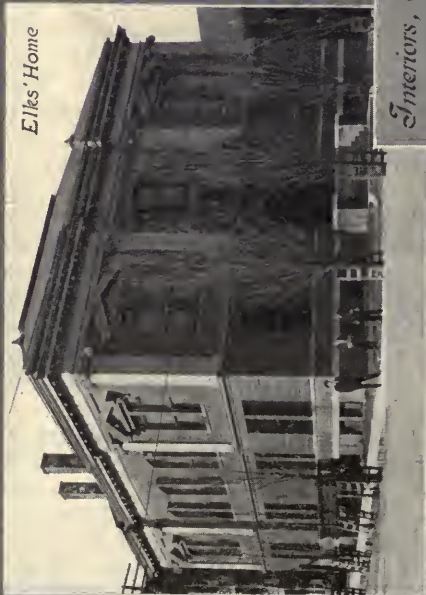
Supervisor Crane introduced this subject, saying:— “All of the ground-throw switch-stands which are now in use and have been in use for a number of years, have both the safety and the danger targets made just alike, the only difference being in the color. These stands are low, and when targets are dirty, and a box car happens to be standing so as to throw a shadow it is difficult, even in the day time, for an engineman to tell how the switch is set.

These targets are small. I would suggest that they be made larger, also that a hole several inches in diameter be cut through the red and yellow targets on each side of the staff.”

Meeting adjourned at 12:30 p. m.



Elles' Home



Interiors, Elles' Home
Yazoo City, Miss..





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

Pneumonia Danger Time

THIS is the time to plan against pneumonia. The death rate from this disease is lowest in the pretty autumn season and gradually increases until in the spring when it reaches its highest stage. In November the number of deaths from this cause begins to climb. It mounts higher each month until the apex is reached in March, after which there is a slow decline through the spring months. Of no other disease is the hale, hearty man in the prime of life so much afraid. Not only does he know of any number of his comrades who have been stricken, while in the very prime of life, but when he reads figures from Health Departments, he finds that pneumonia is "captain of the men of death." He finds that the number of deaths from pneumonia is about twice as many as those from consumption.

The form of pneumonia of which he is afraid is that kind that comes on with a chill, fever, and bloody sputum and that runs its course in about a week.

Let us study some statistics to discover the great importance of pneumonia. The British Registrar General says that in 1911 for each 1,000,000 inhabitants in Great Britain 2,519 died from the different forms of pneumonia and bronchitis.

In this country we commonly figure on a basis of each 100,000 population, which would mean that the British had a pneumonia rate of 251.9.

In this report this group is divided into lobar pneumonia 13, broncho-pneumonia 53.9, pneumonia type not specified 58.5, and bronchitis 116.5.

The pneumonia in which we are specially interested is lobar pneumonia. This is said to be the pneumonia due to infection with the pneumococcus. When a movement is started to control pneumonia similar to the movement to control consumption, the variety to be fought against will be the pneumococcus or the lobar variety.

If we divide the 58.5 pneumonia not specified into two parts, and assume that 30 per cent of it is due to lobar pneumonia then we have about 50 per cent of all deaths as reported by the British registrar due to lobar pneumonia. The reader can readily see what an important disease pneumonia is and as its highest death rate is in the early spring months, special care should be used at this season of the year to avoid and prevent contracting this dreaded and fatal disease.

The question of the prevention of pneumonia is a very difficult one, and has hardly yet come within the sphere of our practical knowledge. It is very necessary that more care be taken with the sputum of pneumonia patients. It should always be burned and all cloths and handkerchiefs used by the patient should be immediately boiled. When pneumonia is prevalent, the mouth and nose should be frequently disinfected and those who have had pneumonia should have the mouth

well disinfected several times a day. Some state and city boards of health have the houses in which pneumonia patients are cared for, disinfected after the disappearance of the disease. It would be a wise rule to follow if all houses that are rented were disinfected after the removal of each tenant. Another preventive measure of much value is the proper protection of the

body against cold and chills. The sudden changes in the spring months are accountable for many cases of pneumonia and care should be used at this season to carry overcoats and not to change the underwear until all sudden changes have past. Care in this respect will often prevent many cases of disorders of the chest and lungs, notably pneumonia.

Roll of Honor

Name	Occupation	Where Employed	Service	Date of Retirement
John Rettinger	Tool Room Man	Centralia	31 years	9-1-14
John Schroeder	Car Cleaner	Chicago Term.	24 years	1-1-15
August Olson	Pumper	Mt. Pulaski	20 years	4-1-15
Chas. F. Mackintosh	Clerk, Acct. Dept.	Gen'l Office	21 years	5-1-15
Robert M. Craig	Joint Pumper	Vandalia, Ill.	17 years	11-1-14
Leroy P. Branton	Laborer	Paducah, Ky.	13 years	11-1-14
Felix Shelby (colored)	Crossing Flagman	Canton, Miss.	25 years	1-1-15
Richard Lavery	Janitor	Clinton, Ill.	51 years	1-1-15

ALMOND D. STEWART PENSIONER

Then on account of his age and infirmities he took the position of flagman at

MR. ALMOND D. STEWART was born in Hadley, Saratoga county, New York, February 26, 1852. He lost his parents early in life and was compelled to shift for himself from boyhood. He came west in February, 1873, and located in East Dubuque and secured employment as a clerk in a store, working in this capacity for six months. In September, 1873, he secured employment as brakeman on the Amboy division and worked as long as times were good until 1881, when he was employed as switchman at Forreston, Ill. He continued in this position for two years and was then promoted to the position of yard master, continuing in this capacity at Forreston, Freeport and Rockford, upwards of twenty-five years. During the entire period Mr. Stewart was yard master, he never was the cause of an accident, on account of neglect, which is a remarkable record.



A. D. STEWART

Main street crossing, at Rockford, Ill., which position was held by him with

credit until March 1, of this year, when he was retired on a pension.

Mr. Stewart was married on July 3, 1878, to Lillah V. Bates and became the father of sixteen children, eleven of whom are living at the present time, five boys and six girls. His wife died eight years ago this spring and he is making his home with four of his unmarried daughters. Mr. Stewart certainly contributed to the Roosevelt family idea. It is very seldom one sees a family of this size in the present generation. His children have all turned out well and are good citizens, most of them residing at Rockford.

Mr. Stewart was always found to be a thoroughly competent, honest, intelligent workman, always courteous to the patrons of this road, always having their interest in mind and going out of his way to extend a favor to anyone. Such treatment as this to patrons of the road cannot help but bring forth good results and increase tonnage for the company he represented.

We all extend to Mr. Stewart a happy, easy life for the balance of the period allotted him.

JOSIAH S. EVANS PENSIONER

JOSIAH S. EVANS was born near Waynesburg, Pa., January 24, 1845, and spent the early years of his boyhood among the rugged hills of that country. At the age of eleven he came west with his parents and located on a farm west of Panola, Ill., later locating on a farm between Panola and El Paso, Ill., where he farmed in summer and taught school in the winter, and as a recreation led a marshal band, which took part in some of those wonderful rallies for Grant and Greely and other notables.

He was married in 1874 to Miss El-

vira Eversole of Lawrenceburg, Ind. To them were born three daughters and two sons, all of whom are still living.

In 1884 Mr. Evans left the farm to accept the position as billing clerk under Mr. George M. Young, joint agent for the Illinois Central and the T. P. & W. Railroads at El Paso, Ill., which position he held until October, 1892, when he was appointed agent of the Illinois Central at El Paso.

Mr. Evans continued to serve this company in the capacity of agent at El



JOSIAH S. EVANS

Paso until January 31, 1915, when he was retired on a pension, after having been in the service 31 years. Mr. Evans has a very unusual record, not having missed a day on account of ill health during his long years of service.

In Mr. Evans, the Illinois Central had a most loyal and efficient employe and on account of his very jovial disposition, he made numerous friends both for himself and the company as well. It is hoped that he will be able to enjoy this pension, which comes to him well earned, for many years.





*Residences
+ of +*

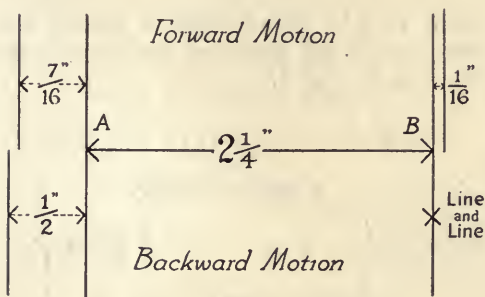
*Yazoo City
Miss.*

from the point on the guide yoke, it is, therefore, necessary to move the eccentric crank so as to move the link toward the center of the two lines on its side. Repeat the entire process until the link shows itself to be in the same position while the engine is standing on either dead center.

Hypothesis No. 1.

Let it be assumed that the four dead centers have been caught and indicated on the valve stem, as in Fig. 3.

Fig. 3



Note.—An engine equipped with inside valves, the rear tram mark on the valve stem indicates the port open to the front end of the cylinder, and the front mark the port opening to the rear end. Thus, to avoid confusion "A" will indicate the front end of the cylinder, and "B" the rear end.

The first procedure in this case would be what I choose to call the equalization of lead. This is effected by means of an alteration in the length of the eccentric rod.

Notice that the lead in the "A" end of the cylinder is greater by one-sixteenth inch in backward motion, while in the "B" end of the cylinder it is greater by one-sixteenth in the forward motion.

As the influence of the eccentric rod on the valve is direct in forward and indirect in backward motions, it, therefore, follows that, according to the figures in Figure 4, to move the valve one-thirty-second inch ahead in forward motion and one-thirty-second inch back

in backward motion, the eccentric rod must be lengthened, according to rule 5, two and five-sixths times one-thirty-second inch or three-thirty-seconds inch.

Fig. 4.

"A."

$$\frac{1}{2} \text{ in.} - 7\text{-}16 \text{ in.} = 1\text{-}16 \text{ in.}$$

To equalize lead the valve must be moved 1-32 in. ahead in forward motion and 1-32 in. back in backward motion.

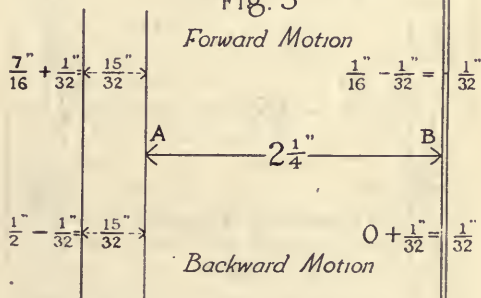
"B."

$$1\text{-}16 \text{ in.} - 0 = 1\text{-}16 \text{ in.}$$

To equalize lead the valve must be moved 1-32 in. ahead in forward motion and 1-32 in. back in backward motion.

The valve will then tram as in Fig. 5.

Fig. 5



Notice that the lead is now equal in both motions in either end of the cylinder.

The next procedure is the squaring of the lead. This is effected by means of an alteration in the radius rod.

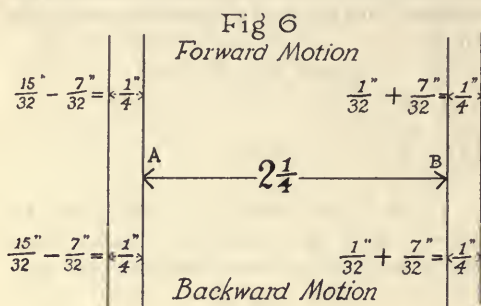
As the influence of the radius rod is direct upon the valve in either motion, it, therefore, follows that to square the valve the radius rod must be shortened 7-32 inches and the valve will tram as in Fig. 6.

Hypothesis No. 2.

As a second working hypothesis, let it be assumed that the valve trams as in Fig. 7.

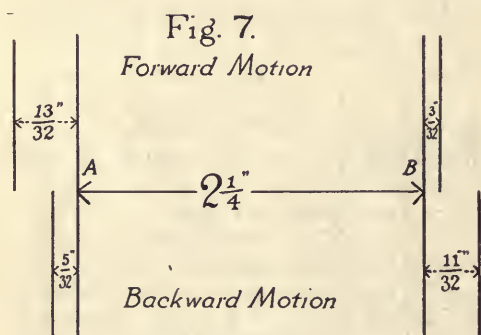
Notice that the lead in the "A" end of the cylinder is greater by $\frac{1}{4}$ inch in

As the influence of the radius rod upon the valve is direct, it will be no-



the forward motion, while in the "B" end of the cylinder it is greater by $\frac{1}{4}$ inch in the backward motion.

According to the figures in Fig. 8, the eccentric rod must be shortened to



the amount of $2\frac{5}{6}$ times $\frac{1}{8}$ inch, or a scant $\frac{3}{8}$ inch. See Figure 9.

Fig. 8.

"A."

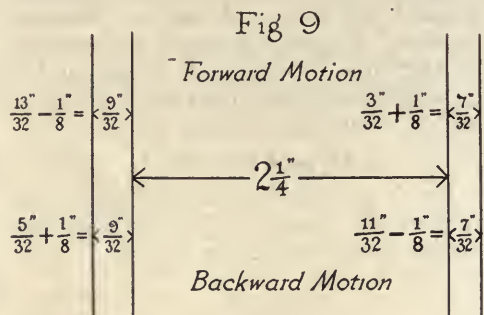
$$13\text{-}32 \text{ in.} - 5\text{-}32 \text{ in.} = \frac{1}{4} \text{ in.}$$

To equalize lead the valve must be moved $\frac{1}{8}$ in. back in forward motion and $\frac{1}{8}$ in. ahead in backward motion.

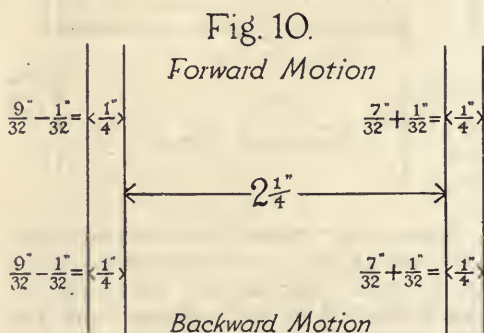
"B."

$$11\text{-}32 \text{ in.} - 3\text{-}32 \text{ in.} = \frac{1}{4} \text{ in.}$$

To equalize lead the valve must be moved $\frac{1}{8}$ in. back in forward motion and $\frac{1}{8}$ in. ahead in backward motion.



ticed at first glance that it should be shortened $1\text{-}32$ inch and the valve will tram as in Fig. 10.



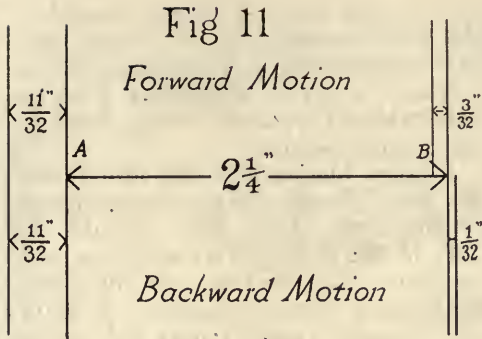
Hypothesis No. 3.

My next hypothesis will be one that, so far as my individual knowledge is concerned, will contain in every particular the essence of originality. For, in every authoritative writing on the Walschaert valve gear that I have had the good fortune to read, I have yet to find one that takes into consideration alterations in the length of parts other than the eccentric and radius rods.

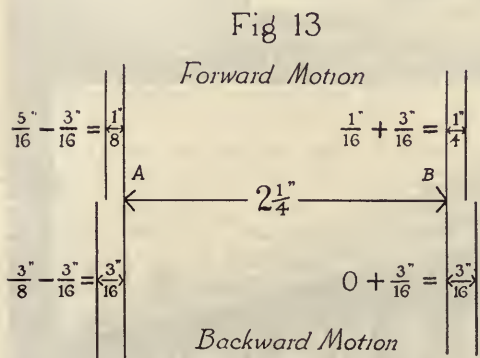
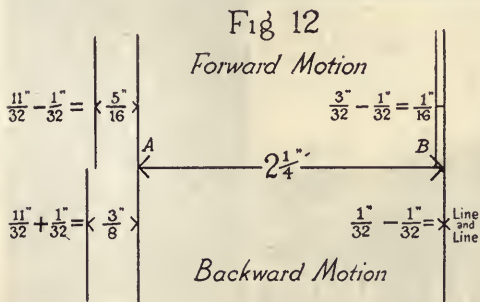
In order to square the valve in Fig. 11, and give it the required lead it will be necessary to make four distinct alterations in the entire gear.

By using the same method, as shown in the first two propositions, the valve can be partially squared by the following alterations:

1. Eccentric rod shortened $2\frac{5}{6}$



times $1\text{-}\frac{32}{32}$ inch, or $3\text{-}\frac{32}{32}$ inch. See Figs. 12 and 13.



2. Radius rod shortened $3\text{-}\frac{16}{16}$ inch.

As I stated in a previous paragraph, that when the link trans from some point on the guide yoke, the same distance when the engine stands on either center, the eccentric crank is in most cases properly set. However, there are times when this rule will not hold true.

As the combined lap plus the combined lead is, in this case, greater by

$1\text{-}\frac{16}{16}$ inch in the backward motion, it is therefore necessary to re-set the eccentric crank.

3. With the engine set on the dead center and the radius rod in the forward gear, loosen the eccentric crank on the main crank pin and move it around its circumference until the lead at this point increases $1\text{-}\frac{32}{32}$ inch. This being done, clamp the eccentric crank in place and try the valve for lead on all dead centers. If lost motion is not too prominent the lead will be $5\text{-}\frac{32}{32}$ at all dead centers. This indicates that the eccentric crank is set beyond any doubt.

The next and last operation is a very difficult one to explain. However, I shall endeavor to make my explanation as comprehensive as possible.

It will be readily noticed in Fig. 1 that with the engine standing on a front center the combining link is in a horizontal position. Let us suppose that the front connecting pin is disconnected, and that the combining link is moved upwards to about ten degrees of its circumference. It naturally follows that to connect the two levers again the combination lever must be shortened, and, owing to its angular position, would have to be moved slightly ahead in order to make the connection. This movement of the combination lever would also move the valve slightly ahead, thereby increasing its lead.

4. As to the method used in determining the amount the combination lever should be shortened to increase the lead $3\text{-}\frac{32}{32}$ inch, the amount the case under consideration requires, I would suggest the very simple method of setting the engine on a dead center, disconnecting the front combining link pin, and moving the combination lever ahead enough to effect the valve the desired amount. With the combination lever in this position it merely remains to raise the combining link upward until the center of its front pin hole comes in contact with the link, which indicates the center of the combination lever

must be shortened the amount of the distance between the center of its lower pin hole and the point of contact.

While it might be that the increasing of lead in one end of the cylinder by means of this alteration might mean a decrease of lead in the other end, a comparison of the positions of the combining link and the lever on front and back centers will soon disprove this idea.

After outlining these four distinct operations in the order in which I have placed them, it might seem paradoxical

to say that the last named should be the first operation in the actual practice of valve setting. However, I choose to place it last in order that, with the valve already squared, it might not appear too ambiguous.

I might further add that in my opinion the obtaining of the proper length of the combination lever should, not only be the first operation, but entirely separate from the rest, and the alterations made before proceeding to adjust the eccentric crank, radius rod and eccentric rod.



Y. & M. V. STATION, YAZOO CITY, MISS.



CLEANINGS

from the

CLAIMS DEPARTMENT

*Fragments of a Story
Seldom Ever Told*

Mr. Sivley on the Job

The sensational trial of a personal injury damage suit regaled the spectators of Judge Young's court in Memphis during the latter part of the month, and the Memphis newspapers ran interesting stories about the details of the trial daily for more than a week.

Virginia Hunt, colored, filed suit against the Illinois Central for damages for the death of her husband, Charles Hunt, who was struck by a train seven miles north of Memphis on the night of January 9, 1914. The case was first tried last October, when the court directed a verdict in favor of the railroad. The testimony in the first trial showed that the body of Hunt was found between 7 and 8 o'clock on the morning of January 10, about ten feet from the track at a distance of one hundred yards north of Overton Crossing. The indications were that the man had been dead for twelve or fourteen hours. There was no testimony to the effect that

the railroad was negligent in any way. Following the result of this trial, the firm of Bell, Terry & Bell, well known lawyers of Memphis, was employed and filed a motion for new trial on the ground of newly discovered evidence, and supported this motion by the affidavits of two negroes, Mort Gates and Mose Harrison, who alleged that they were eye witnesses and were able to tell in detail all about the death of Charles Hunt. Upon this showing, Judge Young granted a new trial, which was commenced on the 12th ult., and there was made out practically the same sort of a case that was presented to the court on the first trial. Attorney Bell declined to put the "newly discovered" witnesses, Mort Gates and Moses Harrison, on the stand, explaining to the court that their affidavits were so unreasonable that he did not, himself, believe them to be true. The railroad's attorney, Mr. Clarence L. Sivley, was not to be trifled

with in this manner, and urged upon the court that the plaintiff had secured a new trial on the affidavits of these witnesses and that he thought it would be unjust, both to the court and the railroad, if the witnesses were not put upon the stand. At this juncture, Mr. Bell stated that he would withdraw from the case rather than introduce the witnesses, but the original attorney in the case, Mr. Moon, said he was willing to offer the witnesses, whereupon the plaintiff asked to be permitted to take a non-suit. Here, again, Mr. Sivley interposed a vigorous objection, with the result that the court declined to permit the case to be non-suited and required the plaintiff to introduce the much heralded witnesses, Mort Gates and Moses Harrison. They testified, substantially, that Virginia Hunt and a negro by the name of J. J. Cannon came to them in the fields where they were engaged in cutting hay and picking cotton and promised to pay them \$150 each if they would go before a lawyer and swear that they witnessed the accident in which Charles Hunt lost his life, assuring them that they would never have to go to court and, furthermore, that the case had already been tried and that all that was necessary in order to get a settlement out of the railroad was to furnish two eye witnesses. After a good deal of hesitation, Moses and Mort were unable to resist the temptation to obtain the \$150 in perfectly good money and agreed to lend the use of their names in furtherance of the scheme. They swore that they had been bribed to make the statements; that they did not see the accident and did not know that they were sworn when they signed the affidavits in the law offices of Bell, Terry & Bell, where they were taken in an automobile by Virginia Hunt and J. J. Cannon. At the close of the testimony, Mr. Sivley, for the railroad, made a motion for a peremptory instruction in favor of the defendant, or to reinstate the judgment entered in favor of the railroad company on the former trial, because of the palpable fraud practiced by the plaintiff upon the defendant and the court. Virginia Hunt

renewed her application for a voluntary non-suit, but the court suspended the entire proceedings and cited Virginia Hunt and J. J. Cannon for contempt of court.

Mr. Sivley took an active part in the contempt proceedings which followed; acting as the friend and adviser of the court. Virginia Hunt and J. J. Cannon were convicted and each were sentenced to serve ten days in jail and to pay a fine of \$50. Later on they were both indicted by the grand jury for subornation of perjury and in default of bond were sent to jail, where they now languish awaiting trial. The contempt proceedings were full of interest and information. There has been a great deal of talk going the rounds about fraudulent personal injury lawsuits. Here was a concrete case reeking with fraud of the very worst type. Those who brought the suit were trying to drop it as they would a red hot stove, but the court would not allow them to do so. Judge Young sat steadily in the boat and would not permit anybody to rock it.

It would be well for those contemplating the bringing of fraudulent personal injury suits against the Illinois Central to steer clear of Shelby county, Tennessee, in which Memphis is located, because Clarence Sivley represents the railroad there and anything that smacks of fraud will have to be thoroughly ironed out and explained to his entire satisfaction. He does not believe in lightly "passing the buck" when it comes to handling perpetrators of fraud. He is not from Missouri, but you "have to show him."

The Memphis Commercial Appeal of the 19th ult., commented editorially on above case as follows:

"The negro ambulaner and the two witnesses who admitted they perjured themselves have been held for action of the grand jury. The incident might be a beginning of an exposure of the whole system of growing law suits in this county. If the Bar Association of Memphis was of any use it could begin an inquest on the material at hand and get some good results. Peddling law suits is one of the industries that Memphis could lose."

ANOTHER DAMAGE SUIT FRAUD EXPOSED.

The "damage suit industry" received a pretty severe blow down in Louisiana recently. During the trial of the case of William Hoke vs. the M. L. & T. Railroad it developed that the case was crooked. Hoke, a negro of Birmingham, Ala., alleged that he boarded a midnight train out of New Orleans for Morgan City, La., and slipped on the proverbial banana peel in the aisle of the coach and fell. His accomplice, one Reynolds, was near at hand when the "accident" occurred and, of course, was on hand at the trial in New Orleans as the star witness for Hoke. The injury claimed was dislocation of the hip, resulting in permanent shortening of the limb by three inches. On account of the severity of the injury, suit was brought for the large amount of \$65,000. Hoke and his pal, Reynolds, supplied all of the necessary testimony. Hoke is one of those freaks of nature who can throw his hip from its socket and create a shortening of the limb.

Representatives of the railroad became suspicious of the case and started a general investigation reaching all over the country. Evidence was collected that Hoke was a professional in his line and had victimized about eighteen railroads and accident insurance companies in the past few years. On being confronted by seven claim agents of different companies who had settled claims with him for the same injury Hoke was suing for in New Orleans, he broke down and admitted that he had been following the business of collecting damages on crooked claims for years. It was developed in the trial that Reynolds had placed the banana peel where Hoke could slip on it and fall, and that the whole thing was carefully planned.

The United States Department of Justice caused the arrest of Hoke. He was indicted on the charge of perjury January 23, and on March 6 was sentenced to eighteen months in prison at Atlanta, Ga.

SECTION FOREMAN A. T. BATTS.

Some great work is being done on the Tennessee Division in the way of reducing the waste of killing stock on the waylands. Section Foreman A. T. Batts, of Curve, Tenn., is one of the active workers in behalf of the good cause which promises so much in the way of preserving live stock and of reducing the expenses of the company in settling



A. T. BATTS

claims and of decreasing opportunities for train accidents.

Mr. Batts is thirty-three years of age, and has been a section foreman for about ten years. He is obliging, courteous and capable and is the kind of man who accepts responsibility and does not attempt to shift it. This characteristic is appreciated by those higher up more than any other, and the man who embodies it in

his make-up is sure, sooner or later, to be recognized.

HIS DUTY TO KEEP THEM UP.

The following letter to Claim Agent B. H. Heuring at Memphis from a prominent citizen of Como, Miss., relative to a claim for a hog killed, is interesting in that the writer of the letter says he thinks it is his duty to keep his stock up, and if all the hogs he has are killed he will not put in another claim:

Como, Miss., March 15, 1915.

Mr. B. H. Heuring, Memphis, Tenn.

Dear Sir: I received your letter in regard to compromising for the amount of five dollars and I will accept the said amount, although I did not put my hog in at half value. I will promise you that if every hog I have gets killed in this year, I will not claim any damages. I think it is my duty to keep them up.

Very respectfully,
(Signed) T. H. Sanders.

A SENSATIONAL DAMAGE SUIT.

The damage suit disease has become so prevalent in this state that many people in all walks of life, both sexes and all ages, readily contract the infection upon the slightest exposure. It might be expected that a widow having several small children to rear would be the last person to get mixed up in a damage suit scandal, but Mrs. M. E. Kimball of Vicksburg, is at least one exception.

This lady on December 18, 1911, purchased a round trip ticket from Vicksburg to New Orleans, leaving Vicksburg on the early morning train and intending to return on train No. 12, leaving New Orleans that evening. Train No. 12 had two coaches derailed at Harahan, on the outskirts of New Orleans, in an accident known as "splitting a switch." No one was seriously injured, but a few passengers claimed to have been slightly shaken up. A few days later Mrs. Kimball presented a claim, stating that when

the accident occurred she was thrown out of her seat, and that other passengers were thrown upon her.

As nothing was heard of this woman at the time of the accident, a thorough investigation was started, when it was discovered that Mrs. Kimball was not on the train, but reached the gate at New Orleans just as the train was leaving the depot. The gateman distinctly remembered her coming to him and that she was greatly distressed at missing the train, because she stated that she had left her small children in the care of a neighbor at home with the understanding that she would return home that evening. She was heard to make this statement by the depot officers, matron and several other persons about the depot. She went to the ticket office where she was advised that the quickest way to return to Vicksburg was to go to Jackson on the evening train, stay there all night and then go to Vicksburg over the A. & V. the following morning. She also called on the telegraph operator and he wrote and forwarded at her dictation a message to friends in Vicksburg, apprising them of the situation.

Claims were presented to the railroad by two or three different firms of attorneys, but upon the claim being declined, they evidently became suspicious or learned the truth and dropped the matter. Finally, however, a firm was found which brought suit in the circuit court of Warren county for \$20,000, in which it was alleged that Mrs. Kimball was thrown out of her seat, bumped about the car, and other passengers thrown upon her, that she received various cuts and bruises, and the principal injury was to one of her limbs and was of a permanent character.

When the case went to trial the plaintiff testified in line with her declaration. When the defense was produced, it was shown that shortly before the trial the company was advised by a Mrs. Blocker that some time following the alleged accident, Mrs. Kim-



OUR CARTOON

The above cartoon does not exaggerate the story it tells. To illustrate: Some time ago one of our conductors was killed in an accident and was survived by a widow and two small children. The company was anxious to pay a substantial sum to the widow in compromise of her claim and she was fully apprised of this fact, but she had a brother who was also employed by the company in a responsible position. He was made aware of the attitude of the company, and while pretending to favor a compromise, privately exerted an influence over his sister to place her claim in the hands of a damage suit attorney. There must have been some pretty strong influence that actuated the brother in the matter, stronger even than the ties of blood. The case was compromised with the damage suit lawyer, who took one-half of the amount recovered, leaving the widow substantially less than the company was willing to pay in the outset. So far as we have learned, the brother did not use his influence with the damage suit attorney to decrease the fee of one-half of the amount recovered, which his sister was made to pay. The "tie" between the brother and the damage suit lawyer has not been explained.

ball and a lady friend approached Mrs. Blocker with a proposition to assist them in the suit against the railroad, Mrs. Blocker to testify that she was a passenger on the train and to corroborate Mrs. Kimbell in her story of the accident and the injury. Mrs. Kimball and her friend prepared a written statement, which they styled "A Lesson" for Mrs. Blocker to learn, and it was given her for that purpose and numerous recitals were held. A written contract was also entered into by Mrs. Kimball with Mrs. Blocker, agreeing to give her a certain share of the proceeds of the suit.

Mrs. Blocker's testimony about these facts created a great sensation and it further becoming known that the defendant was prepared to prove that the injury complained of by the plaintiff to one of her limbs was a trouble of long standing, and that she had been a partial charge upon the King's Daughters of Vicksburg for some time, owing to her crippled condition. Her attorneys stated to the court that they had brought the suit in good faith, but in view of the disclosures made, they were satisfied that it was without merit and asked leave to withdraw, and the suit was dismissed.

Open gambling has long been considered a public menace because of the temptations it presents and the ruin it usually works upon those who

engage in it. Those closely associated with damage suit cases have observed that this form of speculation is becoming almost as much of a menace and quite as ruinous to many people tempted by it as the so-called games of chance.

The Daily Herald of Vicksburg published a five-column story of the Kimball case, and editorially remarked: "Without meaning to criticize Judge Mounger, or anyone, the account of the attempted damage suit frameup against the Y. & M. V. railroad prompts this remark: That after the exposure leading up to its being thrown out of court, the parties to it should have been, or should be, bound over to appear before the grand jury. So bold and bald an attempted crime should be sifted out thoroughly."

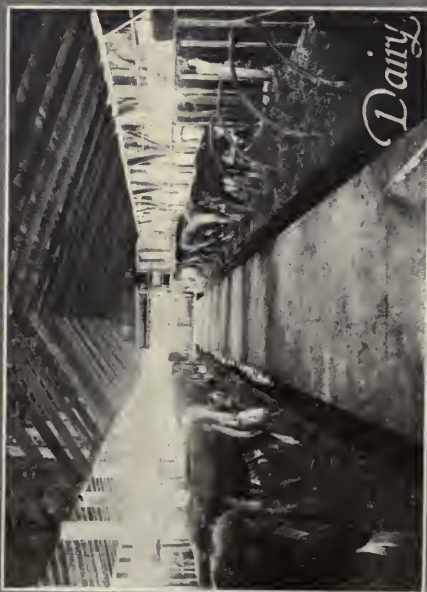
Unfortunately this species of fraud has become so common as to excite little comment and practically no effort on the part of those in authority to punish it, and hence it is not a matter of surprise that no action whatever was taken in the Kimball case. But the damage suit epidemic has grown to such proportions in Mississippi that it is high time our grand jury should take cognizance of the numerous frauds attempted, and see to it that the guilty parties are presented for trial on criminal charges.—Editorial, Jackson (Miss.) Daily News, March 7, 1915.





Churches
+ of +
Hazoo City
+ Miss. +





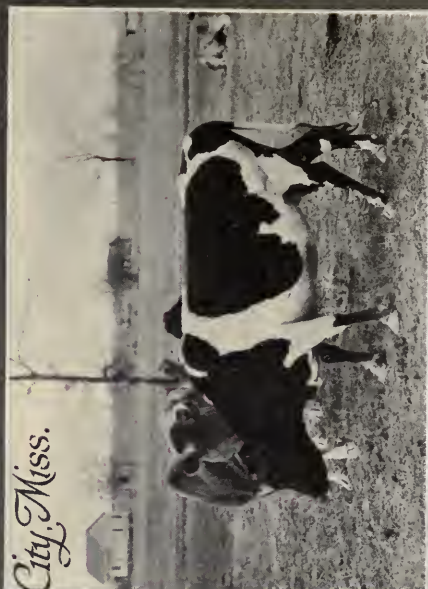
Dairy



Farm



near Yazoo



City Miss.



Industrial, Immigration ^{and} Development Department



The Agricultural Outlook

By Charles N. Brumfield, Agriculturist,

ONE interested in the purchase of cattle in Mississippi and Louisiana is impressed with the scarcity of cows and heifers for sale. A serious criticism made by students of our systems of farming a few years ago was that farmers were so ready to sell at a nominal price young cows and heifers. The time has passed when these go for a nominal sum and the man in the market for these kind of cattle has some difficulty in finding a surplus in the country. In the territory where the boll-weevil has been the longest we find the least sale and the most ready market for this class of live-stock. Farmers have learned that the best way to furnish their families wholesome food is to produce it in the garden and to make the milk and butter a factor in feeding the family. The establishment of creameries is emphasizing the value and possibilities of Mississippi and Louisiana soil for the creamery business, and teaching our farmers a great lesson.

The month of March has been noted for its caprices. The weather has changed from good to bad and bad to good so often that progress in the growing of spring crops has been somewhat impeded. The tomato plants in the vegetable sections are still in the cold frames, and are easily protected from the changes in weather. Cabbage and garden peas are mak-

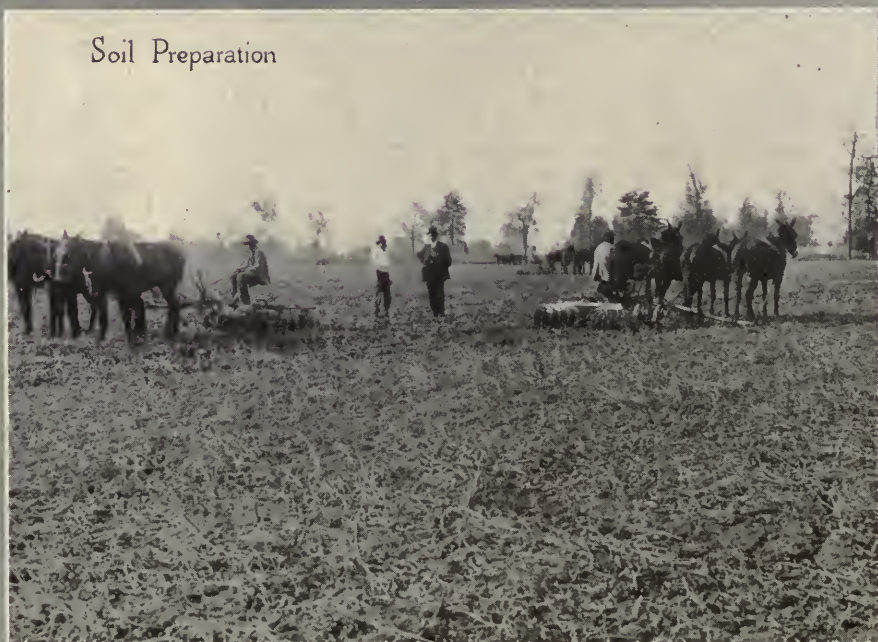
ing some growth, but not as much as they should be making at this season of the year. Cabbage, peas, beans and tomatoes will be two weeks later than during any normal season. The strawberries were fruiting beautifully when the fruit was chilled by a sudden freeze last week; however these drawbacks will not affect the output of vegetables or the quality, but will merely throw them on the market a little later than common.

A great deal of plowing has been done this month, for the reason that we have had but little rain. Farmers have been unusually blessed in the preparation of their land because of the cool weather, and because the work has not been checked by any very heavy rains. It is to be noticed that there is a difference in the way that farmers are breaking their soil, and the method in preparing the seed beds. Large breaking plows are being used a great deal more than even last year. Two-horse plows are not uncommon, and many four and six-horse disc harrows are being used to great advantage. The section harrow is being used more freely than ever. Implement men appreciate the increased demand for improved implements. This crop in these states will be produced upon the most economic basis that any crop has been produced.

It is a fact that farmers are anxious to sow this crop. They are anxious to



Soil Preparation



prepare the land in the way that will insure perfect germination of seed. They are anxious for the seed to germinate and to grow into plants large enough to be worked out by them. Really, farmers are impatient for the time to come when they can reap the fruits of this year's harvest. Energy and anxiety and hopefulness are the things that are going to make agriculture in Mississippi the best in 1915 that it has ever been, and we predict that in 1915 the largest crop, from a money standpoint will be grown that has ever been produced. This also applies to Louisiana. The farmers in these states are seeking the reasons for things. They are studying and learning how and why to cultivate; that it pays to drain; that it pays to reduce

the man-power and increase the horse-power; and the farmers in these states are studying assiduously the soil in which they plant these crops. Every available source of information is being used for the betterment of agricultural conditions. The best test of the quality of Mississippi soil is the quality of products she produces. On the 17th day of March, W. J. Davis & Co. sold a four months old Hereford calf for \$1,325.00; another for \$850.00. These left the state of Mississippi but more and better ones were retained in the herd to improve Mississippi live-stock, which means improved soil, improved people, improved conditions. Mississippi and Louisiana are destined to be the leading live-stock states in the Union.



ST. CLARA'S ACADEMY, YAZOO CITY, MISS.

FREIGHT TRAFFIC

DEPARTMENT



The Routing of Traffic

By J. L. Sheppard, Assistant General Freight Agent, Memphis

I BELIEVE that many employees think it is the duty of certain persons connected with the Traffic Department, the bill clerks and a few others to properly route traffic or to see that it is properly routed, but whether he is conscious of it or not, it is a fact that every employee has something to do with the routing of traffic.

The carriers, prior to a few years ago, reserved the right to route all traffic and at that time, under the direction of the Traffic Departments, shipments were forwarded via routes which would yield the best returns to the carrier originating the traffic, but times have changed, an amendment having been made to the interstate commerce law which gives to the shipper the right to route his shipments to destination. Many shippers are now routing their shipments and while the Traffic Department is using its best efforts to prevail upon them to omit routing or to send their shipments via routes which will pay the company the best revenue, the matter of routing has been so extended as to make it necessary for every employee to watch the movement closely with view of conserving the company's revenue by properly routing the traffic.

While shippers have the right under the law to route their shipments to destination, as a rule they are indifferent as to the route so long as the rate and service is the same and their shipments reach destination via the desired terminal road and within a reason-

able time. At times the company may be short-hauled merely because shippers are not advised of the fact that it would be to the company's interest to send shipments via another junction, and the Traffic Department not advised of such cases until it is too late to handle the matter. However, someone connected with the company knows that the company is not getting the best returns from that particular traffic and it is the duty of that person to do what he can to secure the proper routing of the traffic and to report the matter to the proper officer of the company in order that the matter may be followed up closely by the person who is assigned the specific duty of looking after such matters.

Shippers are very often influenced in the routing of their traffic in the least expected ways. I recall one instance where certain traffic was routed against a line merely because the ticket agent made some impertinent remarks to a passenger concerning a sleeping car reservation. The remarks of the ticket agent not only caused the loss of some passenger traffic but also the loss of some freight traffic as it happened that the passenger was not only a man who traveled a great deal but also controlled considerable freight traffic. I have also heard it said by shippers that when they go to certain places they travel via certain routes because the train employees and others connected with the lines forming those routes are courteous and attentive to their duties

and that the condition of the station grounds along the way are kept in good shape and everything indicates that the affairs of the railroads forming the route are conducted in a systematic manner and for these reasons they prefer not only to travel that way but to entrust their shipments to the employees of such companies. There are many other instances of this kind which show how easily shippers are influenced in the routing of their shipments and that an opportunity is afforded every employee to have something to do with the routing of traffic which will, if properly done, increase the company's earnings. Personal friendship also influences shippers to a large extent in the routing of traffic and it often happens that the party whose duty it is to solicit the proper routing cannot turn the traffic because of the personal friendship existing between the shipper and an employee of another company while there may be many employees in our ranks whose friendship the shipper may value as much if not more than that of the employee of the other company, but the difference is that the employee of the other company has used his influence to secure routing via the company employing him, while the friend in our ranks has taken no steps in that direction.

It is not always the long haul which pays the best revenue. Therefore, when instructions are received from the Traffic Department to send traffic via certain routes or junction points, such instructions should, in the absence of conflicting instructions from shippers, be observed as frequently other tonnage is involved which would pay much better revenue than would be obtained by routing shipments via a junction which would pay slightly greater revenue. If shippers are using other routes, efforts should be made to have them route their traffic via the routes mentioned in the instructions, or better still, have them omit routing which will permit the compliance with the instructions and will also, in the event of a change in the instructions,

permit the traffic to be sent by other routes.

When the routing of traffic is left with the company's agent, it is his duty under the rulings of the Interstate Commerce Commission to send same to destination via the cheapest available route known to him of the class designated by the shippers; that is, all-rail and rail-and-water. The carrier whose agent does not properly route shipments under ruling of the Interstate Commerce Commission, is responsible for the entire overcharge and must pay same without assistance from any other carrier.

Our company has received claims which have caused considerable loss in revenue merely because some employee did not exercise a little care in the routing of shipments. When a shipment is received and it is not known what is the cheapest route, this information should be obtained from the Traffic Department before routing the shipment to destination.

It is also very important that bills of lading not be issued with rates and routes inserted when the rates do not apply via the routes inserted in the bills of lading. In case where a bill of lading is tendered with rate and route inserted and the rate does not apply via the route named in the bill of lading, the shipper should be asked whether he desires shipments forwarded over the route named in the bill of lading or via the route over which the rate shown in the bill of lading applies and such correction as is necessary should be made before bill of lading is signed. The failure to do this not only involves claims but frequently causes shippers to route their shipments via other lines whose employees will be more careful in executing bills of lading and handling their business.

A railroad company may secure a sufficient volume of traffic to indicate that its earnings will be satisfactory, but unless the traffic is properly routed, a loss will be shown where there should have been a profit and it will, therefore, be seen that the next most

important thing to do after securing traffic is to properly route it. As it is possible for every employee to secure some traffic for the company, it is likewise true that all have opportunities

to increase the company's earnings by properly routing traffic or by influencing others to do so and we should take advantage of our opportunities in the interest of the company.

Meritorious Service

FAVORABLE entry has been made on the records of the following conductors 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, advise 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 H. B. Jacks on train No. 24, Feb. 1st, and again on train No. 1, Feb. 8th, declined to honor card tickets, account having expired, and collected cash fares. Passengers were referred to the passenger department for refund on tickets.

On train No. 25, Feb. 20th, he declined to honor foreign interline ticket, account having expired, and collected cash fare. Passenger was directed to take up with issuing line for refund on ticket.

Conductor F. A. Hitz, on train No. 505, Feb. 13th, lifted expired card ticket on which passenger admitted having previously secured transportation, and collected cash fare.

Conductor D. S. Wiegel, on train No. 2, Feb. 27th, lifted employe's term pass, account passenger not being provided with identification slip Form 1572, and collected cash fare.

ST. LOUIS DIVISION—Conductor G. Carter, on train No. 2, Feb. 9th, declined to honor card ticket, account having expired, and collected cash fare. Passenger was referred to the Passenger Department for refund on ticket.

Conductor W. C. Walkup, on train No. 208, Feb. 79th, declined to honor card ticket, account having expired, and collected cash fare. Passenger refused to make claim for refund, and surrendered ticket.

On train No. 208, Feb. 25th, he declined to honor card ticket, account having expired, and collected cash fare. Passenger was referred to the Passenger Department for refund on ticket.

Conductor A. E. Reader, on train No. 24, Feb. 22nd, and again on train No. 23, Feb. 28th, lifted expired card tickets, on which passenger admitted having previously secured transportation, and collected cash fares.

On train No. 21, Feb. 27th, he lifted employe's term pass, account having been raised to read for two additional passengers, and collected cash fare.

KENTUCKY DIVISION—Conductor F. P. Coburn, on train No. 122, Feb. 2nd, lifted monthly commutation ticket, account having expired, and collected coupon from another ticket to cover trip.

Conductor M. Holehan, on train No. 135, Feb. 22nd, declined to honor mileage ticket, account having expired, and collected cash fare.

TENNESSEE DIVISION—Conductor W. B. Pope, on train No. 1, Feb. 6th, lifted annual pass, account being in improper hands. Passenger refused to pay fare and was required to leave the train.

MISSISSIPPI DIVISION—Conductor M. H. Ranson, on train No. 24, Feb. 1st, lifted trip pass, account having expired, and collected cash fare.

Conductor A. O. Harrison, on train

No. 33, Feb. 1st, lifted two 46-ride commutation tickets, account having expired, and collected cash fares.

On train No. 34, Feb. 22nd, he lifted mileage ticket, account being in improper hands, and collected cash fare.

Conductor N. S. McLean, on train No. 132, Feb. 1st, lifted 54-ride monthly commutation ticket, account having expired, and collected cash fare.

On train No. 124, Feb. 6th, he declined to honor expired card ticket, and collected cash fare. Passenger was referred to the Passenger Department for refund on ticket.

Conductor J. Sitton, on train No. 3, Feb. 25th, lifted mileage ticket, account being in improper hands, and collected cash fare.

LOUISIANA DIVISION—Conductor L. E. Barnes, on train No. 6, Feb. 9th, lifted 54-ride commutation ticket, account having expired, and collected cash fare.

Conductor G. O. Lord, on train No. 34, Feb. 14th, lifted employe's term pass, account identification slip Form 1572 having been altered. Passengers refused to pay fare, and were required to leave the train.

On train No. 35, Feb. 27th, he declined to honor card ticket, account having expired, and collected cash fare. Passenger was referred to the Passenger Department for refund on ticket.

Conductor W. E. McMaster, on train No. 4, Feb. 20th, lifted 30-trip family ticket, account having expired, and collected cash fare.

Conductor W. Moales, on train No. 1, Feb. 21st, declined to honor mileage ticket, account having expired, and collected cash fare.

VICKSBURG DIVISION—Conductor R. C. Buck, on train No. 45, Feb. 1st, lifted employe's term pass, account passenger not being provided with identification slip Form 1572, and collected cash fare.

NEW ORLEANS DIVISION—Conductor R. W. McBurney, on train No. 96, Feb. 26th, lifted mileage ticket, account being in improper hands, and collected cash fare.

Wisconsin Division

Favorable entry has been made on the efficiency record of Brakeman B. Kuhn, for finding two broken angle bars in main track near Woodford, Ill., train No. 152, February 14, and promptly notifying the dispatcher and section foreman.

Favorable entry has been made upon the efficiency record of Train Baggage-man H. Wilcox, for discovering brake beam dragging under train Extra 996 west, of February 5, immediately signaling crew, who stopped and removed the brake beam, thereby preventing a possible accident.

Favorable entry has been made upon the efficiency record of Section Foreman A. Kuykendall of Rutland for discovering brake beam dragging under train Extra 1542 south, while passing through that station, 8:20 a. m., February 10, immediately attracting attention of trainmen, who stopped and removed the brake beam, thereby removing the possibility of an accident.

Illinois Division.

Favorable entry has been placed on the service record of Conductor I. G. Bash, extra 958 south, February 23rd, for discovering and reporting two empty coal cars, I. C. 115346 and I. C. 95841, with improper light weight stencilled on same. Arrangements were made to have corrections made.

Favorable entry has been placed on the service record of Agent V. E. McIntyre of Hayes, Ill., for discovering S. W. S. C. L. 44776 improperly stencilled. Arrangements were made to have correction made.

Favorable entry has been placed on the service record of Conductor J. R. Skibbe, train 94, Feb. 24th, for discovering W. C. 17520 improperly stencilled. Arrangements were made to have correction made.

Favorable entry has been made on the service record of Conductor C. Squires for discovering I. C. 118187 without light weight stencilled on same. Arrangements were made to have correction made.

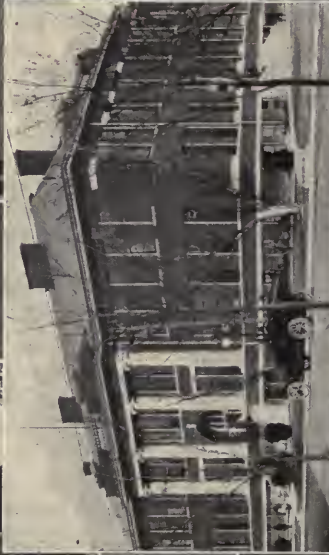
Favorable entry has been made on



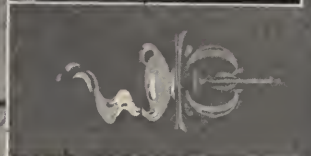
Xazoo City, Miss.



Domestic Science Dept.



Public School Bldg.



Manual Training Dept.

the service record of Conductor A. E. Johnson on No. 73, March 19th, for discovering I. C. 142708 without any light weight stencilled on same. Arrangements were made to have car stencilled.

Favorable entry has been placed on the service record of Conductor W. M. Scott, train 96, Feb. 8th, for discovering I. C. 130462 with no light weight stencilled on same. Arrangements were made to have car stencilled.

Favorable entry has been made on the service record of Conductor O. H. Norman, on 71, March 13th, for discovering I. C. 56852 without any light weight stencilled on same. Arrangements were made to have car stencilled.

Favorable entry has been placed on the service record of Conductor J. Swanson on No. 492, March 6th, for discovering I. C. 141269 improperly stencilled. Arrangements were made to have car stencilled.

Favorable entry has been placed on the service record of Section Foreman Donsback for discovering and reporting brake beam dragging on car passing Rantoul in Extra 1642, March 27th, thereby preventing possible accident.

Favorable entry has been made on the service record of Conductor W. A. Purdy on Extra 1696, March 25th, at which time he found merchandise car C. M. G. 95 broken into, and on inspection of his train, found a man in one of the ice boxes. Taking the proper precaution to prevent this man escaping, on arrival at Centralia turned the guilty party over to special agent when some of the contents of the car, which had been broken into, was found on his person.

Favorable entry has been made on the service record of Conductor A. S. Kuykendall who was on train 74, March 22nd, for discovering and reporting leakage on I. C. 104543. Repairs were made to prevent further leakage.

Favorable entry has been made on the service record of Station Baggage-man C. L. Gordon at Kensington, who,

on March 15th, observed a man by the name of John Mucka, 11266 Stephenson Ave., remove a suit case from baggage truck on our through station platform. Gordon followed the man until he could get the assistance of police officers and had him arrested, recovering the suit case which was valued at \$40.00, thereby saving the company that amount.

Favorable entry has been made on the service record of Conductor Dowling for discovering door open on car K. R. D. 1005 received from the Vandalia Railway Feb. 27th.

Favorable entry has been made on the service record of Flagman W. T. Spencer for discovering and reporting loose tire on dead engine 772 while passing through Chebansee Feb. 24th.

Favorable entry has been placed on the service record of Conductor J. H. Lively on extra 1632 south, March 24th, for discovering and reporting arch bar cracked on L. S. & M. S. 42636 and column bolt and nut gone on I. C. 97175.

Favorable entry has been made on the service record of Brakeman F. Tate for discovering and reporting broken rail on south end of house track at Ashkum on Train 92, March 24th, thereby preventing possible accident.

Favorable entry has been made on the service record of Conductor F. Dunning for discovering and reporting brake beam dragging on I. C. 56531 while backing into the siding at Peotone on Extra 71.

Favorable entry has been placed on the service record of Brakeman C. H. Dean, train 55, March 22nd, for discovering I. C. 142930 with broken seal and upon investigation found three men in the car.

Favorable entry has been placed on the service record of Agent G. E. Ricketts at Monee for discovering and extinguishing fire in I. C. car 47987 at his station on the morning of March 25th, thereby preventing serious loss.

Favorable entry has been made on the service record of Car Repairer G. W. Brown at Paxton for discovering

and reporting broken rail on the wye March 15th.

Favorable entry has been placed on the service record of Conductor M. R. Evans for discovering and reporting B. & O. 236670 with bottom eye broken from drawbar on car while inspecting his train at Gilman, Ill.

Indiana Division.

Favorable entry has been placed on the efficiency record of Conductor A. R. Patterson, on train 264, March 18th, picking up at Olney W. R. Co. tank with number on side reading 180 and on both ends 1180, making proper report of same, so numbers could be corrected.

Favorable entry has been placed on the efficiency record of Conductor C. E. Goff, on account of discovering broken rail on main track at Bloomfield, March 18th, making proper report of same thereby avoiding a possible accident.

Favorable entry has been placed on the efficiency record of Conductor I. E. Morgan, for discovering improper light weight stencilled on I. C. 15913. Arrangements were made to have car properly stencilled.

Minnesota Division.

Favorable entry has been placed on the service record of Brakeman F. A. Grabow for discovering and reporting brake beam dragging on car in train No. 53 while the train was passing South Junction, March 2nd, thereby preventing possible accident.

Favorable entry has been placed on the service record of Brakeman F. L. Guyer for discovering and reporting brake beam dragging on I. C. 91530 in train No. 562 when that train was passing Plainfield March 19th. Brake beam was removed, thereby preventing possible accident.

Favorable entry has been placed on the service record of Brakeman S. Woodyard, Train 553, March 8th, for discovering and reporting brake beam down on I. C. 39770 in train Extra

782, East, while they were heading in on the passing track at Cedar Falls.

Kentucky Division.

On night of February 20th, 1915, the swollen Cumberland River had so loosened its banks near Kuttawa, Ky., that a large portion gave way, causing 600 feet of the new fill now under construction at Kuttawa Lake to slide into the river, taking with it two telegraph poles and all wires.

This occurred at 8:00 p. m. and at 8:45 p. m. W. H. Ragsdale, second trick operator at Kuttawa, was notified by the bridge watchman of the accident. Realizing that the company's linemen could not be gotten to the place of accident within four or five hours, Operator Ragsdale effected the loan of 600 feet of insulated wire, a pair of pole climbers and a few tools from the Cumberland Telephone Company at Kuttawa, and with the aid of a citizen who kindly offered his assistance, succeeded in putting in operation the dispatchers' telephone circuit and call wire by 10:55 p. m.

Much credit is due Mr. Ragsdale for his ability to take the situation in hand and the celerity with which he effected the repairs necessary to again place the operation of trains in the care of the dispatcher. The conditions were very unfavorable on account of high water at this point, and the work was difficult.

The service rendered in this case was very commendable and for which the company is duly appreciative. It is a further pleasure to the management to recount in this magazine the action of this young man who had applied himself in lines other than his daily employment and was able to prove his efficiency when the opportunity presented itself.

New Orleans Division.

Favorable mention has been made on the efficiency record of Conductor S. Thomas, who notified Chief Dispatcher of broken rail in passing track, thus preventing a possible accident.



Concrete Trestles on the Tennessee Division Second Track

By Mr. Maro Johnson, Engineer of Bridges and Buildings

FOR several years past there has been three single track stretches in the double track line between Fulton, Ky., and Woodstock, Tenn., just north of Memphis on the Tennessee Division. In the year 1914 a second track was constructed in these stretches which were between Gibbs and Trimble, Dyersburg and Fowlkes, and South Fork and Curve, a total distance of about thirty-four miles. There are three streams of considerable size in this territory; the Obion River at Obion, North Fork of Deer River at Dyersburg and the South Fork of Deer River at South Fork. All are subject to overflow from head water and as the line is only from 12 to 18 miles from the Mississippi River, they are also affected by high water in that stream. All these rivers have numerous tributaries, and consequently there were a good many bridges to be built in constructing the new second track.

At South Fork new piers were built a number of years ago to accommodate two tracks, but a girder 108 ft. long for one track only was placed at that time. For the second track it was only necessary to add one additional girder at this point.

At North Fork and the Obion River new double track girders, eighty feet long, on concrete piers were constructed. The steel-stringers support a slab of concrete which in turn carries the ballast and the track. The slabs were built in place on the stringers after the girders were set on the

piers, the track being blocked up to permit the placing of concrete under it. There is a curb of concrete along the edge of the slabs to retain the ballast and lead plates are used to protect the floor beams as the concrete is not continuous over them. The top surface of the slabs is given a coating of coal tar pitch to keep water from entering the concrete.

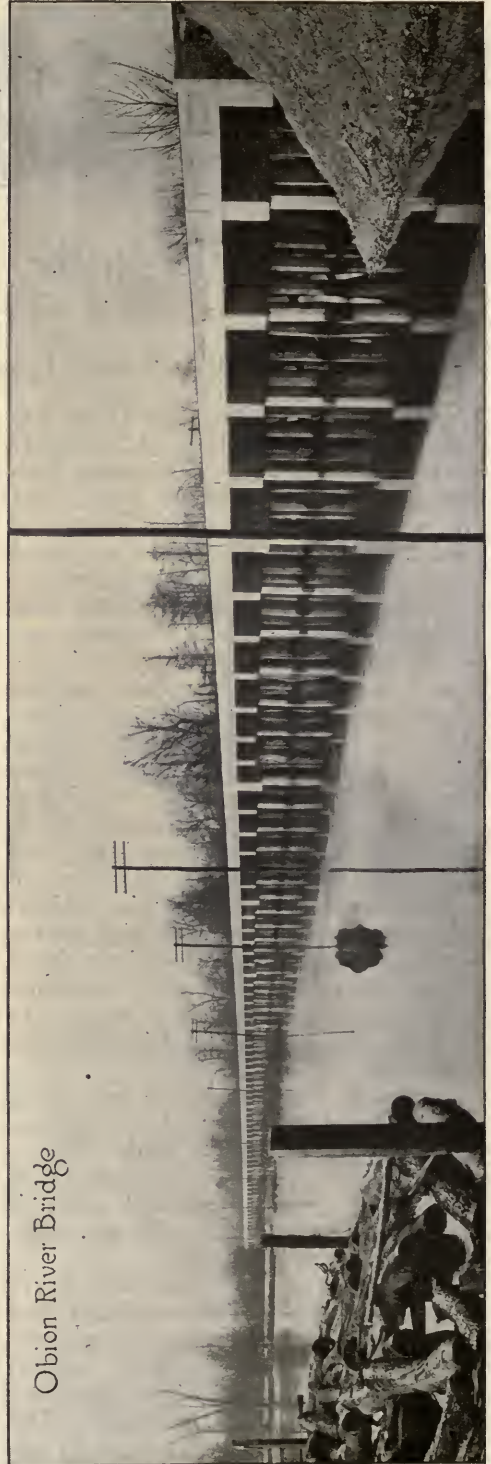
This feature is a new departure on the Illinois Central and is believed to have a number of advantages. Chief among these is a better riding track because of the continuous ballast support and less cost for maintenance. Piers for these bridges were built with an opening through the center, as shown in the photograph. This not only reduces the amount of concrete and thereby lessens the cost, but reduces the load on the foundations as well.

For most waterway openings along the line where water could not be taken care of by cast iron or concrete pipe, concrete trestles were constructed. Probably most of those who read this article are familiar with the concrete trestles which have been constructed in the last few years. They consist of concrete piers, usually resting on pile foundations, and a concrete slab deck. In this type of structure the pile foundations which are frequently necessary are very expensive and this is one of the reasons which has led to the adoption of concrete piles, which are themselves both the foundation and the pier.

Concrete piles of various kinds have been used on other roads for a number of years with success, but none have been driven on the Illinois Central previous to those on the present work. The piles used were octagonal in shape, sixteen inches in diameter between opposite sides and weighed about 215 pounds per foot. They varied in length from twenty to forty feet.

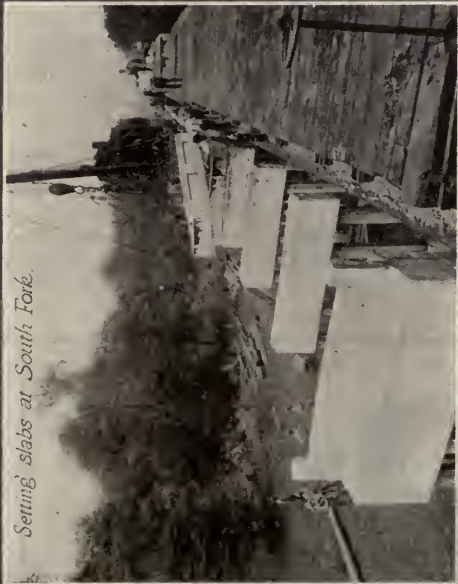
The manufacture of the piles was quite interesting. They were made by the C. F. Massey Co. at their plant at Memphis. The first step is the preparation of the "cage" or reinforcement. The cage in most of the piles consisted of eight three-quarter-inch round steel bars, one for each corner of the pile, and only six inches shorter than the pile in which they were to be used. These bars were placed about templets on a long bench and fastened in the same position they would occupy in the pile. Hoops of No. 7 wire with welded joints were then placed about the bars at intervals of eight inches and wired to them and flat iron spacers were occasionally placed between the bars to prevent the cage from collapsing and also to keep it away from the sides of the form. The long bars were then bent and wired together at the bottom as the pile was pointed to a diameter of five inches and the cage complete. A form for one pile consisted of two pieces of sheet iron, each bent to form three sides of the pile, the width of each side being six inches. The seventh or bottom side consisted of a piece of 2 x 6 lumber to which the sheet iron forms were clamped. This 2 x 6 was in a horizontal position and had previously been leveled up on supports about four feet apart. The eighth or top side was left open for placing the concrete. A point encased on all sides was bolted onto the lower end. The reinforcement or cage was then slipped in from the upper end and a block of wood fitted in to the end of the form.

The concrete was placed from a



Obion River Bridge

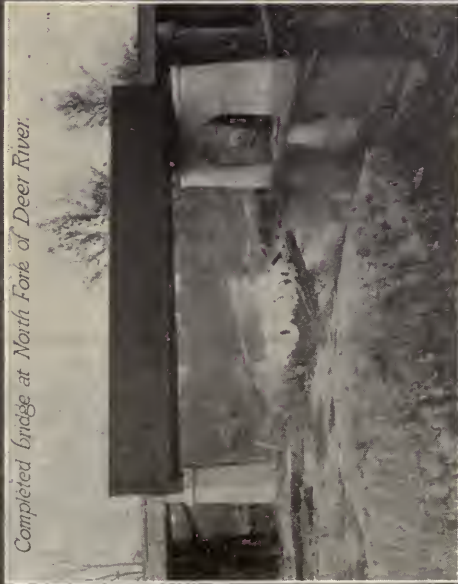
Setting slabs at South Fork.



Driving piles at Ozon River



Completed bridge at North Fork of Deer River.



Part of the yard at Memphis



bucket swung from the end of the boom on a locomotive crane and was carefully worked in and puddled about the reinforcement. When the form was filled the top of the concrete was smoothed off with a trowel. As the weather was very warm the forms were generally removed at the end of twenty-four hours. The piles were not moved until they were seven or eight days old, but at the end of three weeks were loaded on cars and shipped north to the work and when thirty days old were ready to drive.

In order to hurry the work as much as possible and get the benefit of the new track five pile drivers were placed in this service. Single acting steam hammers with striking parts weighing 3,000 pounds were used. A heavier hammer was tried but it was found that it damaged the piling and its use was therefore discontinued. A special hood to fit over the end of the pile and take the blow of the hammer was used. In this hood was a block of wood about six feet long. There was also a cushion consisting of one or two coils of two-inch rope laid directly on top of the pile. The wood and rope cushions served to reduce the shock on the concrete and distributed the blow more evenly over the head of the pile.

Driving in most instances was very hard, but in general about twenty feet of penetration below the ground line was secured. Most of the piles stood the driving remarkably well. Others broke down for a short distance at the

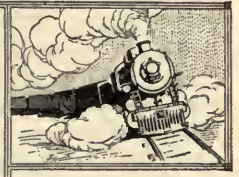
top and a few so badly that they could not be used. In most cases the embankment had been completed before the piles were driven and sufficient track laid on it to spur out the driver which worked ahead on a temporary timber deck supported on the top of the concrete piles already driven. Considerable rivalry developed among the different pile driver crews in regard to the number of piling driven per day. This, of course, varied with the kind of material encountered. Some crews were able to get in as many as thirty in one day, while there were locations where but eight or ten could be driven.

After the piles were driven concrete caps were built on them. For the intermediate bents these caps were two feet three inches wide, three feet six inches deep and fourteen feet long. Every sixth bent was an anchor bent, having two rows of piling. Caps on these as well as on the end bents were larger. After the caps had been allowed to set slabs were placed in the usual manner and the track laid and ballasted. The slabs, of which there were about 1,100, were made by company forces at Fulton, except 250, which were made by the C. F. Massey Co. at Memphis. The total length of concrete trestle was 9,500 linear feet and 4,000 concrete piles were used. It is believed that with this type of construction the company will have a permanent structure and that the maintenance cost will be reduced to practically nothing.





TRANSPORTATION DEPARTMENT



Efficiency

By A. H. Egan, General Superintendent Y. & M. V. R. R.

WHEN we speak of the efficiency of a locomotive, we mean its hauling power and capacity of realizing full returns on the investment; when we speak of the efficiency of other equipment, we mean not only its carrying capacity but its handling, so as to obtain the greatest amount of usefulness out of it; when we speak of the efficiency of roadway, bridges and structures, we refer to the ability of carrying the greatest train loads safely and economically. In order to accomplish the above results the efficiency of men and organization must be had.

A railroad is essentially human; every wheel in its machinery, every part of its organization, manifests the attainment of man's efficiency.

So, there is another phase of efficiency—the individual efficiency of man. A cog wheel may be perfectly formed, it may have every appearance of being able to perform its proper function in the machine, but one deficient tooth, one flaw, affects its usefulness. This is true of co-operation. An organization may seem to be perfect, each man may be performing the task required of him, but the organization is not really perfected unless we have obtained the maximum efficiency of the individual man.

Man's individual efficiency can be developed along numerous lines. It is my purpose to only call attention to one which is now being realized: In the past the function of solicitation has been entirely in the Traffic Department, and to them alone the business

of solicitation was left. Recently, however, the management suggested the co-operation of all employes in this direction. The result has been more than gratifying. It has brought employes and the business public into closer relationship, and impressed upon the employe the importance of his standing in the community to such an extent that today a rivalry exists in different communities, and it is not an unusual condition to have both shippers and employes mention what has been accomplished in this direction.

Officers should become acquainted with the men, encourage them, show them how to enlarge on this field. There has been in the past a feeling that a Department or a Division was relieved of all responsibility when it could be shifted to another. This feeling is rapidly disappearing, and each department and its men are beginning to know that we are all working for a common end, which will stimulate and create a feeling of interest that will show good results.

On a recent trip in the West I was impressed with what an officer said to me concerning the duties of their Section Foremen. They encouraged them to become acquainted with and be a part of the community served by their respective territories. This acquaintance reached for two or three miles on each side of the line. The foreman had a personal acquaintance with every farmer in his territory, and to him was delegated the duty of meet-

ing these people whenever a contro-
versy arose. The foremen assisted in
molding sentiment—the result ob-
tained was more than satisfactory. If
each of our Agents in every com-
munity was personally acquainted not
only with the shippers, but with the
public generally, and did his share to
mold public sentiment, co-operate
with them in their meetings, take a
keen interest in civic affairs, and ad-
vise fully with them on all subjects,
who can deny but that good results
would be attained?

THE YAZOO AND MISSISSIPPI VALLEY RAILROAD COMPANY
New Orleans Division

Minutes of First Quarter Staff Meeting Held in the
Office of Superintendent, at Vicksburg.
9:40 A. M. to 2:00 P. M.
March 13, 1915.

PRESENT
Messrs.

- J. W. Meehan, Superintendent.
E. W. Brown, Roadmaster.
C. Linstrom, Master Mechanic.
J. B. Yellowley, Train Master.
Jerry Cronin, Traveling Engineer.
W. O. Blair, Chief Dispa cher.
E. D. Meissonnier, Division Storekeeper.
H. W. Doyle, Claim Agent.
Martin Quinn, Special Agent.
W. H. Shields, Dispatcher.
H. B. Cunningham, General Yardmaster,
Vicksburg.
J. D. Hausey, General Yardmaster, Baton
Rouge.
A. H. Davis, Agent, Vicksburg.
R. L. Montgomery, Agent, Natchez.
Geo. Wildes, Jr., Agent, Baton Rouge.
H. D. Holdridge, Supervisor B. & B.
- J. M. Harper, Supervisor.
H. D. Cunningham, Supervisor.
W. T. Eldridge, Supervisor.
C. M. Godard, Supervisor.
R. D. Day, Supervisor.
S. C. Hofmann, Supervisor of Signals.
Pat Long, General Foreman Car Dept.
T. S. Brignac, General Foreman Mechan-
ical Dept.
J. A. P. Glass, Foreman Paint Shop.
L. G. Weems, B. & B. Foreman.
C. Porta, Section Foreman.
J. F. Long, Section Foreman.
C. D. Hall, Claim Clerk, Vicksburg Agency.
W. L. Paschell, Waterworks Foreman.
W. K. Rust, Engineer.
G. S. Butler, Chief Clerk.

ABSENT
Messrs.

- G. L. Darden, Claim Agent.
Geo. S. Whaley, Claim Agent.
- A. S. Hurt, Division Agent.

Visitors

Mr. F. R. Mays, Train Master, Vicksburg Division.

HE meeting was called to order by Superintendent Meehan, and the members
of the Staff were complimented upon the excellent showing that had been made
for the past fiscal year, as well as for the past eight months of the present fiscal year.

EXPENSES

This is a very live subject, and one that is being watched very closely by all con-
cerned. Statistics for the fiscal year ending June 30, 1914, show the following:

Total Expenses and Revenue

	1914-13	1913-12	Increase	Decrease
Maintenance of Way.....	\$ 570,945.08	\$ 568,230.88	\$2,714.20	.....
Maintenance of Equipment.....	285,467.94	383,651.30	.....	\$ 98,183.36
Transportation	1,478,579.96	1,600,888.40	.....	122,308.45
	<u>\$2,334,992.98</u>	<u>\$2,552,770.58</u>	<u>\$2,714.20</u>	<u>\$220,491.81</u>
			Less increase	2,714.20
			Total decrease	\$217,777.61
	1914-13	1913-12	Increase	
Station Earnings	\$5,311,920.73	\$4,779,359.54	\$532,561.19	

Ratio of expenses to station earnings—44 per cent to 53 per cent.

For the eight months of the present fiscal year, or from July 1, 1914, to February
1, 1915.

	Total Revenue and Expenses		Increase	Decrease
	1915-1914	1914-1913		
Maintenance of Way.....	\$ 285,094.70	\$ 329,317.35	.....	\$ 44,222.65
Maintenance of Equipment.....	155,867.32	177,168.19	.....	21,300.87
Transportation	803,880.90	900,799.45	.....	96,918.55
	<u>\$1,344,842.92</u>	<u>\$1,407,284.99</u>	.....	<u>\$162,442.07</u>
Station Earnings	\$2,893,456.29	\$3,382,672.88	.....	\$489,216.59

Ratio of expenses to station earnings—43 per cent to 41 per cent.

Our Operating Expenses for the month of February, 1915, will show an approximate decrease of \$21,000.00, and our Station Earnings show a decrease of \$17,881.33. This subject was gone into thoroughly with all departments:

1st—Maintenance of Way:

Roadmaster and Supervisors fully realize the importance of staying within their monthly allotment, and unless some extraordinary conditions arise, they will be able to do this.

2nd—Maintenance of Equipment:

The Master Mechanic and his staff also realize the importance of keeping within their allotment, and assurance was given that this will be done.

3rd—Transportation Expenses:

The system that the management has inaugurated controlling transportation expenses by giving each superintendent a monthly transportation allotment, we believe, is one of the best systems that has ever been put into effect, as the transportation people realize that it will be necessary to curtail expenses in every department to come within the allotment.

DAMAGE TO STOCK ON RIGHT OF WAY:

We went over statistics for the past twelve months showing amounts paid for stock killed on right of way, and every effort is being made to reduce the number of stock killed on this division. We have repeatedly taken this matter up by letter with all engineers as to the killing of stock, also traveling engineer, trainmaster, master mechanic and myself talk to each engineer and impress upon him the importance of killing as few stock as possible.

It was the consensus of opinion that the only way we can possibly reduce the number of stock killed is to fence our right of way. This we are doing, and no doubt will have our right of way fenced within a short time.

LOSS AND DAMAGE—FREIGHT:

This subject was thoroughly discussed by all present, and it has been called to the attention of all concerned from time to time, and we feel that every effort is being made to bring about a reduction in this item of expense.

The question of rough handling of cars as well as proper inspection was gone into thoroughly, and all agreed that more claims are filed account rough handling and improper inspection than from any other source, and every effort will be made by our engine foremen, yard masters, engineers, agents and others to see that all equipment is properly handled and inspected, so as to bring about a further reduction.

CABOOSE SUPPLIES:

Our caboose supplies for the month of February show an average of \$11.05 per caboose. This was exceedingly high, and train master, division storekeeper and the general yardmasters have arranged to make a close check of all caboose supplies, and when a caboose is dismantled the supplies will be forwarded to the division storekeeper for credit. In this way we will be able to reduce this item of expense.

FUEL FOR LOCOMOTIVES:

Superintendent Meehan complimented the engineers on the New Orleans division, as well as the division officials relative to reduction that has been made in fuel consumption for the past nine months. We are making a vigorous campaign along this line and feel we will be able to show a still further reduction.

TONNAGE:

It was impressed upon all concerned the importance of seeing that our trains are filled out to full tonnage, and by doing this is the only way we can make a showing in tonnage handled.

Trainmaster, chief dispatcher, yard masters and traveling engineer will follow this matter up closely to see that full tonnage is handled in all cases.

WATER:

A check of the water bills for twelve months was made which shows that there is quite a waste in the use of water, and all concerned were given to understand that

this practice must be discontinued, and our water bills kept down to the minimum, insofar as we are able to do so.

LIGHTS:

All concerned were instructed to cut off lights when not needed so as to make a reduction in light bills.

TARIFFS:

On inspection trip made over the New Orleans division from January 4 to 7, a careful check was made of the tariffs at each agency station, and they were found to be in very good shape. Agent Davis, at Vicksburg, however, suggests that another trip be made over the division to see that the agents are properly filing their tariffs, and Superintendent Meehan, Division Agent Hurt, Agent Davis, at Vicksburg, and Agent Montgomery, at Natchez, will make another trip over the division within the next two or three weeks, to instruct agents as to the proper filing of tariffs, as well as the proper handling of publicity bulletins, and impress upon all agents the importance of seeing that all reports are compiled and forwarded to the general officers on time.

SOLICITING BUSINESS:

This subject was discussed very fully by all concerned, and it was the general opinion of all present that if all employees would interest themselves in the soliciting of freight and passenger business, that the company would derive a larger share of business than they are receiving at the present time, and all present agreed to give this feature special attention, and also to talk the matter over with various employees under their jurisdiction.

TERMINAL OVERTIME:

It was felt that we are paying entirely too much terminal overtime, and yard masters, trainmasters, chief dispatcher and others concerned will take hold of this matter and see if a further reduction cannot be made.

HANDLING OF VEGETABLE BUSINESS:

Inasmuch as the vegetable season is now approaching, this subject was gone into very extensively with all concerned, and everyone understands the importance of seeing that instructions are strictly complied with, that is as to the proper ventilation of cars, and icing of cars as outlined by Manager McPike of the Central Fruit Dispatch.

In addition to the staff meeting for the New Orleans Division we did not forget our neighbors. Minutes were read from staff meetings of the Vicksburg Division January 15, from the Tennessee Division under date of March 1, and from the Minnesota Division under date of October 29, 1914. We also read minutes of several staff meetings that had been published in the Illinois Central Magazine, our intention in reading the minutes from our neighboring division staff meetings being to show the employees on the New Orleans division what steps are being taken by other divisions to bring about the desired results as required by the management.





LOCAL TALENT and EXCHANGES



THE MAN IN THE CAB.

By Horace Spencer Fiske.

"Face to face with the inevitableness
of the next moment."

In some huge station vibrant with an
engine's steel-pent power,

Where the night train waits in strain-
ing leash the striking of the hour,
Sits a figure—still, expectant—high be-
hind the hidden fires

And the boiler's giant bigness that is
bent to men's desires.

For the man in the cab is the man
that knows

The throttle and signal and light;
And foremost his figure that steadily
goes

Down through the fog and the night.

And when the train is glugged with the
rushing of the crowd

And the lantern swings its answer to
the signal cried aloud,

The eager coaches feel the thrill of the
lever's urgent hand

And the pulsing engine deeper throbs
at the touch of a still command.

Away through the blackness and
stormwind, away through the
smoke and the snow,

Like a moving constellation or a com-
et's sudden glow,

The radiant flyer cuts the night with
the flash of its shining speed—

And only a man in oil-smeared blouse
to guide it at its need.

Low-crouched are the dangers of dark-
ness for a sudden deadly spring,

When the hearts in the coaches are
gayest and life is a happy thing,
When mothers are cherishing children
and sweethearts are breathing de-
light—

And only the man in the lonely cab
that watches through the night.

Through the blinding sweep of the
blizzards cold the headlight casts
its gleam,

Yet all unknown lies the twisted rail
or the bridge's broken beam;

And all unknown waits the treacherous
switch that unlocks the gate to
death,

Or the cowardly strength of the wreck-
ers' bomb that shatters life at a
breath.

And the sleepless man in the swaying
cab, with hand and eye alert,

Is a symbol high of the leaders of life
who win through a just desert;

Who plan in the night, while the sol-
diers sleep, tomorrow's hard-won
field,

Who think for the thoughtless multi-
tude and power for the helpless
wield.

For the man in the cab is the man that
knows

The throttle and signal and light;
And foremost he faces the fog and
swift snows

And the terrors that flash from night.

ADMETUS.

A "Poem" with apologies to the shades
of Walt Whitman.

Cameradoes!

I sing the strong man!

I sing the man sent forth to do a task.

I sing the man proud in his energy,
proved worthy, tied hand and foot
by Circumstances,

I sing the man calm with the calmness
of desperation,

I sing the song of the little railroad and
its boss.

The little railroad, my brothers!

Not the terrible, thundering trains that
tear through tunnel and over trestle,

Not the Systems that span this splendid
continent indissoluble,

Not the Santa Fes, nor the Burling-
tons, nor the Friscos and the giants
of transportation,

Not the Eries, nor the Altons, nor the
Pacifics that link lake to gulf and
ocean to ocean,

None of these I sing.

I sing the two streaks of rust. I sing
the two by four railroad of no par-
ticular length but wide as any,

I sing the song of the foolish built rail-
road, the unnecessary railroad, the
little railroad and its boss.

Cameradoes! Brothers! You have
had a dream

I swear you have had a night-mare
when danger followed you and you
could not stir.

Struggling, panting, bending, writhing,
you would escape the Thing that
pursued,

But you advanced not a foot and the
Thing gained on you.

And Fear and Terror overcame you so
that at last you awoke exhausted,
powerless,

I say Life itself is such a nightmare for
the boss of a little railroad.

Not for the boss of a little railroad are
many things,

Not for him the Pullman and the In-
spection train and the rear plat-
form, brass railed and shining,

Not for him the persevering porter and
the daily shoe shine,

Not for him the respect of the section
boss as the train thunders by:

Not for him the annual pass and the
invitation to dine with the banker:
Not for him the smile of the manufac-
turer, or the splendid box of cigars,
or the public presentation and
praise or the magnificent scorn of
the Chief Clerk,

None of these delights are for the boss
of the little railroad.

For he is the Alpha and Omega.

He is the entire lactic coagulation.

The titles that others enjoy, are his
burdens.

Not Three in One, but many in one.

He is alone, solitary, unconnected, un-
aided.

He is General Manager and Freight
Agent and Boss of the wrecking
crew.

He is Treasurer, and Auditor and
bridge boss,

He is Comptroller and Stenographer
and Freight Handler,

He is Boiler Inspector and Roadmaster
and Office Boy,

He is everything—and the boss of the
little railroad.

Cameradoes! Allons! Let us exam-
ine.

His road runs from nowhere to no-
where,

(He says it is all he can do to keep it
from running to Hell.)

His ties need renewing and his bridges
rebuilding,

His rolling stock is ancient, old time,
coeval with the prairie schooner,

His banks cave in and his fills wash
away with the heavy rains,

His cuts are threatened with the thaws,
His despair is great as he notes that the
flues in engine 003 need renewing,

His coal is poor for the road's name as
a prompt payer is the same,

His passenger earnings are cut down
as the popularity of the Ford auto
increases,

His taxes increase in consideration of
the freight rate's fall,

His mail earnings lower as his pay
roll goes up,

His connecting line hand him cars
with big advances and the banker
frowns on an overdraft,
His mind is worried as the Commis-
sions call for reports in sheaves,
and volumes and bales,
For of all men the boss of a little rail-
road carries a load that would
stagger a Vanderbilt.

But, Cameradoes! This is the unkind-
est cut of all.

When he feels tired, and worn and
weary,

When he dreams of a trip over the lines
of the big roads, the rich roads on
which he served his apprenticeship,
The roads on which he would have
risen had Fate not disposed of him,
His heart turns to water when he
reads:

"It is not consistent with our policy to
exchange transportation with roads
of your size,"

For the sorrows of no man are like
unto the sorrows of the boss of a
little railroad.

Cameradoes! Of him I sing.
Of the man on a little railroad I sing!
I say he is as glorious a thing to sing
of as the General Manager of a
Trunk Line:

And on his tomb-stone will I sit and
sing:

"HE DONE HIS LEVEL BEST."

Jack Random in Railway World.

"SPRING SONNET"

We await the coming of spring,
And the gladness it brings to us all;
With the winds all laden with sweet
perfume,
It's sweetness our hearts will en-
thrall.

When the sun will shine and the birds
sweetly sing,

And our hearts will fill with gladness,
And all nature sings its gladsome tune,
There will be no room for sadness.

Then welcome the spring with its beau-
ties rare,

And fill our souls to the brim;
For it all comes from the great above,
And must all go back to him.
(By Mae).

"MY IDOL."

By Kathleen Mary Pinkerton.

Her eyes are as blue as the ocean,
Her cheeks are as red as the rose,
Her skin is as white as the lily,
The fairest flower that grows.

Her hair is as black as a raven,
Her lips are a wonderful red,
Her figure is graceful and sprightly;
Black curls adorn her head.

Her voice like the cooing of young
doves,

Is musical, sweet and low,
She blushes whenever I pass her,
And dimples so lovely grow.

When I spoke to her yesterday evening,
She turned a little red;
When I told her the old, old story,
She tremblingly lifted her head.

Her hair fell over my shoulder,
Her cherry-like lips touched mine,
She whispered, "My name is Violet,
A woodland flower is thine."

Kwit Yer Kicking—By Jim Shepherd,
Train Porter, Memphis Div.

Memphis, Tenn.

The Y. & M. V. is a Road Ye Negroes
Should Be Proud of
Because the Service it affords you
Really Should Speak Loud of
Its Trains On Which ye Negroes Ride
has Racial Segregation,
Yet None But this Road in the South
Gives Equal 'Comodation.

2

Trains 13-14 pulls a coach for Colored
Lads and Lassies,
With Clear Plush Seats—Carpeted
Isles and French Plate Looking
Glasses,

A Smoking Car you there will find, in
which to Smoke By Golly,
And Tell Fish Stories and Such Jokes
—as Would make one feel Jolly.

3

The management has Spared no pains
to make this Route Worth While
Sir,

So Draw Back On Your Jimmie Pipe
and Smile Dogon You Smile Sir.

Our Local Officers Demand—Your
Rights from crews Respected,
And Only Trust their Trains in Charge
Of Train men Well Selected.

4

We have The Smoothest Bunch Of
Men Not Common Vicious Bucksters
But Civil, Well Bred Gentlemen for
porters and Conductors,
There's J. R. Hoke and R. C. Buck
there's also C. B. Garner,
Who's at Your Every "Beck" and Call
to Do the Service Honor.

5

Now Captain Weber is a man Whom
No One Works more harder,
To Nollie Pross Your chronic Kicks
Except tis Captain Carter,
Now Captain yard Please understand
Do Not Presume him Pickled
But Listen—When he Gets you told
and See Won't you Be tickled.

6

The Trainmaster is Our Boss and
Notes With Due Observance
Any Complaint you have to Make
About his Humble Servants
Our Superintendent knows his "Bizz"
and you know his Initial
Don't Swell your head and "Butt in"
On the Work Of this Official.

7

There's Col. A. H. Eagan Yes—the
General Superintendent
Who's Played the Rail Road Game So
long that he has Won the Pennant
There's also Mr. F. N. Black Who's
Smooth as Paris Plaster
He "Umps" the Game and Counts the
Strikes—He is the Station master.

8

Dear Colored Folks Along Our Lines
this is For your Instruction
Don't think Because you're treated
Nice you Fain Would Bring Destruction
If an Employee Of this Road Don't

Give you Satisfaction
Just kindly take the matter up With
Out undue transaction.

9

This Way Of Filing "Damage Suits"
On untrue Allegation
God hears you When you Swear that
L—Stop take Consideration
For Sooth you Could not Run this
Road in case you was to take it
So Cut Out these Fake Damage Suits
and Do Not try to Bake it.

10

To all you Gents Whose Name I've
Called I Pray you all forgive me
But Keep On Boosting up this Road
and thus you may Out Live me
Kind Editor I thank you Much If you
Will Print this Scribble
I Wish you One and All Much Luck
Goodnight and Ishcabibble.

SAFETY IN GLOOM.

She loves the movies dearly,
Each night you'll find her there,
Because, forsooth, she merely
Don't have to fix her hair.
—Painesville Telegraph-Republican.

Another movie booster
Is little Johnnie Peck,
Because the little rooster
Don't have to wash his neck.
—Youngstown Telegram.

Another movie lover,
The leader of them all,
Is the man seeking cover
When bill collectors call.
—Houston Post.

Another movie lover
Who goes there all the time
Explains his ardent passion:
"It only costs a dime."

But the most deserving Ginny
Of sure and violent death,
Is the Guy who goes to movies
With garlic on his breath.
—Uncle Hez.

How Employees May Become Stock Holders in the Illinois Central R. R. on the Installment Plan

For the information of the employees desiring to acquire stock in the Illinois Central R. R. we quote below from the circular issued by the President, May 25, 1896, addressed to officers and employees:

The price to be quoted for which applications will be accepted for purchase of Illinois Central Stock is based upon the market price on the day the application is received in comptroller's office. An employee is offered the privilege of subscribing for one share at a time, payable by installments in sums of \$5.00 or any multiple of \$5.00, 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.

Employees 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.

BOOSTING LETTERS FROM FORMER PUPILS OF THE 57TH STREET TRAINING SCHOOL.

Mr. E. A. Barton,

Broadview, Ills., March 18, 1915.

Instructor S. T. S. Chicago, Ills.

Dear Sir:—

I feel as though I am under obligations to you in regard to showing you some form of appreciation for the knowledge that I received while I was attending the Station Training School. I find that all that is necessary for a man to become a successful Railroad man after receiving your instructions is only to obey them. The proof of the statement is based on your Railroad success after following this method. I have visited several Railroad Stations and looked over the plan that they used and could find none that would come up to your plan. The only way that we have of telling the superiority that one method holds over the other is by comparing the two. This I have tried to do and to my gladness I find that none comes up with the efficiency and cleanliness that your school puts out to our future agents. There is no doubt but what it took time and study on your part to so arrange the school that no student need ask anyone how to run a station so that there would neither be a complaint from the Railroad's patrons nor the Railroad itself. I also am glad to say that all a boy has to do to get this information is to listen and be careful. For it seems to me that you put it before his eyes in such a simple form that any one can easily grasp it. And this is all that is required of a boy to receive all the assistance that you can give him for advancement. I am very proud of having had the privilege of attending the school, and hope that all the credit is given to you when a young man becomes a successful Railroad man. Thanking you for all past favors, I remain,

Yours truly,

PAUL D. BRADLEY, Night Operator.

315 N. Jefferson St., Litchfield, Ill., March 15, 1915.

Mr. E. A. Barton, Chicago, Ill.

Dear Mr. Barton:—

I presume that you think that I have forsaken you. But no, not yet. I have only been waiting to get familiar with the job here. Yes, I got here the afternoon of March the sixth, and hung around Sunday and Monday with the boy that preceded me, and I begun work Tuesday. I have been able to go right along with the work fine and find it not nearly as difficult as what I was expecting.

And Say! Mr. Yoder is one of the nicest gentlemen that I have been able to come in contact with. He is grand. And all the boys are fine. Just show me everything what I want to know.

I have a lot of freight to check, but it is easy, and the baggage business isn't rushing very much. I am getting on to handling baggage fine.

I must say that you could have not sent me to a better place for me to learn the work. I am learning a lot about handling interchange with the other roads. I get to do a lot of the expensing and some abstracting of the bills, and can get some pretty good practice on the wire.

Mr. Barton, I find that you have the identical system in the school that they have on the road. And I can't see why a fellow could not make good, or know how to take a hold of his work after completing a course of the kind of instruction that he gets while at your school. I can't see where they can beat the school. And its system of coaching is perfect.

Yours for the best of Success,

NORMAN I. GLASSCOCK.

Passenger Traffic Department

Little Talks
with the Rambler



The Lady and Her Trunk

YES, madam," said the Rambler, as he moved his rocking chair a bit nearer to the lady (probably that she might hear him the better), "yes, it's undoubtedly true that in the vast army of railroad employes there are some of them who occasionally cause things to go awry in matters of passenger travel. But that a lady traveling without male escort always gets the worst of it I doubt." "Well," replied his vis a vis, in rather a teasing tone and with a mischievous gleam of the eyes, "I challenge you to cite, on-hand, some lady's experience that has come under your personal observation in which she had something happen in traveling that should not have occurred and in which she did not come out second best." "How easy," laughed the Rambler as he gave his rocker another little hitch forward, he having found, I imagine, that as he rocked it "crawled" on the porch rug away from the point he thought necessary for it to occupy. "Listen now!" he said. "My original home was in the East, hence I frequently go there on little visits. On one such trip, some years ago, I made the journey home from a certain New England city via New York, reaching the latter metropolis on one of the various steamboat lines. En route by train to the initial port of the steamboat line, I met two ladies from my old home town whom I had not seen for years. Of course mutual questions were asked

and answered, followed by a general conversation. In the course of the latter the ladies laughingly alluded to the fact that they were traveling alone, and called my attention to what was claimed generally happened to such, concluding with: 'But we will have no trouble; Brother James bought our stateroom on the boat two weeks ago in the city, and we have just been given the key to it on the train.' Although I offered to be of any assistance that might be desired as far as our journey was in the same direction, it was plain that they preferred to experience the novelty, to them, of meeting independently any emergencies that might arise. So after a chat with them for a reasonable time, I went back into the parlor car, where I had a seat, and paid no attention to their fortunes in making the transfer from train to boat. In fact, I did not see them again until after I had found my own stateroom and deposited my grip therein, after which, as is my custom, I went to the foot of the main stairway to watch the crowd at the purser's office window getting stateroom and berth assignments, for the boat was running to capacity. And here," said the Rambler with a little smile as though enjoying the recollection, "is where my heroine, whom I never saw, is introduced." "Oh, a third woman in the plot!" exclaimed the lady. "How delightful. Go on, I'm sure you will make a beautiful story

out of it all, you have begun so charmingly," and with elbow on the arm of her chair and chin resting in the palm of her hand, thereby displaying to advantage a beautiful forearm, she leaned forward with animated face as if awaiting breathlessly the Rambler's continuation, although I thought I detected a little spirit of mischief in the tone of her speech and in her movement. As for the Rambler, of course that chair of his had crawled again and it was necessary for him to 'hitch up' a bit before he went on. "As I stood on the edge of the crowd," he began, "I heard my name called excitedly, and turning saw my two lady friends coming towards me. 'What do you think!' they exclaimed, 'there's a woman's things in our stateroom. Satchel, a bundle and some wraps.' 'Well,' I said to them, 'we'll find the stewardess and get matters straightened out.' So I found that useful functionary, who listened politely to the story of 'Brother James' having purchased that stateroom two weeks previously, and on learning the name in which the room was taken went off to the office. She soon smilingly returned with the information that the room belonged to my friends. She thereupon removed the 'woman's' baggage from the stateroom, carrying it to the office, while the rightful tenants gleefully took possession. Soon after I took them to supper with me, and later we sat on deck together enjoying a beautiful moonlight evening on the Sound until"—"Oh, how good of you!" interrupted the Rambler's listener. "I hoped you would get some moonlight in your romance, and now you have," and she threw herself back in her chair with a noncommittal little smile that I thought had the Rambler guessing as to whether she was poking sly fun at him, or what her mood. However, he met her sally with an inquiring smile on his part but assumed a mock gravity of tone as he assured her that he was weaving no romance or fairy tale but relating only facts in which he himself had figured. He then went on, saying, "After the ladies had left I roamed about the boat for a little

exercise before retiring, and in the course of my wandering came again to the foot of the main companionway and was surprised to find my friends at the office window storming at the clerk. To make a long story short, while they had been enjoying the evening on deck 'that woman' who had been ousted from their stateroom had evidently also seen the stewardess, for she had retired with her child in that very same stateroom and my lady friend's hand baggage had in turn been deposited in the office. The clerk was courteous with them, also very sorry of course. It was admitted the stateroom belonged to my friends by right of prior purchase, but through error it had also been sold to my heroine at the port of departure that afternoon. 'But what can be done?' the clerk had said. 'The woman is locked in the room with her child, and we cannot dispossess her without breaking in the door. You would not want us to do that? We can do but one thing. The boat is full and all staterooms that we generally sell are taken. There is one, however, admittedly so poor that we never assign it unless accepted voluntarily in an emergency. That we can give you, and we very much regret that it is all that can be done under the circumstances.' That room the ladies refused flatly to sleep in, and I did not blame them after I had seen it at their request. "But of course," the Rambler continued with a slight obeisance to the lady as he gave the chair another slight little hitch, "as everything helps, I proffered my friends my stateroom, offering to take the objectionable one myself. But those distraught ladies wouldn't listen to my so discommoding myself, and then they had an unexpected offer of a third stateroom."

"Sitting in the back of that little office and overhearing all that had passed, was a gentleman who now came out and introduced himself as a traffic official of the line, and who reiterated all that the clerk had said, ending with, 'Now, ladies, I do not in the least blame you for not taking the poor apology of a stateroom that we are

obliged to offer. I am glad to state, however, that in my official capacity I have a very large and convenient stateroom assigned to me, and I beg you to accept it." Do you know," said the Rambler in rather a disgusted tone, "because he was so *very* polite those women began right off to balk at taking his stateroom. But I must not lose my point in this story," he said abruptly. "That woman who locked herself in and went to bed with her child, did she get the worst of it? Was she not the heroine of the piece? Does she not prove my doubt? Undoubtedly, in her case," was the reply, "but how about the two lady friends of yours? Clearly they got the worst of it, losing what was admittedly their accommodations, and being put to anxiety and worry." "Not a bit of it!" said the Rambler, "they took the official's room, and fared better than they would had they been in their original stateroom." "I see, I see," said the lady with a mocking little chuckle, "it all ends as most tales told by your sex, with the man in the case being the afflicted one in the service of the ladies. I suppose he did not sleep a wink all night in that miserable little stateroom that it was tried to palm off on your friends?" "Don't know how he slept," was the laughing rejoinder, for he saw by his companion's manner that notwithstanding her words she was having a little fun with him, "but I don't believe he worried much about his sacrifice, for he took one of the rooms of an officer who was on watch for the night."

The Rambler and I had been in New Orleans together for several days, and Sunday intervening during our stay we ran over to one of the Gulf Coast resorts Saturday afternoon for a little change. The conversation that has been chronicled took place on the veranda of the hotel where we were stopping. It was in the evening, and as the only light of the veranda was from the clear bright rays of a full moon, it is possible that it was necessary for the Rambler to keep hitching up his rock-

er nearer to the lady in order that the conversation might be aided by a reasonable view of each other; but as I sat in the background, taking no part in what was being said (I had not been introduced), I thought he rather exaggerated the extent to which that rocker of his really did crawl on the porch rug. However, I said nothing in the matter as we later strolled out on the pier to cool off before retiring for the night, except to ask him who the lady was, and if she was an acquaintance of his. "Never saw her until this afternoon," was the reply. "She's a lady in distress from Chicago, and the landlord introduced me to her as a railroad man who might help her out of a difficulty. You see, she checked two trunks through to this place from her home. Two trunks have arrived on which her claim checks apply, but one of them is not hers. She's very nice about it, but of course could not resist remarking a bit on the carelessness of railroad employes and on such things being particularly liable to happen to ladies. It was on this last topic that we were just talking." "But before that," I said, "I suppose you applied to yourself your slogan that 'everything helps' and promised her that you'd have her trunk here by the morning?" "No sarcasm, please," he laughed, "but of course I have done what I could in the matter. I've questioned her closely as to all the facts, and have telegraphed a night letter to headquarters about it. She is unusually sensible in remembering and stating essential facts," and there he stopped his speech for a minute or so, as if recalling something pleasant. "Her two trunks were taken from her home by the transfer driver, and she remembers that as he gave her his claim checks he took them from strap checks that he brought into the house with him; also that he had a third strap check in his hand at the time. She went to the window as he left and watched him load her trunks on his wagon, and remembers that he had but one other trunk besides her own on at the time.

She further remembers that she saw him attach strap checks to all three trunks before driving away. She did not see her trunks after, as she checked them at the station from her transfer claim checks. Looks to me," mused the Rambler, "as if that driver had mixed things up then and there. However, I think she'll get her trunk pretty quickly, as the one she has that does not belong to her appears like one containing samples of some kind, and if such is the case the fellow that owns it will want it so bad in his business that he'll lose no time reporting, and his report and mine matched up will soon straighten things out." He stretched himself out on one of the pier benches and was the picture of content as he blew smoke from his cigar skyward in a succession of perfect rings.

"It's funny about trunks, though," he broke out after considerable silence. "Seems as though one of those inanimate things could stir up a heap of trouble sometimes. Now there's the case of the pentagonal trunk, that has exercised the gray matter of many bright minds for a year and which has earned for itself a national reputation. Ever hear about it?" "No," I said, "what is it?" "Oh, simple enough, although it has caused some misunderstanding no doubt. First, among agents as to what a pentagonal trunk is and secondly in the application of the rule as to checking it. A pentagonal trunk is a seven-sided trunk used principally for containing sample cash registers, scales, and possibly other matters. It is officially described as a trunk 'with one corner cut off, without bulging sides.' Still, this lucid description has proved elusive to some, so that as an aid in understanding the matter it might be suggested that many of the large road-tool boxes in which are stored picks, shovels and the like, are often times in the shape of the pentagonal trunk; so also is many an outside coal box, and a piano box. That is, it is a rectangular box with a slice cut off from its top and front sides,

thereby making a slanting cover. Its story as applicable to my statement in regard to trunks in general is briefly this. On April 30, 1913, there was issued a local and joint tariff of baggage rules and regulations and rates for excess valuation and excess baggage, the same being IC tariff No. 136 and Y&MV tariff No. 72. This tariff as a whole was effective on June 1, 1913, but certain individual items were accepted as to date of application by a line in parenthesis under the effective date, a year's notice being given on a few of them. This exception was clearly noted on the title page, the qualification reading 'except as noted in individual items.' In addition, the exceptional date was always clearly stated in the text proper of the items not being effective June 1, 1913. A long list of railroads were participating carriers, and under the rules of 'personal baggage defined' there was a paragraph reading as follows: "On and after June 1, 1914, trunks or cases constructed in the form of a trunk, or other rigid containers, which are not square or rectangular, will not be accepted for transportation in regular baggage service, except that such trunks, cases or other rigid containers, may have not to exceed two bulging sides, providing the bulging sides are opposite to each other.' This," continued the Rambler in a sort of explanatory aside, "was an innovation on existing custom inasmuch as, with the exception of the 'bulging sides' trunks, it required all trunks to be 'square or rectangular' in distinction to all freak or other shapes that were being checked, and which would continue to be checked for another year; for, it will be remembered, the announcement was made April 30, 1913, to be effective June 1, 1914. While the rule quoted does not say so directly, owing to the fact that in this description what could be carried is only cited, it will be noted that by elimination pentagonal trunks and other forms of freak shaped baggage were to be excluded. This for the reason that they were dif-

ficult to tier in the baggage car; thereby, it being claimed, introducing an element of danger as well as inconvenience. On this rule being promulgated the cash register and scale people who were the chief users of pentagonal trunks, made complaint against the rule being put into effect to the Interstate Commerce Commission and the latter body very promptly issued a suspension notice against the rule being made effective. They suspended its operation until September 29, 1914, later extending the date of suspension to March 29, 1915. There were other rules suspended at the same time, all of them having direct or indirect bearing on the pentagonal trunk, but in the course of time, after various hearings and much contention on the part of both the railroads and the protestants in the premises, the matter sifted itself down to the pentagonal trunk only, and on February 16, 1915, the Interstate Commerce Commission ruled in favor of the protestants. Hence the rule that I quoted originally has now been changed (under date of March 27, 1915, by supplement No. 12 to tariff No. 136, IC and supplement No. 12 to tariff No. 72, Y. & M. V.) to read: "Trunks or other rigid containers, with more than two bulging sides, or with two bulging sides that are not opposite to each other, will not be accepted for transportation in regular baggage service." It will be noted that this final rule reads practically the same as the original prohibitive rule except that the clause descriptive of shape reading, 'which are not square or rectangular,' is omitted; thus letting in the pentagonal trunk for checking. It is these little technicalities of expression in tariffs and circulars that are so often confusing to agents. Not that they are at all incomplete or lack proper clearness of expression, but that they leave so much to be analyzed and applied. In this case, for instance, instead of saving that the rule in anticipation of prohibiting the carrying of pentagonal trunks

as baggage would not be put into effect, and that such trunks would continue to be checked it is left, it will be noted, for the agent to observe that their peculiar shape does not come under the prohibitive 'two bulging sides that are not opposite to each other,' and hence that they will continue to be subject to check, within the usual requirements as to weight and condition."

Some eight or ten days later, when we had returned home, I was sitting on the deep, comfortable davenport of the club's reading room, thinking on a business matter that was troubling me, when I was interrupted by the Rambler who unexpectedly came and sat down beside me. His face was wreathed in smiles, and I saw that something was up the minute I saw him. The explanation was soon apparent. Reaching into his coat pocket he brought forth a feminine-shaped envelope, and remarked as he withdrew a letter therefrom, "She's got it." "Got what, and who's she?" "Why, the lady who lost her trunk, down there at the resort. Hers has been received, and this is a letter from her, telling about it, and thanking me for my help in the matter. Listen," and he read extracts from the epistle in which I thought she was more grateful for the Rambler's slight service, which he was bound to render anyway, than the circumstances called for. I said as much and also remarked on his having that letter carefully preserved in his pocket when ordinarily it would have been thrown into the file drawer on receipt. "Oh, that's all right! Just happened to slip it in my pocket thinking you would be interested in the outcome of that trunk episode. Nothing more, I assure you. Besides," he added as an evident afterthought, "the lady is a Mrs., you know." "Yes, but a widow!" I threw at him—"the landlord told me that. And you a bachelor. Oh, fie, Rambler!"

An Interesting 12000 Mile Trip on a Buda Section Motor Car by K. M. Houchins



I SPENT the Holiday week with my family in Cheyenne. Later on went to Omaha to consult with the Chief of the Educational Bureau, and after I had gotten my affairs in proper shape at that point, went to Oakley, Kan., where car was awaiting me, to take up my trip. On Jan. 2, 1915, went from Oakley to Plainville, 121 miles, using only four gallons of gasoline.

Jan. 4th made the trip from Plainville to Salina, Kan., 104 miles. Nothing of interest occurred on this run.

On Jan. 5th went from Salina to Beloit, Kan., and returned via Solomon. On Jan. 6th went from Salina to Ellis and returned to Russell, Kan. Blizzard in face. All day had six by six wind shield up. Worked engine wide open all day long. Car worked beautifully. On Jan. 8th went from Russell to McPherson and returned to Salina, 149 miles. Jan. 9th went from Salina to Junction City, working there until Tuesday noon, going over Junction City Terminals. On Jan. 12th went from Junction City to Concordia and Belleville and returned to Clay Center. Had no trouble with the car of any kind. Jan. 13th went from Clay Center to Beatrice, Neb., via L. K. & W. to Garrison Crossing and Marysville. On Jan. 14th made the run from Beatrice to Valley and returned to Valparaiso, 134 miles. On Jan. 15th went from Valparaiso to Grand Island via Central City and Grand Island, 97 miles. On Jan. 18th began my work on St. Joseph and Grand Island Railroad,

devoting myself to terminals on that date. On Jan. 19th left Grand Island for Hanover, Kan., 124 miles. Was tied up there for two days on account of heavy fall of snow. Am sure that if I had made the attempt, I could have gotten through with the car, but as it would have been taking a chance, considered that discretion was the better part of valor and believed it safer to lay over.

On Jan. 21st went from Hanover to St. Joseph, Mo. This was the worst day that I have ever experienced on the motor car. The cuts had been full of snow, but the plows had gone through and rendered it possible for me to make the trip. The distance made was 128 miles.

On Jan. 23rd went from St. Joseph to Leavenworth, Kan., via the Great Western Line, thence to Topeka. The roads were so thoroughly blocked with snow that I had to lay over at Leavenworth until Jan. 25th.

Jan. 25th made the trip from Topeka to Junction City and returned to Topeka, 72 miles. On Jan. 26th went from Topeka to Kansas City, Mo. This completed my work in Nebraska, Colorado and Kansas on the Union Pacific Railroad Company without a particle of trouble caused by the car.

Spent a few days getting ready to begin trip over the Frisco Lines, a detailed account of which will be printed in the next issue.

(To be Continued)

Division News



Illinois Division—South Water Street Station

Miss Gertrude Rosenberg of in-freight department entertained friends from Decatur, Ill., at her home March 28th and 29th.

Mr. Fitzhenry, chief claim clerk, made a business trip to Louisville, Ky., recently for a few days. Mr. Fitz was not so wonderfully charmed with the Southern city but was more in love with Chicago than ever.

In-freight department is honored daily by the presence of the "African Dip" of accounting department.

We hope R. R. enjoyed her visit to Homewood March 13th.

Friend Corydon went to see Doc. Kelly last week. He thought he might have to have his feet amputated as he couldn't figure out whether he should be quarantined or not, but feared he had symptoms of the hoof and mouth disease. The Doc said to get a pair of large enough shoes. Corydon is able to be about, but he has a pair of No. 10s for sale.

Y. M. C. A. gymnasium has nothing on the I. C. Gym. when it comes to target practice with paper wads or skweegies (alias spit balls) for ammunition, or the girls' daily fencing exercises with needle and crochet hook.

A young man named Cashun

Has started the fashion

To walk home every night after work.

As he lives 'most in Austin,

You can guess what it's costin'

To stick to the stunt and not shirk.

We regret to announce the deaths of our fellow co-workers, E. D. Herbert of accounting department, and Arthur Schadle of claim department. To their families and friends we extend our deepest sympathy.

"Rip" Broderick and C.C. Patzman are

holding some red hot arguments these days over the coming baseball season. Jack Brennan of the car records and Billie David are with "Rip," and Cottage is being backed by Whale De Long and Prescott N. Bully of the mail desk.

Mat. Murphy of cashier's department is right up with Eddie.

Some one overheard the Misses Carrie Rhen, Marie Henry, and Clara Wegstein, talking about Easter. "Oh you promenade."

"Shorty" Dan Bagley has bought another new hat.

Miss Gladys Yarwood of claim department will perform vocal gymnastics at a concert given by the Munro Singers April 12, 1915.

Johnny Mackey takes first prize when it comes to neatness and dispatch.

Robert Rose, who handles the inter-line fruit and stock accounts has moved his desk up with the carload men. Welcome to our city, Mr. Rose.

Mr. W. V. Milliken paid the Chicago Bureau a visit March 31st.

Ernie Cook, lumber accountant, entertained some of the boys at a stag party at his home.

Among the guests were Ray Meddaugh, Bill Neary, Harley Tucker and Al. Clauss of accounting department, and J. J. Mackey, Joe McMahon and Frank Lawler, of claim department. All report a good time.

Eddie Kelly is rolling them pretty high at the Peoria bowling tournament.

The Misses Isabel O'Connor and Margaret Charleson went to Centralia Sunday, March 14th, where they had a delightful time visiting Miss O'Connor's father and doing the town. The girls returned to work Monday morning.

Mr. Roy Dair of in-freight depart-

ment was absent two days, having had a slight operation on his nose.

Rialto O'Rourke of the switching desk is flashing some more new shirts and ties these days.

James McGloone is hitting and batting 1,000 on the prepaid accounts.

Henry Stahl spent Saturday and Sunday, 13th and 14th, in Marietta, Ohio, with friends.

We understand Ernie Cook got a letter from a distant relative March 19, 1915.

The sun has shown by day and the stars have twinkled by night for the last time through the fissure in the roof over two of the dictaphone girls in the claim department. Two brawny men and an armful of plaster worked the long desired change, and the winter snows and the summer rains will never more cascade through the roof.

"Studies in black and white"—Mac-Monagle's shirts and the office cat.

Don't fail to attend the Barry Council minstrelsy show April 13th. Our ented vocalist, Mr. Ray Long, of accounting department, will give us the opportunity of passing a very pleasant evening with his clever conceptions of minstrelsy.

Ray Hawley of the abstract desk wears a smile and a loud shirt. P. S. Ray just got a raise.

Yes, sir! John Patrick Hart is there when it comes to introductory speeches.

Oh "Rip," did you find that young man yet?

It is being reported around that Morris Rice, our esteemed lunch boy, is building a new home in Canaryville from the proceeds earned by running to Henry's for lunches—hot dog.

Gee, but won't it be fine if we get our Saturday afternoons off every week? (Hats off to Mr. Kemp, boys.)

Wisconsin Division

Mr. R. B. Salladay, who has been employed as relief agent on the Illinois Division, was transferred to position of agent and operator at Broadview, Ill., on March 8, succeeded Mr. J.

P. Graham, who transferred to Panola, Ill., as agent and operator.

Mr. H. A. Hopkins, agent and operator at Winslow, Ill., has transferred to El Paso, Ill., in the same capacity, succeeding Mr. Josiah S. Evans, who was retired on pension.

Messrs. C. G. Richmond and W. Colahan, assistant agents of Loss and Damage Bureau, have just completed an inspection trip over the Wisconsin Division.

We were not a little surprised to learn of the marriage of Mr. J. F. Eichman, night operator at Seward, Ill., to Miss Ella B. Timrott, of Elmhurst, Ill., on March 10. Mr. and Mrs. Eichman have our best wishes for a long and happy married life.

Mr. Eichman has since been transferred to Munger, Ill., as agent and operator.

Mr. S. S. Morris, chairman General Safety Committee, attended the quarterly Safety First meeting, which was held in the office of the superintendent, Mr. J. F. Digman, at Freeport, the afternoon of March 17. Mr. Morris addressed those present on Safety First matters quite fully and made many good suggestions which, if carried out, will tend to decrease the hazard of accidents.

The President's Special, on the return trip from Western Lines, remained at Freeport from 3:30 to 4:00 p. m., March 21. This special consisted of office cars Nos. 3, 14, 5 and 7.

Iowa Division.

Conductor A. F. Johnston and wife have left for Hot Springs in the interests of Mr. Johnston's health.

Mr. B. K. Kilborne, Agent at this point is still confined in Sioux City Hospital with a general breakdown in health and it is the wish of everyone that his recovery will not be far off.

Mr. L. G. Chase, accountant in this office who was recently employed, is a first class stenotype operator which not only gives the accounting department much prestige but greater efficiency in service.

Chief Accountant G. A. Williams is wearing the smile occasioned by the arrival of a Boy, "I didn't Raise my boy to be a soldier-GAW."

St. Louis Division

Traveling Auditor A. H. Coates was a business visitor in Carbondale, February 25.

Trainmaster C. W. Shaw of East St. Louis and A. M. Umshler of Centralia were business visitors in Carbondale, March 4.

Agent J. M. Pyatt of Pyatts station was in Carbondale, March 5.

Traveling Engineer W. G. Weldon of Centralia, was a business visitor in Carbondale, March 6.

Effective April 1, Mr. I. B. Earle resigned his position as Instrumentman on this division and has accepted position as highway engineer of Hopkins county, Kentucky, with headquarters at Madisonville.

Mr. J. L. Exby of the Law Department at Memphis, spent Tuesday, March 23, with relatives in Carbondale.

Train Caller Carl Fitch is back on duty again after an absence of a few months on account of falling on ice and breaking ankle.

Mr. W. F. Crossley of Cairo, general superintendent of the Cairo and St. Louis Railway, was a caller at division headquarters, March 23.

Effective March 18, Mr. M. S. Carr resigned his position as chief clerk to Road Master Bond at Carbondale. Mr. Carr's position was filled by Assistant Accountant R. W. Baringer; Mr. Baringer's position being taken by Assistant Accountant F. R. McLafferty; Mr. McLafferty being succeeded by Percent Clerk E. B. J. Bush; Mr. Bush being succeeded by Record Clerk Clyde Bell; Mr. Bell's position being filled by Messenger Lawrence Foley and Mr. Foley's position being taken by Mr. Sanford Marmaduke.

NEW ORLEANS DIVISION.

Mr. Bryant Watson, formerly File Clerk in Superintendent of Telegraph's office at Memphis, recently accepted a

position in Superintendent's office at Vicksburg.

Mr. W. W. Ramsay, Engine Foreman at Vicksburg, leaves in a few days to consult with Dr. Dowdall regarding condition of his eyes. It is probable that Mr. Ramsay will have to undergo an operation.

Mr. H. M. Hall, operator in Vicksburg Yard Office, made a business trip to Port Gibson March 16, going down on No. 31 and returning on No. 12 the same day.

The New Orleans Division Quarterly Staff and Safety Meeting was held in Superintendent's office at Vicksburg, Saturday, March 13, there being a large attendance.

The Vicksburg Yard Operation report shows an increase of 189 cars handled this year over last, which is a very good showing, in view of the dull season.



From Weak to Strong

The Physicians of the Murine Eye Remedy Co., Chicago, U. S. A., Oculists of years' standing, carefully prepare the

Murine Eye Remedies

In the Company's Laboratory. These Remedies are the result of their Clinical, Hospital and Private Practice, and they have found from their years of experience with Children's Eyes, that two drops of Murine in each Eye of the Growing Child is of inestimable value. Murine is an Eye Tonic and they know, if it is used regularly, that it Tones the Eye of the Growing Child and in many instances obviates the use of Glasses, and is it not reasonable that Glasses when not required will retard the development of a young and growing Eye?

Murine, through its Tonic effect, Stimulates Healthy Circulation and thus promotes the normal development of the Eye. We do not believe there is a Mother who has used Murine in her own Eyes and in the Eyes of the members of her family who would be without it, or who is not willing to speak of its Merits as The Household Friend.

The Child in the Schoolroom Needs Murine

Murine contains no harmful or prohibited Drugs and conforms to the Laws of the Country.

Druggists and Dealers in Toilet Preparations everywhere will supply Murine and tell you of its gratifying results.

Samples and Instructive Literature cheerfully sent by Mail to Interested applicants.

Murine Eye Remedy Co., Chicago, U. S. A.

The motor car is again filling the run on 31 and 32, after having been in the shops for several days.

We are all working for the interest of the Company, and this is particularly true in the case of Conductor C. R. Day, who, by the exercise of good judgment, saved delay to a shipment of peas, destined to a point on the "Little J." The shipment of peas was loaded in a car of merchandise, which worked Vicksburg and North, train 58, and, in order to prevent delay to the peas, Conductor Ray unloaded them at Harriston, although on a through train. Such interest as this is appreciated by the management.

The yard office at Vicksburg was visited by the following gentlemen, while they were in town attending the staff meeting: Messrs. J. B. Yellowley, W. O. Blair, George Wildes, J. D. Hausey and T. S. Brignac. These gentlemen inspected the records and spoke in a very complimentary manner of the good system and excellent records maintained in the General Yardmaster's office.

Mr. J. C. Dess, who has been on the sick list for the past week, has returned to work, to the delight of his many friends.

Mr. Wright Chenault spent the 7th and 8th in New Orleans visiting his family and having a good time.

Mr. H. J. Goza, yard clerk, spent Sunday, the 14th, in Hermanville, Miss.

Mr. C. E. Harris, engine foreman, was called to Fayette, Monday, the 9th, to attend court.

Effective March 22, Mr. H. B. Newton succeeds Mr. L. G. Stirling as cashier in Vicksburg freight office.

Messrs. McGowan and Hale, representatives of the Loss & Damage Bureau, recently made an inspection of Vicksburg warehouse and reported an excellent condition.

Vicksburg Division

Since our last correspondence a favorable entry has been placed on efficiency record of Division Accountant C. Bourgeois, who has lately em-

barked on the sea of matrimony. He has our best wishes.

Agent F. B. Wilkerson has just returned from a trip to St. Louis, where he accompanied Mrs. Wilkerson on a visit to his people.

Mr. A. G. Sandall, engineer on trains 440-445, has been given a leave of absence on account of dull business, which time will be spent with his family at Chariton, Ia.

Engineer Norwood Smith has recently changed his domicile from Vicksburg to Leland, account relieving Engineer Sandall on train 440-445.

We are glad to see that Mr. V. W. Thomas, agent at Boyle, Miss., after being off several months on account of sickness, has returned to work.

Mrs. H. W. Ecker, who was operator at Rolling Fork, Miss., has accepted the agency at Stovall.

Mr. R. B. McElroy, who was agent at Cary for several years, has been promoted to the agency at Deeson, Miss. We are glad to see "Mc" getting this deserved promotion.

Depot building at Friars Point, Miss., was destroyed by fire on morning of March 24th.

S. J. Phillips, who has been in the employ of the I. C. and Y. & M. V. for several years, has been transferred to Greenville and appointed chief clerk to train master, effective February 1st.

Mr. M. P. Massey has been transferred to position as timekeeper in su-



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perintendent's office, succeeding Mr. C. J. Turner, who has accepted position as timekeeper on the New Orleans Division. Mr. Massey was succeeded as assistant accountant by Mr. B. F. Simmons.

The gravel plant at Greenville, which has been closed for the past several months, has again resumed operation, which results in putting on several additional crews to handle this business.

Mr. P. R. Henderson, formerly employed as rodman on this Division, has been appointed gravel inspector, being succeeded by Mr. W. J. Apperson, promoted from position as chainman.

Roadmaster J. W. Welling and wife are away on a trip visiting their home folks at Trenton, N. J.

Misses Roach and McClain, of the superintendent's office force, recently made a trip to Memphis for spring shopping.

Mr. R. F. Hardcastle, stenographer to roadmaster, recently made a flying trip to New Orleans, sightseeing being his object. Robert reports that New Orleans is a great old town.

Special Agent Geo. McCowan will be absent from the Division for a few weeks, account engaged in special work.

We are glad to state that Conductor O. C. Kelly has been reinstated after being out of the service several months.

Supervisor Henry Manor has purchased a motor car, and we feel assured that this will result in an improvement on the North Riverside District.

Messrs. B. G. Graves and Oliver Williams, assistant foremen, have been recently promoted to positions as section foremen.

Mr. J. A. Parker has been assigned to position of extra gang foreman on this Division.

Dispatcher C. N. Campbell took in Mardi Gras festivities at New Orleans, and Claude reports that the restaurants and sights are all right.

Miss Zetta Beuhler of the chief dispatcher's force, has been on the sick list.

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ILLINOIS CENTRAL MAGAZINE

MAY 1915



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FRED T. WILBUR, SUPERINTENDENT OF TELEGRAPH.

Learned telegraphy in joint C. B. & Q. and I. C. office at Mendota, Ill., while serving as Western Union messenger.

Worked as telegrapher and train dispatcher in various offices on the C. & N. W. Ry. in Iowa, taking employment with the Illinois Central as train dispatcher at Kankakee, in 1899.

Served as train dispatcher at Kankakee and as Chief Dispatcher at Ft. Dodge, Clinton and Carbondale.

In June, 1907, appointed Supervisor of Controlled Manual Block Operation; January 25, 1909, appointed Assistant Superintendent of Telegraph, Northern Lines, and on September 1, 1909, position of Assistant Superintendent of Telegraph abolished and one Superintendent appointed for Southern Lines and the Y. & M. V., another for Northern Lines, the latter position being given the subject of this sketch.

ILLINOIS CENTRAL Magazine

Vol. 3

MAY, 1915

No. 11

The Story of the Illinois Central Lines during the Civil Conflict 1861-5

How I Became an Illinois Central Man

By Captain James Dinkins

(Continued from April issue)

He was standing, and his head was just above the bales of cotton, so that when the negroes passed him he called out: "Have pity for the sorrows of a poor old man." Bill, in reaching for the bales as he crawled along, happened to put his hand on the tramp's bald head.

Dick Leonard has served the company for nearly forty years with fidelity and honest work. I do not know that he is still in the service, but it would be a graceful act if the Company took care of him in his old age. During all these years he performed his duty faithfully and fearlessly. An unusual character who served the Company for forty-five years, and who impressed himself upon every one who knew him, was James Smith, known from one end of the Southern Lines to the other as "Draw-head Smith." He had charge of the car inspection, oiling and ordinary repairs. He was "Cock of

the walk" in his line. He could swear with greater emphasis, and put the nigger helpers in a run quicker than most men could do with a gun. He had a chop block named "Sam Moody." Sam loved old Draw-head, and willingly bowed his head when Draw-head felt like thumping him. He would pound old Sam over the head with his fist without the slightest effect on Sam, and had to keep his hands in bandages for a week afterwards. One day Draw-head was under the timbers, putting in a draw-head, while Sam was holding and helping. Draw-head swore at Sam so viciously he let go the end of the drawhead on Smith's hand. You may know the sparks were flying then. Sam did not know that Smith's hand had been caught, and he was hustling around trying to do everything he could except to lift the drawhead off Smith's hand. Harry Priestly passed by and relieved him. Harry began to

sympathize with him, but Smith said: "Damn the pain, but I don't want Sam to know that I was caught."

No. 8 brought in on every Wednesday evening a local oil car. One time there was a horse in the car, which required that he be rested and fed. The horse was destined to Amite. There were a few barrels of oil for Canton. I shall never forget that old gray horse. We had much trouble in getting him out of the car, and equally as much loading him next day. He held his head so high I found he could not be unloaded head foremost, so I had him backed out and backed in. The following morning I loaded him in N. & C. car No. 220. I shall never forget the car, either. It had at one time been used as a caboose. There was a large hole in the side, where the stove pipe had been put through. The car had six hogsheads of tobacco in it, three in each end, leaving ample space for the old gray. The car had double doors, which came together and fastened with a pin and lock. The hogsheads were well chocked with pieces of stone. I had locked the old gray in this car, so as to save expense and give him quick movement as far as McComb. When the train—No. 6—reached Jackson, the conductor, Paul McClanahan, wired us the horse had fallen out somewhere; better send some one to look for him. The agent at Jackson, Mr. Webb, sent a man back, who found the old horse quietly grazing along the right of way, and took him to Jackson, and sent him to his destination. Mr. D. B. Morey was General Freight Agent at New Orleans. Mr. Morey sent a bill for catching the horse amounting to \$11.25. I shall never forget that. Mr. Morey argued that the horse was suffocating, and in the effort to get his breath broke down the door. The facts were he had ample ventilation, and was tied with a good halter, but that old gray, as a matter of fact, kicked off the doors and fell out backwards, just as we had loaded him. I paid the \$11.25, but I never felt that it was just. When Gen. A. M. West was President of the Mississippi

Central Railroad, Canton to Jackson, Tenn., he sometimes rode over the line. There were two borthers, R. N. Colyuhoun and Jim Colyuhoun, both conductors on the road at that time and for many years after it became I. C. property. General West was very fond of them. He usually rode with Bob Colyuhoun. On one of his trips Bob wired Water Valley to have six hundred chairs ready to be put in his baggage car on arrival. Gen. West heard Bob say he would pick up six hundred chairs at Water Valley, and inquired: "Why, Robert, what on earth do you want with 600 chairs?" Bob said: "They go to Holly Springs for the yard." "Well," said the General, "have the loafers at the depot demanded that we furnish them chairs?"

On another time he was riding in the baggage car, and passing out of the siding there was considerable jolting and rattling. "What's the matter; what's the matter?" asked Gen. West. "Nothing," said Bob, "we ran over a frog, that's all." "My God, Robert," said Gen. West, "did it kill him?"

Sam Carey was General Passenger Agent of the Mississippi Central, with offices at Water Valley. Sam was quite a character in many ways, congenial, a happy-go-lucky disposition that won the attention of every one he met. Sam, like most good characters of his kind, had a fondness for his toddy, and when he had failed to enlist any one in his frolic he would call by the shops and inquire for Pat McGuire. Pat was always willing to go the limit. On one occasion, and the last one in which Pat participated, Sam realizing that he had acted foolishly, said: "Pat, we have disgraced ourselves. None of our friends will ever recognize us again. Now, I propose to put a stop to this thing. Let us go to the bridge over the deepest part of the creek and drown ourselves." Pat assented, and they stood on the bridge ready for the plunge. Sam said: "Now, Pat, when I say three you jump in the creek and end it all." Sam began, one, two

three, and Pat plunged in, while Sam remained on the bridge. They pulled Pat out, but he never forgave Sam for fooling him. He said: "Sam should have gone in."

The first time Mr. J. C. Clark stopped off at Canton, after the Illinois Central assumed management of the Southern Lines, he rushed about looking into everything, as was his wont. Draw-head Smith had never seen him, and doubtless had never heard of him. As a matter of fact, Draw-head was President, Vice-President and General Manager of Canton. We all knew him and all liked him. No. 5 rolled in with several hot boxes while Mr. Clark was there. Draw-head had his oilers and packers at work, and he passed from one to the other, swearing at them. He finally stopped at a truck and was putting in a new brass. Mr. Clark watched him a moment, and said that box needs packing more than anything else. Old Draw-head raised up with a packing paddle in one hand, and said: "To hell with you, what do you know about a hot box?" Mr. Clark had never heard of Draw-head Smith, but he took in the situation, and walked off. I have often heard Mr. Clark tell the story.

At this time the gauge of the line was five feet, and all through cars for eastern points were transferred to standard gauge trucks at Milan, as were south bond cars also. All local freight was transferred there to our own cars. The Company decided very wisely to change the gauge, and Mr. Clark set to work to accomplish it with as little delay and inconvenience as possible. For several weeks he had the section bosses instructed in the manner of doing so, and the result was most gratifying. Spikes were driven on the inside of the rail on every tie, and every spike was withdrawn from the rail, which admitted of safety. When the day arrived the force from Cairo to New Orleans, removed the remaining spikes and lined the rail against the spikes, forming the

standard gauge. Cars leaving Cairo that day were standard gauge, and ran through to New Orleans with but little loss of time. It was a wonderful achievement. The entire line of 512 miles was changed from a five foot to a standard gauge in a day. Mr. Clark was a very practical man, a man of resource, and had the faculty also of managing men without friction. He had the manner and appearance more of a successful planter than of President of a great railroad.

On August 1, 1884, the company opened an office at Aberdeen, Miss. Mr. E. T. Jeffery was General Manager. I had not met Mr. Jeffery, and much to my surprise he sent me to be the first agent at Aberdeen. I arrived there on the last day of July, 1884, together with Supt. Mann, who had constructed the line. Almost half the population assembled at the depot to see the first train come in. About thirty thousand bales of cotton were shipped annually, and Mr. Morey wrote me that I should handle the bulk of it. People from points in Alabama, seventy-five miles distant, and from the main line of the Illinois Central were trading with Aberdeen. The merchants advertised salt at 75 cents a sack, while other towns sold it at \$1.25, and the people traveled the distance to get the cheap salt. We did a fine business on inbound freight, but shipped less than ten thousand bales of cotton. I was getting worried, and put up to Mr. Morey every suggestion which I thought would enable us to share the business; but he answered always: "You must get the business. The rates are the same by the Mobile & Ohio, and over our line." I knew that the M. & O. had some advantage, but was unable to ascertain what it was. The next season I persuaded some cotton buyers to come in there, but they were not able to meet the price which the M. & O. shippers were paying for cotton. I began to cultivate the largest buyers, and would go to their offices and tell them stories of the war. They had both been in the

Army. I assisted them in marking up their invoices, and learned to be a fairly good classer of cotton. Finally, one of them told me he got a rebate of 25 cents per bale, and if I would do as well he would divide equally between us and the M. & O. I wrote Mr. Morey and he took it up with Mr. Waller, and the whole thing was denied; even the buyer said I misunderstood him. Of course we did not get any cotton from that party. Mr. Morey's orders were to adhere strictly to the tariff, but I soon discovered that we were the only parties who kept the contract.

Several fast freight lines in Memphis asked me to route eastern cotton via their lines, and finally one of them proposed to pay me a commission of 25 cents a bale. I seized on to the suggestion, and soon arranged with several buyers to give us their shipments. The vouchers were made in my name, but the money went direct to the buyers, and the second season we shipped nineteen thousand bales. At this time there was an exodus of negroes from Alabama and Eastern Mississippi to Arkansas. Hundreds were moving every week. We had the long line into Mississippi and could not meet the arguments which the M. & O. passenger agent gave to the negroes. It was distressing. Every day wagon after wagon load of negroes and household plunder passed our depot and went to the M. & O. They were thoroughly posted, and nothing I said had any effect on them. Finally, I had a few thousand dodgers printed and sent them to every cross road for 50 miles, and had them left at the farm houses. The dodgers appealed to the negroes to ride on the "Illinois Road," that Illinois was a Republican state, that Mr. Lincoln, who freed them, was from Illinois, and from every point of view they should travel over the Illinois Road.

Within ten days they began to come in, fifteen to twenty in a party. Sometimes it would be two days before all the crowd arrived. We had a large

cotton platform, which I gave them to unload their plunder. They had every article, from a horse collar to a box of dogs, great boxes of chains, ox yokes, skillets, pans, cotton baskets, quilts, chickens, etc.

There were dozens of little negroes, and I soon ran out of tickets. The planters in Arkansas arranged for their passage by depositing the money with their railroad agents, who in turn wrote or wired me to furnish the tickets. We were soon completely swamped, while not a passenger moved by the M. & O.

D. W. Longstreet was my ticket seller. We had a waiting room for the negroes separate from the white passengers. One day a very large negro woman walked up to the window and said: "I want transtation." Longstreet asked: "Where do you want tickets to?" Like most negroes they answer by asking the same question, so she said: "Whar do I want tickets to?" "Yes," said Longstreet. She said: "I wans transtation to Kansas." "Well," said Longstreet, "there are many places in Kansas. What town in Kansas do you want tickets to?" She repeated the question, and then said: "I wans transtation to 'Ar-Kansas.'" Longstreet laughed and told her she must give him the name of the town, etc. She turned about, and facing her company raised her head and squirted tobacco juice through her teeth the full length of the room, and said: "I dun tole you dat man ayn't gwine ter give us no transtation." It was two days before we located her destination.

The first time Mr. Clark passed over the branch to Aberdeen he had as his guest some gentlemen from New York. Before returning to the main line at Durant they all walked into the office to say good-bye, and see how things looked.

Over my ticket case I had a very large set of deer's horns. There was quite a history connected with the horns, and I valued them very highly. An engineer on the main line, "Mose

Savage," while hunting in the swamps not far from Water Valley, found the skeletons of two large bucks, their horns interlocked, which had been effected doubtless in a desperate encounter, and they were never able to disengage them, and died from starvation. Mose took the two heads to the shop and pried them apart, and gave me one of them. I spent five dollars to have the skull covered and eyes put in place, and you may understand I prized them highly. While Mr. Clark's party was in the office one of the gentlemen referred to the deer's head, and said: "I think it is the finest I have ever seen." "Would you like to take it along? If so Dinkins will be glad to give it to you," said Mr. Clark, and as he so expressed himself he reached up and took my horns down and handed it to the gentleman. I can say it to my credit the man never knew that I objected.

After Mr. Clark had been granted a six months' absence Mr. Fish, acting President, came over, accompanied by several of the Directors and Mr. Jeffery, who was the General Manager. He had with him also Mr. E. H. Hariman, who was not connected with the company at that time. Senator Allison, of Iowa, Mr. Auchincloss, Mr. Peabody and some others were along. Mr. Fish had wired me to have horses and carriages waiting to take the party out to Walker County, Alabama, where it was supposed that there was a good mine of coal.

Mr. Fish said to me that he would like for his friends to see something of the negroes' habits. I told him the Methodists were having a protracted meeting, which I thought would interest them. I sent for two of the Deacons of the church whom I knew, and stated that a company of distinguished gentlemen would be present, and it would be very desirable to make the services unusually attractive.

At the appointed time we walked into the church. There were several groups in different parts of the church, some singing, some preaching and

some praying. Sam Strong, one of the Deacons referred to, was keeping watch for Mr. Fish's company, and when we entered he rushed forward and conducted the gentlemen to seats, and immediately said in a loud voice: "We will now take up collection." It was noticeable that the basket was not passed to anyone but those of Mr. Fish's party. Then the preacher said: "Let us pray for dose white men." His prayer was devoted almost entirely to telling them he needed an organ for the church. After the prayer we moved out, and Sam Strong called out: "Thank you, gentlemen, come again; we take up collections every night." It was very amusing to the visitors.

Mr. A. D. Joslin was at that time Auditor of Passenger Receipts. Mr. Joslin, like every good fellow, was fond of a dog, a gun and a horse, but he had little time to gratify the pleasure. He wrote me, stating that two of his friends in Omaha were great chicken shots and owned several wonderful dogs, and asked if I would see to it that they had a good time shooting quail if they came to Aberdeen. I wrote: "It would be a great pleasure. Send them along." I was President of the Rod and Gun Club, and arranged with four of my friends—all fine shots, and each had one ore more fine dogs—to give the friends of Mr. Joslin a good outing. They came and brought two beautiful dogs. Neither of the dogs had ever pointed a quail, nor had the gentlemen ever shot one, but they were confident their dogs would find the quail, and that they would bag them. Everything was ready, after a day's rest, and we rode forth. We had big expectations for the visitors and their dogs, and, sorry to relate, the visiting dogs never made a point, and the gentlemen never made a kill, notwithstanding we bagged seventy-five to a hundred and twenty-five each day. It is well understood by all shooters that prairie chicken get up slowly, and to point your gun at them can scarcely fail to bag them while the quail much smaller, rise up out of the grass

like a bullet. We had two or three hundred birds dressed, and the gentlemen took them home. May be their friends believed they had killed them.

It may not be out of place to quote one of my best friends, Captain William Clopton, in such a case. We had certain days for annual hunts for quail and doves and ducks. We shot in pairs, sometimes three or four in a team. Coming in one night we were counting up our birds, and some one suggested quite a number, and another said that won't do, let us "tote" fair. "Why," said Billey, "a man who will tell the truth about how many fish he caught or how many quail he killed is not a good citizen, so let the rule apply to Mr. Joslin's friends."

The latter part of November, 1888, we held a fair and Interstate Shooting Tournament at Aberdeen. I was also President of the Fair Association, and with my Railroad duties was as busy as a cranberry merchant. There were numerous teams of shooters from numerous places. We entered two teams from the Aberdeen Club, the big four and the little four. The big four consisted of Captain W. H. Clopton, J. C. Broyles, William C. Love and myself. We shot in most of the matches and made good scores, and finally the big event was called—the team shoot for live birds. The big four entered, paying forty dollars for the privilege, and won the match, and established the record, which has never been equaled since. We made a clean score, and it is the only time it has ever been done; we killed forty live birds each.

In April, 1891, I was appointed Freight Agent at Memphis, succeeding Mr. C. T. Scaife, who had been promoted to the position of commercial agent. I served in that capacity until January, 1892, when I was assigned to the passenger service as Division Passenger Agent. Mr. Scaife served the company for more than forty years and died a year ago. In my experience and observation of twenty-eight years I never met a more competent

man. He was the finest freight agent in this country. He was par excellence, the king of good men, honest, fearless, fair, liberal and just. I never knew a better man.

While I was the freight agent at Memphis the L., N. O. & T. Ry. was bought, and became the Y. & M. V. Mr. Welling, First Vice-President; Mr. F. Fairman, Auditor of Freight Receipts, and Mr. Isaac Anderson, Auditor of Disbursements, came to Memphis to examine and make report of the tonnage, hauled for the past year over the L., N. O. & T. Ry. I had known Mr. Welling and Mr. Anderson, but not Mr. Fairman, and called to pay my respects. We on the Southern Lines called Mr. Fairman "Napoleon," because everything in his office had to be just so. After I had been introduced to Mr. Fairman, he turned to Mr. Welling and said: "Memphis Station has made a most remarkable record. For the past seven months there has not been an error found in the reports, nor have they had any uncollected bills." Mr. Welling was much pleased, and said he had never heard of the fact before. I am pleased to record the credit where it is due. As a matter of fact I was not entitled to any part of the honor. My cashier, William Welsh; Assistant Charles Humes, and abstract clerk, W. D. Brent, are entitled to all the credit for the remarkable record.

The following November the freight office of the I. C. and Y. & M. V. were consolidated with W. F. Meath as agent, and I was assigned to the Passenger Department as Division Passenger Agent, with offices at Memphis. In the meantime Mr. Jeffery had resigned as General Manager, and was succeeded by Mr. Beck, and he by Mr. J. T. Harrihan.

I will not pursue the service I had with the I. C., except to make acknowledgment to Mr. Fish and to Mr. Jeffery for distinguished consideration. Mr. Fish, in my mind, fills the measure of manhood and runs the measure over. He was personally known to

every employe on the Southern Lines, and must have been to those on the Northern Lines.

He was never so busy but what he had a pleasant word for the humblest man who passed, and he knew nearly even one by name. During his management there was perfect harmony among the men, who regarded him with an admiration seldom found in any corporation. He had the faculty

of turning down a request and persuading the party that he was bestowing a favor. I think I may describe him as

"Natura lo fece, e poi ruppe la stampa,"

and with sentiments of profound appreciation for the friendship of the noble band who served the company during my time, I have the happiness to be their friend.

Railway Stations

By George Fitch

AMERICA is not very strong on cathedrals and vast, resounding palaces, papered with the works of Rubens, but it is the only country in which a tourist may spend a profitable week looking at railway stations.

America is now building its railway stations big enough to accommodate not only locomotives but thunderstorms. No depot in this country is considered commodious in these days unless an aeroplane race can be held in its main waiting room and a traveler can spend half an hour vainly hunting for a passenger train concealed in its thorax.

These modern stations are built of granite and marble in beautiful designs, patterned after Roman baths, low mountain ranges and other architectural triumphs. An American depot is as beautiful as many an Italian palace was before the tooth of time gnawed fantastic designs all over it.

The tourist should begin in New York, which has two stations, each as large as a voting precinct. If he has never seen the Roman catacombs he can find an agreeable substitute by wandering underground from the Grand Central station to Brooklyn, buying anything salable and registering at the best hotels without ever seeing the light of day.

He can also feast his eyes upon a classic waiting room in which some of

the smaller English cathedrals could be put, towers and all. He should not overlook the Pennsylvania station—a neat little affair which cost twice as much as the national capitol and has every convenience for the traveler, excepting roller skates.

Washington, D. C., also has a tidy Union station as large as two exposition buildings rolled into one. Three streets tunnel under the Northwestern station in Chicago, and Kansas City has just completed a depot which cost more than St. Peter's cathedral. It can accommodate one hundred trains at a time and shuts off a view of the rising sun until 10 p. m. on the shady side.

St. Louis and Boston also have vast and reverberating depots, but they do not inclose such large, unmingled chunks of climate as the newer stations. Detroit has a station in which a humble emigrant can walk around in marble halls which would make a king blink his eyes, and Chicago is about to begin another Union station which will be so large that the Chicago river is being moved to make room for it and trains will be conducted into it by experienced guides with maps.

Sometimes we think a little smaller palaces on the main line, and a little larger barns on the accommodation feeder would help, and produce an even-handed democracy.—The News-Scimitar, Memphis, Tenn., April 19, 1915.

Sensational Developments

In Damage Suits Against the Illinois Central at St. Paul

Wm. B. Chambers, a Trusted Employe, Feigns Injury, Permits a Suit to be Brought in His Behalf and Then Unbosoms Himself to the Court

THE Minnesota damage suit scandal flared up again in April and occupied the center of the stage of St. Paul for the best part of the month.

As a result of their activities, some of the soliciting lawyers were considerably battered and scarred, and the people of Minnesota have gained much valuable information concerning the manner in which they have been imposed upon by the ambulance chasers.

The cases disposed of were as follows:

Wm. B. Chambers vs. Illinois Central, suit for \$25,000 for alleged personal injuries received account of falling from side of car at Everts, Ill., Nov. 2, 1914, while employed as brakeman, due to defective grab iron. The plaintiff dismissed the suit and filed an affidavit with the court to the effect that he was never injured, the lawyer and the doctors to the contrary notwithstanding.

Chas. M. Coleman vs. Illinois Central, suit for \$50,000, for alleged total and permanent paralysis from waist-line down. He was a brakeman and claimed to have fallen from side of car near Alworth, Ill., on account of defective grab iron. This is also what Chambers claimed. The court dismissed the Coleman suit on account of failure of the plaintiff to make out a case under the complaint. After the

case had been on trial for several days, and the plaintiff and two of his doctors had sworn that he was paralyzed, the attorney for the plaintiff was forced into a position where he had to admit to the court that Coleman was not paralyzed at all.

Adam Jakutis vs. Illinois Central, suit for \$20,000 for loss of leg in a grade crossing accident at Chicago on June 1, 1914. After having been on trial for eight days, the court dismissed the case on the ground that the plaintiff was guilty of contributory negligence and not entitled to recover.

C. H. Johnston vs. Illinois Central, suit for \$25,000 for alleged injuries while employed in the yards of the Y. & M. V. at Memphis, Tenn. After having been on trial for two days, the case was dismissed by the attorney for the plaintiff.

The lawyers who had charge of above cases for the plaintiffs were T. D. Sheehan in the Chambers case; Samuel A. Anderson in the Coleman and Johnston cases, and Barton & Kay in the Jakutis case. Mr. C. C. Le Forgee, of Decatur, Ill., special attorney for the Illinois Central, and Mr. Geo. Hoke of St. Paul, represented the railroad.

We give below some of the stories and editorials which appeared in the newspapers of St. Paul and Minneapolis concerning the outcome of the above referred to cases.

ST. PAUL PIONEER PRESS

April 7, 1915

**TRAP LAWYER IN A FAKED
DAMAGE SUIT.**

Illinois Central Railroad "Framed
Up" Case, and T. D. Sheehan
Took It Into Court

**BOGUS INJURY WAS SUFF-
ERED BY EMPLOYEE**

Local Attorneys Promptly Sought
Business—Judge Promptly Dis-
misses Action

HOW the Illinois Central railroad set a trap and caught a St. Paul "ambulance chaser" was revealed in district court yesterday when Judge Hanft granted a motion to dismiss a suit for \$25,000 for personal injuries brought against the road by William B. Chambers.

According to the papers in the case, Chambers, under instructions from the company, faked an injury, allowed himself to be made the client of Thomas D. Sheehan, 1008 Pioneer building, St. Paul, and brought a damage suit against the company under circumstances which read like one of Reeve's best detective stories. The filing of Judge Hanft's order for dismissal of the action marked the climax of an effort by the Illinois Central executives to learn the manner in which the "ambulance chasers," procure such suits in other states and bring them into Minnesota courts for trial.

False Diagnosis Charged

Sensational statements are made in an affidavit sworn to by Chambers in which he tells how he shammed injury and describes false diagnosis of his case by two Illinois physicians. He also narrates the manner in which "runners" for two St. Paul attorneys are said to have attempted to obtain his case.

In his motion to dismiss the suit,

which went to Judge Hanft yesterday afternoon, Chambers affirmed that the suit was a fake; that it was instituted at the request of the Illinois Central Railway company, his employers, who desired to learn how ambulance chasers proceed in building up such a suit; that he was not the victim of an accident and was not injured. Attached to his affidavit is a certified copy of a stenographer's report of conversations which took place in his room at the hospital in Freeport, where he was confined after his alleged "accident."

Chambers also filed a photograph of a Western Union Telegraph order for \$50 which he alleges was sent to him at La Salle, Ill., by Sheehan.

He "Played Possum"

According to their attorneys, the Illinois Central has been greatly annoyed recently by personal injury suits having been brought to St. Paul from various parts of their system and they decided to do a little experimenting. Chambers, a resident of La Salle, Ill., and a trusted employe of the company for many years was delegated to "play possum."

According to the affidavit, and papers in the case, the curtain was raised on the legal drama, a few miles out of Freeport, Ill., November 2, 1914. Chambers, working as a brakeman "suffered" his "accident" that day. He unfastened the end of a hand hold on a box car, slipped down the side and laid there until picked up by the train crew.

Feigned Serious Injury

Feigning serious injury, Chambers permitted himself to be taken on the train to Freeport where he proceeded in an ambulance to St. Francis hospital. The members of the crew were not "in" on the plot.

From this point on, the action was rapid. Chambers was placed in one of two rooms with a door between.

One of the rooms was occupied by Oscar Schueler of Chicago, a court reporter. His role was to pose as a deaf and mentally deficient patient and to take a verbatim report without suspicion, of all interviews which occurred between St. Paul lawyers and their solicitors with Chambers.

Thought Stenographer a "Nut"

"Oh, that fellow is nutty," Chambers told his visitors of the court reporter, "and deaf, too." So, undisturbed, with bandaged head, the stenographer, the affidavit alleges, was on the job every minute, taking notes.

The court reporter's transcript numbers 174 typewritten pages, and contains conversation **purporting** to show how one William Casey, alleged "runner" for Attorney Sheehan, obtained the case; the making of a contract with Sheehan, who conferred with Chambers in person at the hospital, November 20, 1914, and Casey's assurance that Chambers would receive funds from Sheehan for his maintenance pending the outcome of the suit.

Anderson's Name Brought In

Schueler's stenographic report also contains accounts of the alleged effort of M. E. Scott, 414 Unity building, Chicago, to secure Chambers' case for another St. Paul attorney, Samuel Anderson, 604 New York Life building.

The affidavit filed with the motion to dismiss also affirms that Casey during one interview told Chambers, "The best thing for you to do is to stay in bed and get worse." Of comedy lines there are hundreds in the report—instances where Chambers discussed his fake injuries, his fear that the offer of P. M. Gatch, assistant chief claim agent, to settle for \$2,500 might better be accepted, and the assurance from Casey that his employer would succeed in obtaining many times that amount.

According to the transcript file, it was four days after he talked with Scott that a visitor introduced him-

self to Chambers as William P. Casey, Schueler, the "deaf" patient, was introduced to Casey as a victim of an accident on the Illinois Central.

Chambers explained after Schueler left the room that he had written to Casey asking for an interview because some of the other "boys" in the ward had recommended him. Casey told Chambers he represented Attorney Tim Sheehan of St. Paul.

Would Ask Sheehan to Come Down

After asking for Chambers' case, Casey said he would wire to Sheehan to come down to Freeport and see the patient about it. Chambers agreed, after explaining in answer to questions that he could walk with a cane, and was in condition to travel.

"I'll wire Sheehan tonight," said Casey. "It won't cost you anything. Now it all depends on how bad you are injured. Get another doctor to examine you, and if they find your back is injured you settle. It won't cost you a penny. If there is anything I can do for you I'll do it. Don't take anything; don't say a word, not a word. I'll get Sheehan here to talk to you. And if I can get the old man here he will tell you how good your case is."

Several other interviews between Scott and Chambers, and between Casey and the latter, are recorded before the arrival of Attorney Sheehan, November 20, 1914.

"How are you getting along?" said Sheehan after he had been introduced by Casey.

Chambers' "Poor Back"

"Not very well. My back is in poor shape. Gatch was up here the other day. They offered to settle for \$2,500."

"Ah, ha, they are getting anxious," Sheehan remarked.

Chambers and Sheehan then discussed the accident in detail. Both agreed a change in physicians was desirable, and Chambers asked:

"Which is the best doctor, Shelly or White?"

Sheehan Recommends a Doctor

"White is the best," Sheehan affirm-

ed, and in reply to questions said "Shelly and White were partners."

A moment later Sheehan asked if Chambers would like to have him take his case, and the trainman said: "Yes. On what grounds?"

"Thirty-three and a third."

"The same as I told you," said Casey.

"And how about that business we were talking about the other night?"

"The little compensation act?" Casey asked.

"Yes."

"That's all right," Sheehan said.

"Anything along that line I can do for you I will be glad to do."

"Well, it is just as we talked it over here?"

"The same as I am getting—\$12 a week," Casey replied.

"Well, you let me know tomorrow if you get a room for me," said Chambers.

"Casey can come over in a taxicab," said Sheehan, as he left the room with his solicitor.

On November 23 a conversation relating to the arrival of a taxicab which took Chambers from the hospital was noted by Schueler.

The Doctor's Certificates

The affidavit of Chambers "directs attention to the request by said Casey that affiant submit himself for examination and treatment to one Dr. J. T. White of Freeport, Ill., and that affiant, in pursuance of such request and suggestion, went to the said White, and that affiant was advised that such examination was with a view of sustaining a claim for damages against the defendant railroad corporation in this case; that thereupon the said White purported to examine affiant, and that the said White, after such examination, gave to one Shelly, and said Shelly delivered to the officers of the defendant company, an opinion as to the injuries received by affiant and from which he was then suffering, which certificate is in the words and figures following:

"Freeport, Ill.,
"Dec. 22, 1914.

"This is to certify that I have examined William B. Chambers and his injuries consist of the following—Trauma of the left kidney, with displacement; luxation of sacroiliac articulation, trauma and laceration of lumbar muscles, especially marked of left side; injury and swelling of left sciatic nerve.

"These injuries have and will continue to produce a permanent disability.
"J. T. WHITE."

"That at the instance of numerous and divers other persons with whom affiant had talked while he was confined in said hospital, it was suggested that affiant go to one Dr. E. E. Shelly of Freeport, Ill.; that this affiant did, and that the said Shelly gave to the officers of the defendant railway company a certain certificate of the injuries which he found affiant suffering from, and that such certificate is in the words and figures following:

"This is to certify that I examined William B. Chambers on Dec. 5, 1914, and find him suffering with a serious injury in the lower end of spine, floating kidney on left side, also injury to left sciatic nerve—laceration and contusion of lumbar muscles. In my opinion the final outcome would be a permanent disability.

"DR. E. E. SHELLY."
"Dec. 22, 1914.

"Freeport, Ill.

"Witness: Aline Brinkbock.

"Affiant says that at the time such certificates were so made by the said Dr. J. T. White and by the said Dr. E. E. Shelly, affiant was not afflicted with either or any of the said injuries, sicknesses or diseases named by said White and Shelly, and, in fact, as affiant has above stated, did not have any injuries, nor had he been involved or connected with any accident or injury or any nature, kind or character."

Sheehan Denies It

Mr. Sheehan when called over the telephone last night denied that he

had solicited the Chambers case, and Casey was employed by him. He said the case had been dismissed without

his being notified. He declined to comment further until he had read Mr. Chambers' complete affidavit.

MINNEAPOLIS TRIBUNE

April 9, 1915

FEIGNED INJURY TO UNCOVER SYSTEM OF AMBULANCE CHASERS

Employee of the Illinois Central has
Interesting Time With Barristers

\$25,000 SUIT CALLED OFF AF- TER REVELATIONS

Healthy Man Said to Have Been Told
He Had Many Terrible Ailments

To determine the methods of ambulance-chasing attorneys, an employe of the Illinois Central road, last November, feigned injury. He was examined by two physicians, and although he says he was in good health, here is what they are alleged to have found wrong with him:

First "Diagnosis:."

Trauma of the left kidney.
Displacement of said kidney.
Luxation of sacro-iliac articulation.

Trauma and laceration of lumbar muscles.

Injured and swollen left sciatic nerve.

Permanently disabled.

Second "Diagnosis:."

Injured sacrum.
Floating kidney on left side.
Bruised left sciatic nerve.
Laceration and contusion of lumbar muscles.
Permanent disability.

RAILROAD claim agents and attorneys who believe that chasing ambulances is not in keeping with the dignity of the profession, chuckled all over today as a result of revela-

tions made yesterday in Ramsey county district court when the Illinois Central railroad unmasked a carefully laid plan to mulct the road in a personal injury suit.

So well did railway officials lay a trap to find out how "ambulance chasers" work that the bogus case was called for trial before the denouement was staged.

Railroad Employee

William B. Chambers, an employe of the road, was the plaintiff. He represented himself to have been injured near Freeport, Ill., last November. According to his story he went out on a train, loosened a hand-hold on the side of a box car and slipped gently to earth. Members of the train crew found him there, apparently in great agony. He was sent to the Freeport hospital and awaited the coming of the personal injury attorneys. From all accounts they flocked to the hospital in such numbers as to darken the sun. Out of the horde of visiting legal talent, Chambers selected T. D. Sheehan, 1008 Pioneer building, St. Paul, and steps were taken to start suit. Apparently, Chambers played possum in a way that did credit to the famous animal.

First came William Casey, according to the story. He was said to be the "runner" for Sheehan and when negotiations had proceeded to the proper point, the barrister, himself, appeared. The report presented yesterday declares that a "runner" for M. E. Scott, 414 Unity building, another St. Paul lawyer, waged a losing battle for the case.

When arrangements had been made to start suit, Chambers said he was examined by Drs. J. T. White and E.

E. Shelly of Freeport, Ill. The results of their diagnoses were alarming. The first is said to have found that Chambers was up against "trauma of the left kidney;" "displacement of the left kidney;" "luxation of sacro-iliac articulation;" "trauma and laceration of lumbar muscles," and "injury to the left sciatic nerve." Terrifying as was the results of the first examination, Chambers went bravely to the second doctor.

Colleague Was Outdone

Dr. Shelly outdone his colleague in finding interior hurts, the statement says. Here are the things that the second doctor is alleged to have found Chambers worrying along with:

"Injured sacrum;" "floating left kidney;" "bruised left sciatic nerve;" "laceration and contusion of lumbar

muscles," and "permanent disability." The doctor failed to say whether he had any hopes of mooring the floating organ.

During all Chambers' conversations with his attorney and the "runners," stenographic notes were being taken by another bogus patient in the next room. He was Oscar Schueler, a Chicago court reporter.

His 174 pages of typewritten notes, covering the conversations he overheard, form an exceedingly interesting contribution to contemporaneous legal literature.

Yesterday when the \$25,000 damage suit was called in St. Paul, attorneys for the road moved for a dismissal. After hearing the story and glancing over the typewritten sheets, the motion was granted.

THE MINNEAPOLIS JOURNAL

April 7, 1915

STAGED INJURY SUIT TO TRAP ATTORNEY STRICKEN BY COURT.

**Plaintiff's Affidavit Recites Case
Framed Up by Railway with
Employe.**

**St. Paul Attorney Brought Into Claim
for Alleged Fictitious Hurt in
Illinois.**

SOLICITATION of damage suits by others for attorneys and the importation of such suits, arising in other states, into Minnesota for trial, as it was charged was done in the case of W. B. Chambers against the Illinois Central railroad, are prohibited by a series of bills prepared by the Minnesota State Bar Association and pending in the legislature. The bills are in the judiciary committees of both houses. Because of the nearness of adjournment, there is believed to be little chance of their passage if opposition should develop.

A \$25,000 alleged personal injury

suit by William B. Chambers of La Salle, Ill., against the Illinois Central railroad was dismissed by District Judge Hugo O. Hanft of Ramsey county late yesterday after the filing of affidavits by Chambers and others asserting that he was not injured as had been claimed, the suit having been brought as the result of a plan by the railroad company employing him to learn the methods of personal injury attorneys.

Timothy D. Sheehan of St. Paul, attorney for Chambers, denied today that he had solicited the case and said it had been dismissed without his being notified.

Plaintiff Makes Affidavit

An affidavit by Chambers recites that after pretending to have received serious internal injuries, while working as a brakeman near Freeport, Ill., Nov. 2, 1914, he was taken to St. Francis hospital, Freeport. While there he wrote to William Casey of Chicago. Casey came, took a lively interest in his case, the affidavit continues, urged

that Sheehan would handle the matter in a satisfactory manner, would provide funds to Chambers while the case was pending and warned the "patient" against accepting a settlement for \$2,500.

Examined by Physicians

Later on, Chambers recites, Sheehan came to Freeport and recommended two physicians to examine him. He also sent Chambers \$50, the affidavit declares. The physicians made affi-

davits that Chambers was suffering from kidney troubles and that the injuries would produce permanent disability. During all the time that Chambers had conversation with Casey, Sheehan, the physicians and representatives of other attorneys, in the hospital, an expert stenographer, wrapped up to resemble a patient, was in an adjoining room taking notes, which have been transcribed into 174 pages of testimony.

ST. PAUL PIONEER PRESS

April 16, 1915

COURT INVOKES NEW LAW IN DECISION

Judge Lewis Orders Verdict for Defense in Damage Suit From Chicago

A LAW enacted by the legislature April 8 was invoked in the Ramsey county district court for the first time when Judge O. B. Lewis, on motion of the attorney for the defendant in a personal damage suit, directed the jury to return a verdict for the defendant.

Asks Directed Verdict

The suit was one for \$20,000 filed by Adam Jakutis, a shop employe, against the Illinois Central Railway. The defense had just closed its case when C.

C. Le Forgee, special counsel for the company, asked the court to direct a verdict.

Judge Lewis based his order on the new statute which gives the court this power in such instances. He based his order also on the grounds that Jakutis showed negligence.

Hurt in Chicago

Jakutis alleged the careless conduct of a train crew resulted in the loss of his right leg. He was struck while crossing the tracks in Chicago on his way home from work.

Case Is Imported

The case involved was one of the many imported into Ramsey county and consumed six days in trial. Daniel Belasco, Chicago attorney, was identified with Barton & Kay in this case.

FREEPORT (ILL.) JOURNAL-STANDARD

April 24, 1915

SENSATIONAL TURN IN COLEMAN CASE

Doctors Testify Ailment Is Mental Rather Than Physical

ACCIDENT VICTIM'S LAWYER ADMITS FAILURE OF CLAIMS

Physicians Say He Screamed When Current Traversed "Numb" Limbs; Suit Dismissed

DECLARING that the plaintiff's lawyer, Samuel Anderson, of St. Paul, in the case of Charles M. Coleman of this city against the Illinois Central Railroad Company, failed to show that the defense had been negligent in connection with the alleged defective handhold on the box car from which Coleman claimed to have fallen, and that it was under the Federal Safety Appliance law of May, 1910, that the suit was brought, Attorney C. C. Le Forgee, of Decatur,

counsel for the defense yesterday appealed to Judge F. N. Dickson in the district court at St. Paul to dismiss the case. The motion was granted and the case was dismissed from court yesterday noon on the completion of the plaintiff's testimony, after four days' trial. This action brings to a close the last personal damage suit against the I. C. brought in Minnesota courts by St. Paul lawyers. Coleman sued the company, by whom he was formerly employed, for \$50,000 for personal injuries, claiming to have been permanently injured in an accident at Alworth last June when the grabiron of a box car to which he was hanging pulled out, allowing him to fall to the ground. In the accident he claimed to have been badly injured, total paralysis from the hips down resulting.

The Illinois Central, though it had all its witnesses on hand, did not have to use any of them, for Attorney Le Forgee made his motion for dismissal at the close of testimony for the plaintiff.

Coleman's attorney, Mr. Anderson, brought suit in the case basing his claims on the Federal Safety Appliance act, but failed to prove how the company was negligent in regard to this act. The question of the extent of Coleman's injuries was not raised in the argument for dismissal, despite the fact that earlier in the trial Attorney Le Forgee had intimated that the company expected to show that Coleman was not permanently injured.

The sensation of the trial occurred shortly before the defense's counsel made his appeal for dismissal. Dr. C. R. Ball, of St. Paul, was called by the plaintiff to testify as to the extent of Coleman's injuries. He stated on cross-examination that Coleman's paralysis was only hysteria and not organic, as was claimed. He stated that it was a matter of mental condition, rather than physical. He said that up to Friday he had believed the paralysis to be organic. Dr. Crafts,

also of St. Paul, who had previously testified regarding Coleman's injury, stating that it was organic and permanent, was recalled for cross-examination. He stated that he had also changed his diagnosis to agree with that of Dr. Ball. Dr. Ball stated that Coleman could walk within a year, and that the only reason he could not walk sooner was because he had been lying in bed for more than seven months. The questions directed at these physicians by the court caused the change in testimony.

Drs. E. E. Shelly and J. T. White of this city had testified that Coleman had been examined and treated by them and was permanently paralyzed from the hips down.

The St. Paul News of April 16 gave in detail the testimony of the Freeport physicians, Drs. Shelly and White, and the plaintiff, C. M. Coleman. The article stated that Coleman became confused many times in his testimony.

Attorney Samuel Anderson, for Coleman, made a motion for a new trial today. The Freeport witnesses in the case returned home this morning.

St. Paul Paper's Story.

The St. Paul Dispatch gives the following story of the case: Charles M. Coleman, brakeman, who is suing the Illinois Central Railway for \$50,000 for personal injuries which he alleged resulted in paralysis, is not a paralytic, his attorney, Samuel A. Anderson, declared in open court to District Judge F. N. Dickson today.

Attorney Anderson suggested that it would be well to continue the case because since its postponement last Friday he has learned that Coleman is suffering from a nervous disorder akin to hysteria. To permit Attorney Anderson to confer with C. C. Le Forgee, special counsel for the railway company, Judge Dickson postponed the case to 2 p. m.

Just before court was to convene this afternoon, Attorney Le Forgee and P. M. Gatch, claim agent for the Illinois Central, announced that no

settlement had been reached because there is no "middle ground" on which they could meet Coleman's attorney, and declared they would fight the case to a finish.

Attorney Anderson's statement is based on an opinion given by Dr. Charles Ball, proprietor of Mounds Park sanitarium, where Coleman has been since February 27, and that of Dr. Leo Kraft, of Minneapolis, who was in consultation with the St. Paul physician.

"I believe Coleman to be sincere, but he is not suffering from either a broken back or total paralysis," said Dr. Ball at his office. "I am convinced he is suffering from temporary paralysis, bordering on hysteria, and that he will recover."

Coleman, lying on a stretcher, speaking with apparent difficulty, testified Thursday that his limbs were devoid of sensation, that he could not move a muscle and that he was a total paralytic as a result of the injuries he received near Freeport, Ill.

Felt Electric Current

Two nights before that, according

to a statement of Dr. James Whitney Hall, insanity commissioner of Cook county, Ill., Coleman kicked and screamed with pain when a current of electricity was applied to his limbs at Mounds Park sanitarium. Dr. Ball, Dr. Sweeney and Mr. Hal-dor Sneve with Dr. Hall conducted the examination which lasted an hour and a half.

"Coleman surely could move and the reflexes were working that night," said Dr. Hall today at the St. Paul.

According to the railway representatives, Coleman is now willing to accept a settlement for the loss of a toe and for the nervous shock he received.

"Until Friday when the case was adjourned, Dr. Ball told me he was convinced that Coleman was a paralytic," said Attorney Anderson this afternoon.

"Since that time a further examination convinced Dr. Ball that Coleman was not afflicted with organic paralysis but with a nervous disorder similar to hysteria which brought the symptoms of paralysis."

ST. PAUL PIONEER PRESS

April 29, 1915

THIRD SUIT AGAINST I. C. ROAD DISMISSED

**Imported Personal Injury Case of C.
H. Johnston Names Wrong Com-
pany**

ASKS \$25,000 DAMAGES

**Plaintiff Had Traveled Three Times
From Tennessee to Appear in Pro-
ceedings Here**

Another imported personal injury suit was ousted from the Ramsey county district court yesterday when Judge F. N. Dickson dismissed the case of Charles H. Johnston, switchman, who was suing the Illinois Central railroad for \$25,000.

Sues Wrong Company

On a motion of C. C. Le Forgee, special counsel for the Illinois Central, Judge Dickson ruled that suit had not been brought against the proper defendants.

Johnston was suing the Illinois Central for damages alleged to have resulted from an accident in the Memphis yards while he was employed by the Yazoo & Mississippi Valley railroad.

This road is a subsidiary system of the Illinois Central, but the court found that it is a separate corporation and therefore the latter road was not liable for the damages.

Third Imported Suit

This is the third imported personal damage suit against the Illinois Cen-

tral which has been dismissed in the Ramsey county courts within the last three weeks. Samuel A. Anderson was the attorney for the plaintiff in each instance, and was opposed by Attorney Le Forgee each time.

The first of the trio was the William Chambers suit for \$25,000. The second was the Charles M. Coleman suit for \$50,000.

Tried Twice Before

| The Johnston case, dismissed yester-

day, was tried in Ramsey county district court twice before and each time dismissed on motion of the plaintiff. Each of the first two trials consumed four days, at a cost of approximately \$100 a day to the county. Johnston three times traveled the 1,100 miles from Tennessee to St. Paul to appear for trial.

The case was dismissed yesterday after Attorney Anderson admitted that the proper defendants had not been named.

EDITORIAL, ST. PAUL DISPATCH

April 7, 1915

IT PAYS TO BE SQUARE

The exposure by means of a fake suit of the methods pursued by the ambulance chasing wing of the legal profession is not much of an exposure after all, except that it gives verisimilitude to matters which we all pretty well understood. The question is, what is going to be done about it?

There are pending in the Legislature several bills introduced at the instance of the State Bar Association which will greatly minimize this disreputable practice, and perhaps break it up entirely, if enacted into law. Perhaps this is the easiest way to deal with the personal injury shark who disregards the ethics of the profession, but we always have been of the opinion that the bar itself might have been a little more active and a little more courageous in keeping up the ethical standard of its membership and the profession.

It is the human nature phase of it. Reputable and honorable lawyers hesitate to proceed to extremity in ethical cases, but are eager to have the machinery of the law which may be set in motion without personal expression. So it is not only the easiest way, but perhaps the only way, to pass the bills under consideration.

In this connection it might be observed that the transportation corporations, which are the chief victims of the ambulance shark, have tired of their old methods and are willing to be good. To a large extent responsible for the initiation and success of the ambulance system, they admit they were wrong and want to keep in the straight and narrow path, keeping the other fellows there with them. It is gratifying to know that the big corporations realize that it pays to be square with the people.

EDITORIAL, ST. PAUL DISPATCH

April 8, 1915

TIME FOR RELIEVE

Beyond peradventure of a doubt, Minnesota has been imposed upon in the matter of foreign personal injury litigation more than any other state. In fact, designing persons are using

our courts like clay in the potter's hands. They are carrying on a regular business of searching for cripples and of holding out the most glittering inducements to them to come to Minnesota and sue. That they are meeting

with success is plainly discernible from the large number of suits that are brought here. Whether they are of any real benefit to the unfortunates is a mooted question. Our information is that the cripples who are brought in here from great distances for the purpose of suing railroads are not being helped, and that the added expense of bringing their witnesses here is burdensome to them. The only real beneficiaries are the soliciting lawyers and their emissaries and, as the *Albert Lea Times Enterprise* once well said,

the taxpayers "pay the piper." Minnesota is ambitious to lead her sister states in agriculture, manufacturing, and in all wholesome pursuits, but we do not believe any of our people particularly relish our leadership in the matter of damage suits brought in from other states.

Are a few soliciting lawyers and their agents entitled to more consideration than all other interests, including the taxpayers? If not it would seem the time has arrived when a long suffering people should receive relief.—

EDITORIAL, MINNEAPOLIS JOURNAL

April 8, 1915

"AMBULANCE CHASERS" EXPOSED

The Illinois Central officials, by their clever fake damage suit, have furnished a striking exposure of the methods of "ambulance chasers."

Here was an employee who pretended to be injured and whose case was carefully coddled and then brought into the courts of Minnesota from Illinois, where the supposed injury took place. Every step in the affair was carefully watched, and a stenographer, disguised as a hospital patient, took down in shorthand reams of conversation between the client and those who were arranging to force the railroad to pay him damages for an injury that never occurred.

The exploit throws a strong light on the methods often used in this class of cases. It shows not only how the railroad is mulcted unfairly, but how the Minnesota courts are used in the process—to the injury of the taxpayers and of litigants with legitimate cases.

This exposure ought to give the impetus needed for the prompt passage by the Legislature of the set of "ambulance chaser" bills prepared by the State Bar Association, after a careful investigation of the whole subject. The Judiciary Committees of the two Houses should lose no time in reporting these bills out and pushing for immediate action, before it is too late.

EDITORIAL, ST. PAUL DISPATCH

April 14, 1915

ENOUGH OF OUR OWN

There may be some honor due to the thug who operates in the back alleys between the hours of midnight and dawn, for he takes a desperate chance. Some dignity may be due the wily auto thief, for in the pursuit of his profession he must exhibit skill and nerve. Some reverence might be the portion of the common criminal, for his abnormality may be inherited, but

where shall we place the practicing lawyer who takes the solemn oath to uphold the constitution and law of his state and of the United States, who has had advantages of education and of social environment and of all those things which should tend toward the upbuilding of character, but who brings reproach and disrespect upon himself and his profession? Let us dismiss him from consideration, but let us not stop until the state and the

taxpayers have been thoroughly protected from the operations of these ambulance artists who are responsible for assembling in Minnesota annually hundreds of hurt from all parts of the country for the purpose of suing corporations for personal injuries

which could just as well be done at the respective homes of the injured. Why should we be burdened with that expense? Let us take good care of our own unfortunates. Is it not right that every other state should take care of its own?

EDITORIAL, ST. PAUL DISPATCH

April 16, 1915

WELL MIGHT ASK:

Why Discriminate in Favor of Damage Suit Lawyers?

To the Editor of the Dispatch:

I have read a number of open letters published in the columns of your newspaper relative to the shameful abuse of the privileges of our courts by soliciting lawyers and their agents. I am at a loss to understand how any self-respecting person can have the effrontery to condone this practice. Of course, I understand that the four or five firms of soliciting lawyers who are enriching themselves through imposing upon the taxpayers of this county are vitally interested in not being disturbed in the enjoyment of the privileges which are making them wealthy at the expense of our taxpayers. I can understand that each of these lawyers might have a friend or two sufficiently interested in them to write letters to newspapers in an attempt to throw dust in the eyes of the people. It seems to me any person who opposes the enactment of remedial legislation must be an interested person, a person who must necessarily by directly, or indirectly, profiting through the plan of bringing outsiders here from other states to sue corporations. I should estimate the

ratio of interested persons in the damage suit industry as about one thousand to one; that is, about one thousand persons are in favor of remedial legislation where there is one opposed to it, and in a situation of this kind the opposition of the one will usually amount to a good deal when it comes to the matter of noise.

I have not yet heard of a single disinterested person who favored turning our courts over to four or five damage suit lawyers to be used by them practically as their own property, in the furtherance of their private business. The proposition of the people of Ramsey county furnishing damage suit lawyers with these facilities is, in effect, about the same as if the taxpayers of the county would acquire buildings and pick out four or five merchants and furnish them with free rent, free lights, free shelving for their wares, free heat, free bookkeepers, etc. Why should we discriminate against our merchants and in favor of a few damage suit lawyers? The courts are presumed to be maintained at public expense for the use of our own citizens. We are not supposed to maintain them as a convenience for a few lawyers who have huge soliciting organizations. By all means let the legislature give us relief.

TAXPAYER.

EDITORIAL, ST. PAUL DISPATCH

April 20, 1915

TIME TO END IT

In connection with the news stories and comment which have recently ap-

peared in these columns relative to the injustice to taxpayers of Ramsey county of having saddled upon them

the expense of trying hundreds of personal injury damage suits annually which are brought into the state of Minnesota from other states and which should be tried in the states where the injuries take place, an interesting example is furnished by the case of Adam Jakutis vs. the Illinois

neys in the case were also from Chicago, but the people of this county are made to pay the expenses of trying the lawsuit.

One of the attorneys for the plaintiff made the statement to the court that the reason why the suit was brought here was that it would take too long to get a trial in Chicago. The question which naturally arises is whether or not our courts will not soon be just as far behind as the courts of Chicago are now if we continue to permit all this outside litigation to be brought in here.

There are approximately 5,000 personal injury cases pending against railroad corporations in the city of Chicago today. If we allow the machinery of our courts to be used by the victims of Chicago grade crossing accidents, what is to become of our own citizens who are unhappily forced into litigation? Are they to take a back seat? Are they to be lost in the scramble, although required to foot the bills?

On account of the outside personal injury litigation brought in here through the activities of soliciting lawyers and their agents, this county was recently burdened with the expense of establishing an additional judgeship, and even with this added facility the courts are still lamentably behind.

It is gratifying to learn that members of the legislature are looking into the situation. We think that they shall not have to look very far to see the injustice of the system which has wrought so much damage to our taxpayers and so much inconvenience to our own litigants.



Central, which occupied more than a week on trial in the district court before Judge Lewis. Jakutis is a non-resident alien, who lost his leg at One Hundred and Third Street in the City of Chicago, Ill., on the first day of June, 1914. Chicago is still the home of the plaintiff. The principal attor-

EDITORIAL, ST. PAUL DISPATCH

April 10, 1915

ALL OF A MIND

In the discussion of the importation of personal injury litigation, Gloomy Gusses will, of course, be on hand to say: "It's mighty bad, but we are not in favor of

doing anything because it might help the railroads." As we view the situation the railroads are not concerned in this matter. If they did not have the litigation here they would have it in the states

where it belongs, or perhaps they would settle a lot of it out of court, if they were permitted to do so without having to add 40 or 50 per cent to appease the itching palms of the ambulance-chasers.

In its last analysis, this thing narrows itself down to where there are about a half dozen soliciting lawyers and their agents on one side of the question and all of the people on the other. Are we going to besmirch the entire state simply that a few fellows with soiled hands may prosper out of all proportion to the rewards vouchsafed to honest and legitimate efforts?

It is injurious to good citizenship to allow this thing to go on. It is undermining character. In their anxiety for cases and coin of the realm lawyers and

solicitors are tempted to take chances. Have we not witnessed a number of disgraceful episodes in our courts in connection with these foreign cases?

There are hundreds of personal injury damage suits from other states annually brought in Ramsey county. Does any sane person having even a remote knowledge of how this traffic is carried on believe these cases come here naturally and legitimately? If there are no such persons then certainly we are entitled to relief and, furthermore, we believe this is one question upon which the people are not divided but that the sentiment is all one way, barring, of course, the handful of beneficiaries of the pernicious system as it now exists.

A Letter Complimentary to the 57th Street Training School

McComb, Miss., March 22, 1915.

Mr. E. A. Barton,
Chicago, Ill.

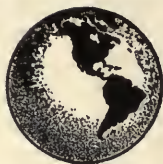
My Dear Friend:—I wish to express my highest appreciation for the kind instructions I received from you while in your school, not only in railroad work but in many other things that would be elevating to any young man if he would only abide. My honest opinion is that if our Company had all men like you it would be very much more prosperous. I am now working as yard clerk here, like my work and am getting along fine.

With my best wishes, I remain,

Yours respectfully,
W. A. B. Elam, Yard Clerk

PUBLIC OPINION

What the



World thinks

THINGS NEEDED TO RESTORE BUSINESS IN MISSISSIPPI.

THE esteemed sage, Col. M. G. Campbell, who presides over the editorial destinies of the *Kosciusko Courier*, recommends "four things" which he believes would restore business in Mississippi to its normal condition. Col. Campbell should have added to his recommendations the abolishment of the fee system for county officers, the doing away with the offices of state and county treasurers—since the adoption of the depository law obviates the necessity for these positions—and the consolidation of the state auditor and land offices. The legislature to be elected this year, however, will no doubt handle each of these propositions in a just and equitable manner when they meet at Jackson next January. But here are the "four things" the *Courier* advises the state solons to do:

"There are four things that if our next legislature will do, business will be restored in our state, notwithstanding the boll weevil. First: put the office of state revenue agent on a salary of about \$2,500 per year; second, remove the per cent perquisite from the attorney general for prosecutions under the anti-trust law, and, if necessary, increase his salary; third, modify the anti-trust law so that its execution will regulate instead of destroy business; fourth, regulate attorney's fees in damage suits and place some restrictions against the cost to the state in the frivolous and useless ones.

In other words, regulate them so that worthy cases can be won and the injured party receive just compensation without having to lose a large portion of it in attorney fees, and in unworthy suits the state can be protected against court costs.

"Now, Mr. Candidate, if you are not a demagogue nor a feather leg, come out four square for these protectives to the business interests of your state, and you will prove yourself worthy the support of a sensible, sane people."—Editorial, *Greenwood Commonwealth* April 23, 1915.

Inconsistencies of the Law.

OVER at Meridian the other day a negro charged with stealing a ride on a railroad train was fined, including costs, \$20.30. The negro did not have the money and, of course, as a consequence he will serve the fine out on the county farm. Lauderdale county allows its convicts \$8 per month on fines so the negro will have to work for the county about three months in order to pay for his ride. At Jackson the Supreme Court gave a \$10,000 verdict against the Yazoo & Mississippi Valley Railroad in favor of a white man who was injured while "riding the blind." In both instances cited above the law has done a grave injustice. In the first instance the negro was treated unfair, as three months labor for so small an offense is unquestionably unfair. In the second instance the railroad has been treated unfair as it is certainly unfair to make the corporation pay \$10,000 to a man

who was stealing a ride from the corporation and at the same time violating the law. The \$10,000 verdict sustained the verdict for a like amount given by a jury of twelve men. Of course the jury didn't care what amount they granted the ride stealer as a "Big Corporation" was going to pay the bill. Take any one of the twelve men who gave this verdict, let him be riding along the road in his own wagon or automobile, let someone climb on behind without his knowledge or consent, let an accident occur and the party riding without the consent or knowledge of the owner of the wagon or car be injured and then turn to the courts and secure a judgment for \$10,000 against the owner of same, let something like this occur and you will hear a howl from one end of the state of Mississippi to the other. It's alright to let a railroad corporation pay big, unfair judgments like the one mentioned above, but it would be an outrage to make some mutton headed juror who allowed such verdicts against the railroads pay a similar judgment under exactly similar conditions. The Supreme Court's stand on the matter is, to say the least, exceedingly surprising.—McComb City Enterprise.

WHY AMERICAN UTILITIES LEAD THE WORLD.

THE public utilities of this country in all respects stand head and shoulders above similar industries of any other nation in the world. They are of far greater practical use to the people, and to a much larger proportion of the people at much lower actual cost. The electric group—electric light and power, railways, and telephones—lead the world in invention, evolution and application to the needs of mankind.

Our public utilities, through the joint and lifelong efforts of inventors, engineers, manufacturers, financiers, investors, enterprisers, operators, managers, technicians, and last but by no means least, skilled labor, have helped tremendously in building up cities and states.

They have contributed mightily to the wealth and welfare of the people, and their value to society has been unmeasurably greater than their own financial rewards.

They have called forth, educated and trained an army of not less than half a million well-paid and contented operatives and managers, not one of whom would willingly exchange his or her job for a similar position with any publicly-owned enterprise, understanding fully that political favoritism would then displace efficiency and merit as a gauge of continued employment and promotion.

The utility companies have on the whole, and particularly during later years, under the newer and more efficient methods of management and financing, fairly justified the faith of the large and small investors, banks, insurance companies and others who have provided the indispensable and enormous quantity of capital. Despite the hostile and fallacious movements against them their economic vitality has been so evident and the courage, initiative and resourcefulness of their operations so persistent, that they have clearly demonstrated their commercial soundness.

Government reports show that 95 per cent of all the publicly-marketed electrical energy in this country is produced by privately-owned companies and that 99 per cent of all the manufactured gas of commerce is made and sold by such companies. Not more than three of our 900 or more electric railways are publicly-owned, while the number of municipally-operated telephone exchanges is so insignificant that no one has taken the trouble to count them.

None can seriously argue that the conditions enumerated came about by accident or stealth. They grew from the deliberative policy of a free people and with full cognizance and approval of at least the ruling majority. The wisdom of this economic policy is plain to anyone who will soberly compare its results with the experience of public-ownership policies in this or any other nation. Full and accurate inquiry will reveal the his-

tory of public utility development in the United States to be an inspiring and admirable record.—Los Angeles Times.

THOSE RAILROAD BILLS.

THE Daily News of April 14 contained an article, "For Shorter Trains," signed by William A. Robinson, secretary of the state legislative board, Chicago.

On behalf of the railroads I wish to say that the railroads circulated petitions to develop public interest in the bills referred to. Those who circulated the petitions were given the facts and instructed to permit no one to sign under a misunderstanding. It is sincerely hoped that the efforts at avoiding anything of this kind have been successful.

The railroads believe it vital that the public should be awakened to the disastrous consequences of the proposed legislation which is asked for in the name of safety, but which, in fact, will make railroad operation less safe.

There is no general demand from the public for the shortening of trains on account of crossing troubles, because thinking people know that short trains are no remedy. The ordinances of cities prescribe the speed at which trains may move, and if the length of the trains is reduced there will have to be more trains, increasing the chance for crossing accidents and obstructing crossings even more.

The real purpose in attempting to limit the length of trains is to provide more work for enginemen and trainmen. It is the so-called "full crew" law in a much worse form—the "full crew" law which an overwhelming referendum vote defeated so decisively in Missouri last fall, and which railroad officers know as the "extra crew" law. Such laws are economic blunders. They are against the public interest. In fact, they are against the interest of the comparative few who seek them. The unnecessary men that they put to work mean only a temporary advantage to their craft, for no business that carries

dead timber on its pay rolls can prosper and grow as it should.

In the final analysis the maximum of employment for enginemen and trainmen will result from that prosperity and growth that can come only to efficiently operated railroads. The interest of the general public and of the other railroad employes in this question does not require further elaboration. The consumer pays for it all in the end.

The railroads do not expect the legislatures to determine their action by the length of the petitions they receive, but the railroads expect to present to the legislators evidence and argument supporting their statements. The railroads ask that the evidence and the arguments submitted by both sides be subjected to the closest scrutiny.

GEORGE HANNAUER.

Chicago News, April 20, 1915.

AN INNOVATION

A NEWSPAPER conducted in the interest of damage suit lawyers is an innovation in Mississippi journalism. We regret to note that the utterances of such a paper, whose animus is so apparent and whose editor is a damage suit lawyer by profession and who writes editorials to "back-stand" his corporation damage suits is given the distinction of notice by the press of the state. The lawyer who would attempt to influence jury verdict in advance of trial by prejudicial editorial utterances is unworthy of the oath he takes when licensed to practice law, and the editor who would allow his columns to be used in a campaign of calumny for the purpose of mulcting the corporations violates all the honorable ethics of the profession. The combination of a lawyer-editor who fills both roles is the limit of indecency.—The Fayette (Miss.) Chronicle, April 16, 1915.

REGULATING RAILROADS.

DURING the recent hearings before the Interstate Commerce Commission on proposed advances in railway rates, as well as in many other instances, it seemed to me that the repre-

representatives of the state railroad commissions have assumed an attitude that is entirely unwarranted, either by the equities of the case or the terms of the law under which these gentlemen assume to represent their several states. Their general attitude is that of attorneys, employed not so much to secure something or conserve something for the people of their states as to break down the case presented by the railway representatives, whether or not what is asked for would be beneficial to those they claim to represent.

My conception of a railroad commission—and there is enough in the laws of some at least of the states that have railroad commissions to warrant the assumption that this was what was in the mind of the framers of those laws—is of a board of intelligent, judicial minded men who in case of differences between the railroads and their patrons, or of a question of right between the railroad corporations and the various municipalities through which their lines pass, should act as a board of arbitration. There are other functions that might naturally be added to this main conception. But it does not seem to me possible that in any instance have the people in establishing their railroad commissions intended to name a board whose sole or even principal function is to watch for and pry out a possible case against one of the state's most important industries and pursue it to its fatal end with the zeal of a criminal prosecutor. Nor do I believe that the people intended that their commissioners should, as has been done, prepare to oppose any request the railroads might make before that request were made.

In the hearings alluded to, so far from appearing simply pro forma, which is admissible and even desirable in proceedings before the interstate commerce commission, the representatives of some of the state commissions have taken upon themselves much of the burden of the entire case against the railroads. That in at least one in-

stance this assumed burden is united with that of appearing as attorney for private interests in the same inquiry is only additional evidence of the position the state commissioner assumes to occupy.

These commissioners, if they represent anything, represent the interests of all the citizens of the state. The railroad is considered one of the state's leading citizens when large public improvements are wanted, but more especially when the assessor and tax gatherer make their rounds. The salaries of these commissioners are paid largely from the tax money that the railroads pay. Why, then, have the railroads not the right to expect fair treatment from this branch of the state government instead of being placed in the position of being always in the wrong until the contrary is proved?

If the railroads had only one regulative body with which to square themselves, it could probably be done, to the great benefit of the whole public, which includes the railroads themselves. With forty-four other state regulative bodies it is an almost impossible task. Many of these state commissioners feel obliged to start something about so often in order to show that they are earning their salaries—and they don't all try to earn them in the same way. There are a good many regulations imposed upon railroad operation that require a sharp lookout for state lines.

But, aside from the absolutely unethical attitude of assuming to pass judgment upon a case in which one has appeared as attorney, these state commissioners succeed in neutralizing to some extent the none too satisfactory results of federal regulation. A well-informed writer, referring to the influx of regulative measures which have come up so rapidly within the last few years as fairly to sweep us off our feet, says:

"As a matter of fact, during these years of housecleaning, when the national back yard has been hardly large

enough to contain all the linen, once soiled, which we have so newly washed and hung out to dry, we have not especially cared whether railroad operation was being profitable or not."

The point I have in mind, however, is to complain of the boys belonging to forty-four of the neighbors who make up our national domain who have persisted in scruffling up dust in the alley while our clean clothes were yet damp from the tub.

FRANCIS W. LANE.

Chicago News, April 17, 1915.

FRIVOLOUS LAW SUITS.

Hon. A. H. Turnage, of Moorhead, Miss., is a candidate for the office of State Senator from Sunflower and Washington Counties. The following is a part of the published platform upon which he is making the race:

"I am also convinced that our courts are too heavily loaded with frivolous suits. I am sure that some way can be legally found for eliminating some of these kinds of law suits,

and thus lifting a burden from the shoulders of the taxpayers.

"I suggest that we give justices of the peace final jurisdiction in small matters when the facts are decided by a jury. I would also suggest that we require the attorney for a litigant plaintiff, before filing his suit, to make an affidavit that he believes there is true merit to his case, and that the amount sued for is reasonable and just.

I believe we could keep out some frivolous suits this way, and at the same time not interfere with honest litigation.

I would also suggest that we require the losing party to a suit to pay all necessary expenses incurred by the other party including a reasonable attorney's fee to be fixed by the jury. I think then we would not be so fast in filing suits, or so slow in settling claims, if we knew we would have to pay such expenses in case we lost. I think it would work for good both ways. I promise if elected, to give this matter my attention."



CAR FOREMAN GOLLIHER AND FORCE, FULTON, KY.



SIoux FALLS

SOUTH DAKOTA

Prepared by the Commercial Club.

Sioux Falls, South Dakota, Metropolis of the Dakotas

NOT MUCH over a half-century ago dusky Indian maidens bathed on the pink jasper rocks where the cataracts of the Big Sioux river fall, while the muscular braves of the noble tribe of Sioux wandered among the trees below in search of game or raced their ponies over the highlands above.

Today these falling waters generate energy measured in thousands of horse-power for the industries of the city on the highlands and for the great packing plants below the falls. The pink jasper rock has gone into buildings and paving. Where Sioux braves once hunted game, pork is now being dressed for shipment to the fancy trade of Great Britain and France. Where once stood Indian lodges, now rear fine buildings. Railway trestles, dams and huge steel flumes occupy the rocks where Indian maidens bathed and basked in the sun.

The white man fought his way, of course—for the Sioux tribe never gave up an acre of the earth without a struggle. The settlers soon had to call for soldiers. Sioux Falls was first a trading post, then an army barracks. In 1858 a group of 35 men and one woman were defending their position with muskets. A spot beside a waterfall and almost entirely surrounded by the Big Sioux river, which describes the shape of a horseshoe in this part of the Big Sioux Valley, looked good to a Dubuque, Ia., town-site company and the pioneers that came out with the agent refused to give up to the aborigines. So the Indians were forced westward and northward. But they came back. In 1862, during the spring and summer of which Indian uprisings and massacres had been occurring elsewhere in the valley, the residents of Sioux Falls were horrified to find one of their number and

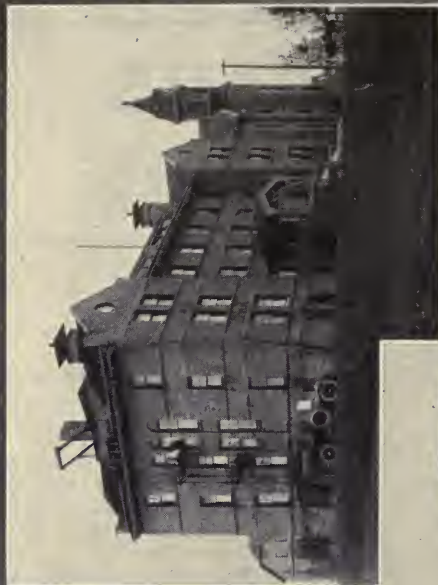
his son lying in a corn field, their bodies covered with arrows. News of the massacres elsewhere drove the white man out of the town and then the Indians swooped down and burned it to the ground. The plant of the town newspaper was thrown into the river. The red men carried the type away and some of it came back years later as ornamental attachments on pipes, moccasins and head-dress. In 1869 the military post, Fort Dakota, was vacated. Sioux Falls no longer needed armed protection.

From that time on up to the present Sioux Falls has developed almost without interruption. Today it spreads over the hillsides on both banks of the river. It is said by historians that the first party of white men to gaze into the valley as they approached from the hills, stood still and sounded a cheer for the sheer beauty of the scene. The erection of buildings, bridges, mills and dams has not altogether removed traces of the original surpassing natural beauty of the spot.

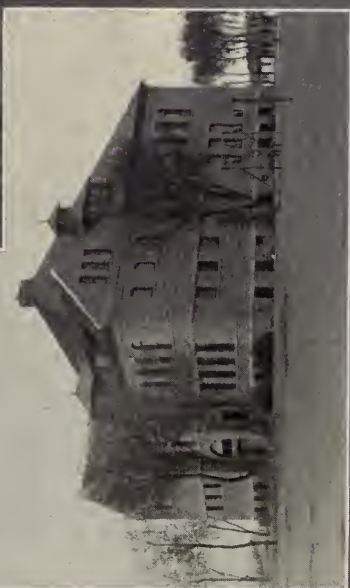
An estimate that sets the present population of Sioux Falls at 20,000 is conservative. The usual methods of rough-and-ready calculation, such as the mathematics of telephone directories, election poll-books, etc., justify a stronger figure than that. The census of 1900 showed a population of 10,000; ten years later it was nearly 15,000; two years ago a state census indicated more than 18,000. Better than 100 per cent growth in 15 years is the record that cannot be disputed. At no time in this period has there been a "boom"—the growth has been rapid, but steady and sane. Men come here with a little capital and in a few years they are rich, not from speculation, not from the operations that make and break men in oil fields and mining camps, but from the steady stream of business that



Educational Institutions



Sioux Falls, S.D.



comes from the enormously rich agricultural resources of the famous valley of the Big Sioux.

Toward the first of this year the Chamber of Commerce of the United States of America compiled a "business weather-map" of the United States, indicating by distinctive shadings the areas in which, according to that organization's investigations, business conditions were good, fair and poor. There was one lone, relatively small area designated "good," and Sioux Falls was one of the two important cities within it. This area, famous now the nation over as the "white spot on the map," included the southeastern portion of South Dakota, a section of southwestern Minnesota and a block in northwestern Iowa. North and west of Sioux Falls this favored area extends about 100 miles; east into Minnesota it goes perhaps 150 miles; south, into Iowa, possibly 200 miles. The part of the whole United States of America that looked best to the "national commercial club" bounded almost exactly the territory into which Sioux Falls' wholesale dealers and jobbers deliver merchandise the same day it is shipped. Surrounding the "white spot on the map" was a great area of "fair" territory. None within 300 miles of Sioux Falls was graded "poor."

- This report came out at a time when business was generally sluggish nearly everywhere; and Sioux Falls complained a little. But the business men of the city were apprehensive at no time. Their complaint was not over the prevailing local situation, but over the conditions nationally which prevented the expansion that local conditions would have warranted had all been well outside. At the time this is written (the last week in April), business is all that could be desired in every line represented in Sioux Falls.

Sioux Falls is the western terminus of the Illinois Central Railway. It is about midway between the Twin Cities of Minnesota and Omaha—a day's journey either way. It is the main gateway by five lines of railway to South Dakota, an almost fabulously wealthy agricultural empire. Six railroads give the city the necessary traffic arms to reach out and serve a wide trade territory far better than it can be served by any other wholesale or jobbing center. In twelve directions these six lines of railway spread out from Sioux Falls. All of South Dakota and parts of Minnesota, Iowa and North Dakota look to this city as the main trade center. Seventy-one trains of all classes arrive and depart every day. Twenty-four passenger trains arrive daily and the same number depart. The number of merchandise cars loaded each day in Sioux Falls averages 150. The bulk of their cargo is

pork products, flour, fancy biscuit, farm machinery, automobiles, groceries and provisions, confectionery products, cigars, sashes and doors, metal culverts and jasper blocks.

The chief natural product of Sioux Falls is the jasper or pink granite rock, which lies in inexhaustible ledges beneath the city. For paving this stone is used extensively in St. Louis, Chicago, Omaha, Minneapolis, Detroit and other large centers. Industrially, the city has grown at a remarkable pace in the last decade. More than 160 manufacturing and jobbing houses do a flourishing business, and the city ranks fifth in the United States as a distributing point for farm machinery. Many of the biggest houses here started only a few years ago in a small way. A biscuit company, founded by a small baker, now has one of the most modern plants in the world, and every year is compelled to enlarge the capacity of its factory. The Morrell and Sulzberger companies are in the pork packing field here. The Morrell plant is known as the model abattoir of the country. The Sulzbergers will soon erect in place of their present plant one of the largest in the United States.

Retail stores of a magnitude rarely found in cities of less than 100,000 population attract trade from territory extending as far as 200 miles in any direction. The business men stand well together in a splendidly organized Commercial Club, with a traffic bureau in charge of a tariff expert. Two excellent daily newspapers, both morning and afternoon, serve South Dakota from this city, the home of the only newspapers in the state that have more than a purely local field.

Last year the city trebled its mileage of paved streets. Granite, asphalt, creosoted blocks and tarvia are the materials used. This year finds large extensions of the residence district paving under way. An obsolete system of street lighting was abandoned early this year for the so-called luminous-arc system, and Sioux Falls is now one of the best lighted cities in the west.

Sioux Falls was one of the first cities to adopt the commission form of government, following close behind Galveston and Des Moines in the short-ballot system. This spring the voters adopted a law creating a board of park commissioners to improve, extend and direct the park system.

Education.

The citizens of Sioux Falls have reason to be proud of their modern, well-equipped school buildings. The city has twelve grade schools in operation, while plans are drawn for three new grade schools, two of which are under construction. These latter schools embody the latest ideas in school architecture, being of the one-story type, class

rooms being provided along the outer walls, leaving an inner court or assembly room, the seats being movable. This provides a civic center for the neighborhood in which the school is located. The city high school provides a course of training admitting its graduates to the best colleges and universities. In addition to scholastic subjects, the high school gives courses in manual training, domestic science, sewing, music and business subjects.

A growing university, a normal school, a seminary for young women and a business college are important among the educational resources of the city.

Three state institutions are located in Sioux Falls. High up on the hills overlooking the lower valley of the Big Sioux is the state penitentiary, whose inmates are employed in an immense twine plant, a stone quarry and a big prison farm. On the hill-sides opposite are the state deaf mute school and the orphans' home.

United for Progress.

The people are united for progress. As the population outgrows the school facilities, the people vote overwhelmingly for bonds to enlarge the education plant. As the outlying residence districts become peopled, the voters cheerfully assume the burden of building water and sewer mains and increasing the pumping facilities at the station of the municipal water plant, which is supplied from inexhaustible wells with water of extraordinary purity. Of the spirit of progress which animates the city, the Sioux Falls Press said editorially the day after the spring elections:

"Significant of the growing spirit of this progressive city is the result of the election yesterday on the matter of the issuing of bonds for the extension and improvement of the waterworks system and the creation of a board of park commissioners. Immediately following a year of extraordinary expense to property owners in connection with extensive paving and at a time when taxes are none too light, the city cheerfully assumes more burden than this era of unprecedented development may not be interrupted."

Within the last three years three excellent new hotels have been built in Sioux Falls. Two of these houses are of the "best hotel" type, and are unrivaled for service in the Northwest. Exclusive of rooming houses, the hotels of the city have a total of nearly 800 rooms. At the time this is written there is talk of building another first-class hotel.

Seven strong banks serve the business men of the city. Four of these are national banks, two of them are under state charter and the other is a private savings institution. Bradstreet's weekly compilation of

bank clearings show Sioux Falls gaining every month. This city is one of the very few in the country that has not showed decreases in clearings in the last 18 months. For March of this year the gain over March of last year was about 10 per cent. March, 1915, was Sioux Falls' record month for clearings.

A score of religious denominations are represented in the church plant of the city. Five costly and very beautiful new churches have been erected here in as many years and a sixth is soon to be built.

Everything that goes to make western life attractive and profitable is incorporated in the scheme of Sioux Falls' development. It is the largest center of population, and the most important in every way, of the two Dakotas. To understand its progress, something must be told of the state which has made Sioux Falls what it is.

South Dakota.

For the past twelve years the state has produced more new wealth per capita from agriculture than any other state or country on the globe, and its citizens have the greatest wealth per capita of any state in the Union.

Thousand-acre wheat fields appeal to the imagination, but much of South Dakota is now given up to diversified farming—wheat, oats, barley, alfalfa, corn and potatoes.

The value of some of the principal crops of South Dakota for 1914 indicates the variety of products of the farms: Corn, \$40,-200,000; wheat, \$35,200,000; barley, \$13,800,000; flax seed, \$7,460,000; hay, \$15,000,000; while dairy products amounting to \$7,000,000 and live stock to \$41,000,000 were produced in the same period.

The state immigration department is authority for the statement that there is still less than a third of the state under cultivation.

The climate is mild and invigorating. The normal mean temperature for the year is 42.3 degrees and for December, January and February is 14 degrees above zero. In 1913 there were 263 days not even partly cloudy. June, July and August have a mean average temperature of 66, 72 and 70 degrees, respectively.

The climate is unusually healthful. United States government figures for 1911 show the death rate for South Dakota to be 8.8 per thousand of population, the lowest death rate in the world. The people are particularly free from catarrhal, bronchial and tubercular troubles.

The average rainfall of South Dakota is 21.59 inches, 17 inches coming during the months of April, May, June, July and August, when it is most needed.

State Immigration Commissioner McCaffree explained the resources of the state



Sherman Park

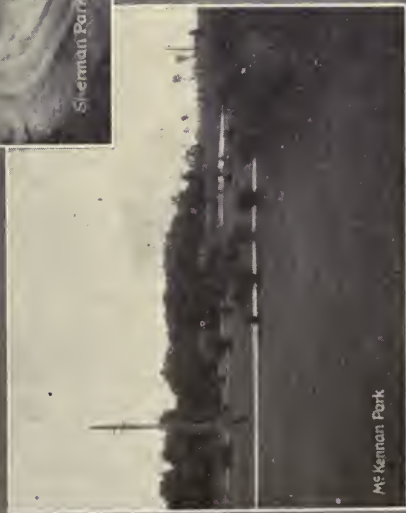


Sherman Park



Sherman Park

Sioux Falls, S.D.



McKenney Park



McKenney Park

well in a statement issued from his office last year. What follows is quoted from that statement:

The winters are never severely cold, but are dry and invigorating and mild enough to allow live stock to feed in the abundant pastures throughout all the year protected only by natural shelter. Frequently for weeks in mid-winter the sun shines warm and bright, heavy wraps and overcoats being discarded. The number of days not even partly cloudy in 1913 was 263; thus it will be seen that the state sustains her reputation as the "Land of Sunshine."

Owing to the early spring, the farmers of South Dakota are usually at work in the fields by the middle of March, being thus enabled to bring all kinds of crops to maturity before the frosts of autumn.

After harvest comes the long, dreamy, restful, beautiful "Indian Summer," when the whole prairie country lies in a hazy golden glory. This is followed by the crisp, exhilarating autumn and the middle of December sees the coming of winter once more.

Such is the ordinary climate of South Dakota, and, at least to the farmer, the important fact about the climate is that it is exactly the climate that is required for growing the very best crops in the world, crops that in abundance and quality can't be beaten anywhere.

The soil of South Dakota will bear—will challenge—comparison with that of any other state in the Union. According to geologists, there are three distinct qualities of soil, all of which are productive.

East of the Missouri river the state is covered by a glacial clay, over which there is a deep coating of vegetable mould. It is the accumulation of centuries, waiting to produce competence and comfort to him who shall till it.

On the west side of the Missouri river for fifty miles back, the soil is a tenacious clay produced from mountain erosion. It is exceedingly rich in nitrogen and phosphorus, the chief elements of crop production, and the deep clay subsoil is an inexhaustible reservoir of these and other elements which contribute to the growth of vegetation.

From fifty miles west of the Missouri river, and covering the western portion of the state, is found the black, sandy loam of the Laramie formation.

It has been proven time and again that the soil of South Dakota is as rich in the elements that are essential to large crop production as any in the world. Many of our settlers came into the state with very little farming experience, and yet they have been able to take this soil and make it equal the older states where experienced men were in charge of the farm operations. If our soil had always been handled by experienced farmers, the production of the state would

have been greater, though already the greatest per capita in the Union.

The quality of citizenship in South Dakota is unsurpassed in any other state in the Union. The population numbers about 600,000, of whom 87,000 are foreign born, whose nationality may be mentioned in the order of their numerical strength as follows: Scandinavians, Germans, Russian Germans, Canadians, English, Scotch, Irish and Hollanders. Over 80 per cent of the population of South Dakota are Americans and are emigrants or descendants of emigrants from other states, chiefly Iowa, Nebraska, Illinois, Indiana, Wisconsin and Ohio.

While South Dakota ranks thirty-fifth in the Union in the matter of population, she ranks first in wealth per capita and the annual production of new wealth, first in the percentage of growth of bank deposits; first per capita in educational institutions and educational finances, and she is not outranked in thrift, enterprise and optimism.

The first settlers were the pluckiest boys and girls of the older states and of the lands across the sea, who came here without means, but with courage and determination which always insures success.

Their lands had no market value then, but they have today, and will continue to increase in value until they equal the land of Iowa, Illinois and the other great agricultural states of the middle west.

The people of South Dakota are prosperous, especially is this true of the farmer, and if some of the editors who write of the "poor farmer" could visit the state they would be compelled to revise their articles about the "poor farmers." That is a joke out here.

One of nature's most valuable gifts to South Dakota is the artesian, or flowing well. These wells, which now number more than six thousand, may be found almost everywhere in the central part of the state, in depth varying from 200 to 1,700 feet. In some instances the water is "as soft as rain water" and in others it is hard and contains lime, magnesium and iron salts. In the eastern portion of the artesian belt the temperature of the water is tepid, but it is quite warm in the western portion.

At several points they are used for natoriums. Many cities and villages utilize the artesian well as a source of public water supply and fire protection. In several places the pressure is from 175 to 200 pounds to the square inch, and this great force is used to supply power for running electric light plants, flour mills, factories, etc. And a large number of farmers use the force of their flowing wells in lighting their homes and outbuildings by electricity from their own private electric plants. As this power is constant, they use it in the day time for turning cream separators, churns, feed mills,



A dairy herd



Comfortable farming in the old settled section



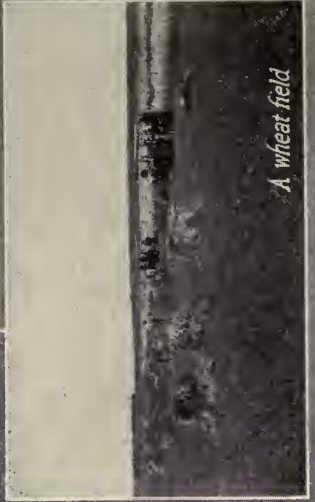
Threshing Scene

South

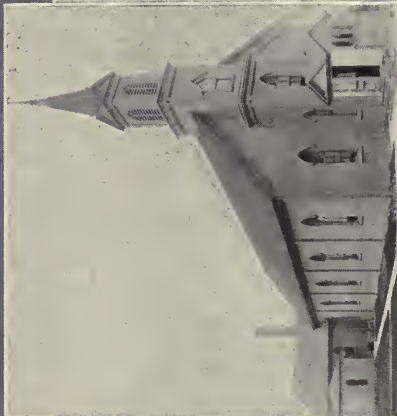


A corn field

Dakota



A wheat field



Churches Sioux Falls S.D.



fanning mills, etc. Flowing wells through a section in the central part of the state also produce gas, and there are farmers who have never bought coal or kerosene, but light and heat their homes with gas from the well which gives them water.

According to the U. S. census for 1910, there are 77,644 farms in the state. There are now about 80,000. Deducting the returns from mineral stone and clay products of \$8,500,000 from the total production of the state, leaves a balance from farms alone of \$182,491,000, or an average of \$2,280 produced by each farm during this year. Neither the per capita production of new wealth nor the average for each farm is equalled by any other state in the Union.

The railways report shipment out of the state for sale during the year ending June 30th, 1914, total products which are valued at \$129,934,000—the largest in the history of the state.

No better evidence of the great prosperity of the people of South Dakota is furnished than by the following figures showing the increase, year by year, in the deposits of state and national banks doing business in South Dakota:

1898	\$10,104,185.43
1901	19,194,491.30
1905	34,759,699.68
1910	80,084,759.37
1913	93,341,935.18

The figures show that during the fifteen years the deposits have grown over nine fold, a record which doubtless has never been surpassed by any state. Thus the increase alone in a single year amounted to more than the total deposits of ten years ago.

The final footings on all classes of property in the state, as left by the 1914 state board of equalization, show the assessed valuation of all the property in South Dakota as \$1,195,455,243.

Corn.

Corn is king of all the agricultural products in the world today. The present market value of the corn crop of the United States is greater than that of all the other cereals combined, and yet the corn belt is of limited area, embracing probably a dozen or fifteen states, all of which are noted for the general prosperity of their farmers.

Corn constitutes the most important crop raised in the state. The area devoted to corn is increasing rapidly and is extending to every nook and corner of the state, and yields of 40 to 80 bushels per acre are the common thing. The high quality of our corn is shown by the winnings in national corn shows for several years past.

The value of our annual corn crop exceeds that of any other product of the state,

the yield for 1913 being 67,000,000 bushels, worth about \$38,000,000.

Through a term of years the state has ranked with the other corn states, some years surpassing nearly all, some years not quite as good according to the government figures. The last "Agricultural Outlook" published by the Department of Agriculture before this is written, places South Dakota third, Iowa and Nebraska leading it in condition of crop. The same time last year South Dakota was given first place among the states which are recognized as corn growing states.

Wheat.

South Dakota is a portion of the great wheat producing territory commonly known as "The Bread Basket of the World."

Until recently the value of her wheat crop exceeded that of any other crop, a position now held by corn. There is probably not a single farm in the entire state but that will produce a good crop of wheat, and the only reason given by the farmers for diverting their attention from wheat to corn is that the latter is more profitable.

The amount of wheat raised in this state in 1913 was 33,000,000 bushels, valued at \$24,045,000.

The spring variety is chiefly produced, the quality of which is noted the world over as the famous No. 1 Hard Northern, and sells in all markets at a premium over the price of all other varieties.

The state's yield of wheat this year is three bushels per acre above the world's average, a fact that signifies much when we consider that winter wheat, which constitutes the greater portion of the world's supply, is much the larger yielder of the two.

Wheat growers in all parts of the state are gradually changing to the winter variety because of its better yield per acre.

Durum or Macaroni wheat, introduced by our government from Russia several years ago, is becoming common in all sections and promises to become one of the foremost crops of the future. It is a spring wheat, very hard, a heavy yielder, and makes flour of fine flavor.

South Dakota is famous as a wheat state, and while corn is now the leading crop, the state produces nearly as much wheat as it ever did. Modern machinery is used and tractor outfits are common.

Oats.

The yield of oats in South Dakota for 1913 was 42,000,000 bushels, and at the present market price would be worth about \$14,000,000 at the local elevators.

Yields of from 40 to 60 bushels per acre are common in every county in the state, but we can cite many instances of yields up to 100 bushels per acre.

The quality of South Dakota oats is par

excellence, frequently testing 44 pounds to the bushel. Many farmers in South Dakota sell their oats at fancy prices, for seed purposes, in the older states where a renewal of the run-out seed is desired.

Barley.

South Dakota raised 16,000,000 bushels of barley in 1913. The state has gained a national fame for the excellence of its barley, great quantities of which are annually purchased by the big brewers of the country, who pay a premium for it over the regular market price because they find it of better quality for their purposes than barley raised elsewhere in the United States.

Flax.

Every western farmer knows what a source of wealth flax has been to the new settler. Virgin soil turned in May or June has produced in 120 days enough flax, in many instances, to pay for the entire cost of the land on which it was produced.

The experienced farmer in this state usually recommends flax for the first crop on breaking.

There is practically no choice of counties for the raising of flax, as every county produces with profit.

Hay.

South Dakota produces many varieties of wild grass, which cure standing and retain all the rich nutritive qualities possessed while green, affording the best grazing throughout the fall and winter. This country is one vast hay meadow. The question is often asked by farmers from Iowa and Illinois, why we do not raise timothy and clover to a greater extent? The answer is very simple; it is foolish for the average farmer to waste his time raising tame hay when he can have all the wild grass he wishes for the cutting. Tame grass, however, will thrive here as elsewhere. Timothy and clover are big producers here.

The value of the hay crop for 1913 is \$17,274,000.

Alfalfa.

Alfalfa has become the great staple forage crop of the state. It is raised successfully in every county. The peculiar climatic conditions existing here give the largest and richest yields in both hay and seed from this plant. Three crops of hay per year is the usual yield. If grown for seed, the yield runs from six to ten bushels per acre and buyers from the large seed firms with whom South Dakota seed is a favorite, come here from all parts of the United States to buy seed for commercial purposes. The price of South Dakota seed averages about \$2 per bushel more than that grown elsewhere.

The United States is going to look to western South Dakota for its best seed.

With King Corn and his royal consort on the throne, South Dakota will lead in the economical production of cattle, hogs and sheep.

Dairying.

Dairying is a well established industry and is certain to grow in importance each year. The splendid water, the mild weather, the native buffalo and bunch grasses, which give a pleasant flavor and a solidity to butter, cannot be found elsewhere in the country, and places our dairy products at the very top of the eastern markets.

By the last federal census South Dakota has .62 dairy cows per capita of population, not counting over a quarter of a million cows running on the South Dakota range; Iowa had .60; Minnesota .32 and Wisconsin, the great dairying state, but .36.

The state dairy and food commissioner estimates the value of the dairy products for the current year at \$8,500,000. There are over 200 creameries and cheese factories in the state and the establishment in all of the principal cities and villages betokens the faith of our people in the dairy industry.

Throughout the state during the past year there has been a large agitation among the farmers for the building of silos. This has become so marked that in some counties it became a stampede for the most modern methods for the handling of feed for cattle, horses, sheep and hogs. To a man who has been a resident of the older states the silo is not new, but in the western country it is an innovation and took a few years of earnest advocacy on the part of the leading agriculturists to get the farmers into the movement, but now that it is under way no farmer feels that he is modern or getting the returns that he should unless he is able to stow away a silo or two of succulent provender for the winter months. The building of silos and the growing of immense crops of corn and alfalfa has increased the output of dairy products, fat cattle and hogs, and insured the success of these industries in the state. The fact that South Dakota cattle have three times topped the market this season in Chicago proves the value of the methods being employed.

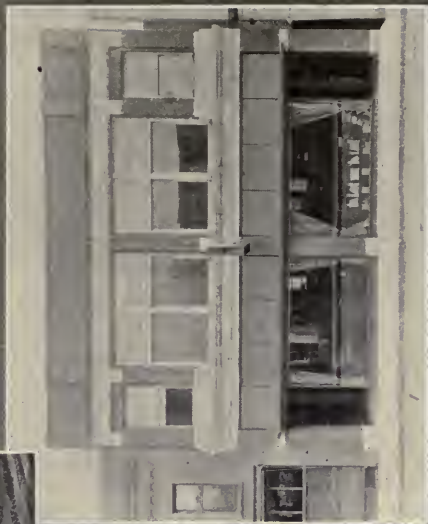
Live Stock and Allied Industries.

Shipments for 1913:

Cattle	\$24,328,000
Hogs	18,314,000
Sheep	2,410,000
Horses	4,174,000
Dairy products, poultry, eggs, hides and wool	15,350,000
Total	\$64,581,000

Cattle.

The live stock and allied industries vastly



*New Construction
in 1914
Sioux Falls S.D.*



exceed all others in financial importance in the state.

When white men first came upon the prairies of South Dakota they found great herds of buffalo and antelope feeding upon the limitless range. In summer these animals grazed in the valleys near the streams where water was accessible, but during the mild winters when an inch or two of snow afforded water anywhere, they could go back from the streams to the higher grounds, where the rich grasses had grown undisturbed all summer and had cured on the stalk.

As soon as men saw they recognized this wonderful adaptation of the country to stock raising and they at once brought in their great herds of cattle and proceeded to slaughter and drive away the wild herds that had preceded them. The buffalo and antelope became practically extinct in a few years and the whole country was appropriated by the "cattle barons" whose ten to fifty thousand head of cattle, attended by the picturesque "cowpuncher," now fed on the great range.

With the growth of population, however, and the gradual withdrawal by the government of free range, these big cattle outfits have almost disappeared and most of the land is now cut up into 160-acre and 320-acre farms, where the farmer raises his smaller mixed herds of cattle, horses, hogs and sheep.

South Dakota is producing more live stock today than ever before, but the herds are not so large, are more domesticated, and are "finished" for the market with a little grain feed or alfalfa, so that they bring top prices in the great stock markets of the world. Now, as before, stock graze all winter without feed or shelter, and in no other place on earth has nature so combined the elements that make for successful stock raising as in South Dakota.

The nutritious native grasses are nothing less than a perpetual wonder. These grasses cure on the ground if left uncut, and a chemical analysis of the common varieties, cut in mid-winter, shows them to contain a greater percentage of digestible substances than timothy or tame clover. This accounts for the manner in which our stock thrives in winter when turned loose upon the range.

Farmers all over the state are going more and more into thoroughbred stock raising,

and some of the finest herds in the United States are to be found in South Dakota. The climate, water and nutritious grasses all combine to make this an ideal region for the development of the thoroughbred live stock industry, and animals raised here have gained fame throughout the country. The opportunities offered by this industry in South Dakota are unlimited.

Horses.

The cost of raising a horse until he is three years old will not exceed, under ordinary conditions, \$10 per year in the western portion and \$30 in the eastern portion. The selling price of such an animal varies from \$150 to \$300 for the horse bred in the eastern portion of the state, and \$100 to \$200 in the western portion.

Sheep.

What has been said of cattle is equally true of sheep raising. Attention is paid more particularly to mutton breeds, which command the highest prices on the Chicago market. Wool produced on the South Dakota sheep ranches is unusually long and of fine texture, and is in strong demand and commands the highest prices on the New York and Boston markets.

Hog Raising.

For successful raising of hogs, South Dakota is among the leaders. Hogs, as a rule, in this state are practically immune from the ravaging diseases so common in other states. Instances of hog cholera are very rare. For these reasons the raising of hogs in South Dakota is increasing each year to such an extent that the state is rapidly forging to the front as the chief center of hog production in the whole Union.

There has been only one year when hog cholera has appeared in the herds of the state, and that in only the eastern part of the state. For this reason hog raising has proved particularly profitable. After thorough investigation, the Morrell Packing Company built in this state because they found here the best type of bacon hog found in any of the corn growing states. The bacon brings a fancy price for export.

That we are in the corn belt is indicated by our hog production. South Dakota, in addition to being a small grain country, is a land of cattle, corn and hogs.



Big Sioux River with- in the ▲



Morrell Packing Co



AMERICAN POWER
Sioux Falls, S.D.

Consumers' Power Co. and Queen Bee Mill.



corporate limits of Sioux Falls, S.D.



Industrial, Immigration and Development Department



The Agricultural Outlook

By Charles N. Brumfield, Agriculturist

THE science of farming and the art of farming should be inseparable companions and these together make up the great subject of agriculture. Often men who are trained in the science of farming discount the advantage of the knowledge of its art; and often men with training only in the art of farming scorn or do not appreciate the great importance of its science. But that time has come when a knowledge of both must be possessed and harmonized into a working whole. In fact there is no antagonism between the two, and no man can understand the practical art of farming without the knowledge of its science; and it is certainly true that a man with scientific knowledge of farming, who has not the practical side, is utterly helpless to run a farm or to teach the value of either.

The science of farming has for its function the finding out of agricultural truths for the art of farming to put into operation. Science determines the relative value of the elements that make plants and the availability of these elements in the growth of plants. The knowledge, that without one of the essential elements of plants not a single plant would grow and produce, is also science. The knowledge that there must be a balanced proportion of each of these elements has to do with scientific investigation. Science tells us the function of each of these elements. Science tells us how plants take up and use these constituents to their best advantage. Sci-

ence teaches us what we have in a soil; it teaches us how to handle the soil; it teaches us the porosity of the soil; it teaches us the capillary action of the soil; it teaches us the humidity of the soil, and the effect of humidity upon growing plants.

Nitrogen, phosphorous, potash, calcium, sulphur, carbon, hydrogen, oxygen, iron and magnesium are the ten essential chemical elements with which the practical farmer has to work. He must rely on his knowledge of the availability of each of these to have an adequate conception of the possible productivity of his soil. He must understand the nature of the particular crop he wishes to grow, to know its food requirements, and he must understand the physical condition of the soil to be able to best handle the crop on the land. Science almost merges into the art of farming in determining these essential qualities of good husbandry. Pure science takes into consideration the subject of maintaining soil fertility, while the art of farming takes into consideration only the using of these qualities of the soil to produce the largest yield of crops.

The stock in trade of a farmer is the soil and its balanced supply of the essential elements above mentioned—this applies strictly to soil and crops. But nature in her wonderful scheme of maintaining the world has arranged the earth and its contents to harmonize with the air and its contents, so as to leave as

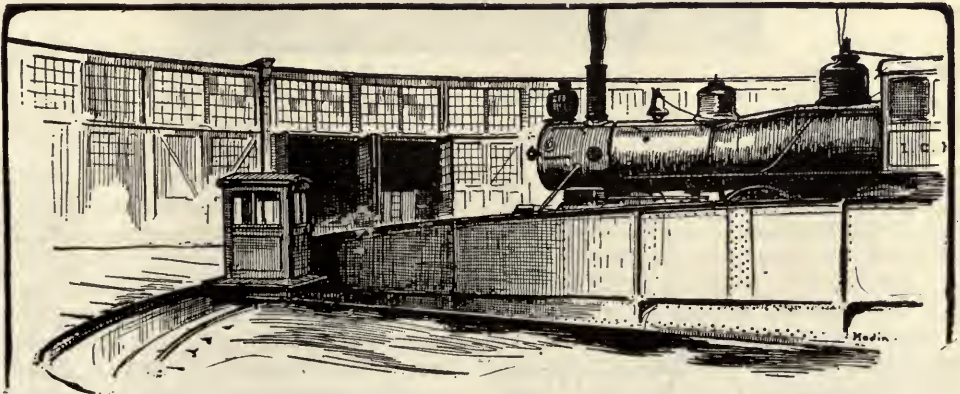
little for the creatures that inhabit the earth to do as possible. How many farmers in any neighborhood, in which you have been, know how much phosphorous is required to make a bushel of corn, oats, wheat, or a bale of cotton? How few American farmers know the process of leguminous crops, such as crimson clover, red clover, peas, beans, etc., extracting nitrogen from the air and the storing of this nitrogen into their tubercles for the use and growth of the plant? Until American Farmers reach that period of development when the average farmer understands these common fundamentals of their profession there will remain an abundance of work to be done by American teachers of agriculture.

The art of agriculture is a science in itself, as much so as the science of agriculture is an art. They are closely related and wholly interdependent, and we would importune a more thorough understanding and a more determined co-operation between the two classes of men trained who have specialized in these two branches of human development and of human endeavor.

The art of farming consists in the knowledge of how to clear land; how to plow land; how to prepare a seed bed so as to insure the earliest and safest germination of the crop planted; how to handle the land in such a manner so as to have the proper soil texture to maintain the moisture supply; to get rid of

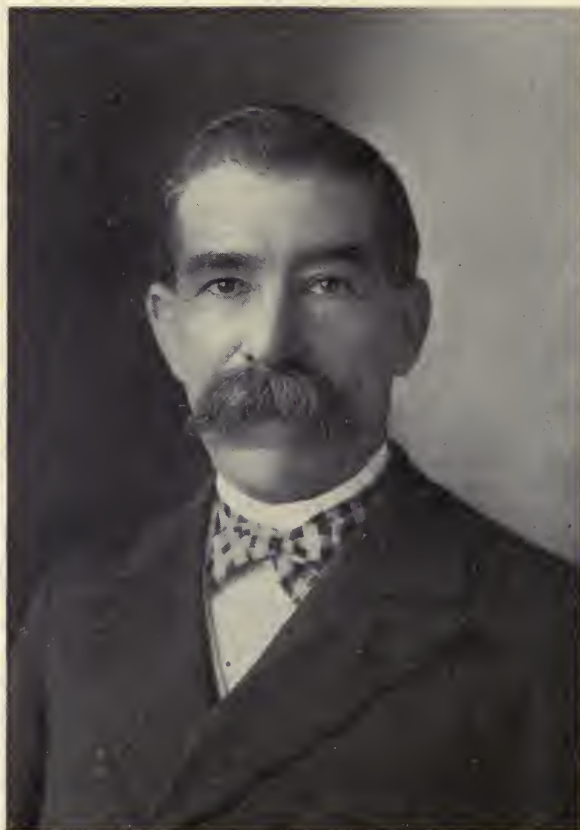
excessive moisture, and how to grow a crop economically with great certainty and for the least cost consistent with the crop grown. The handling of implements so as to increase the value of a man's work is quite an art, and one possessed by too few farmers. To understand the nature of the action of any crop's root system is an art which is essential to the successful farmer. Good husbandry requires that a man have sufficient knowledge in the preparation and the planting and the growing of crops to produce them at the least expense. This is why manufacturers of farming implements find a growing demand for improved implements. Good implements cannot be run with sloven labor, consequently cheap labor makes high cost of production. The art of farming is best possessed by the man who loves his business most and just in this measure are farmers everywhere successful and prosperous.

Students of southern agriculture see an awakening of farmers, who have heretofore been pleased to merely understand the art of farming, in the science of farming and these, together with the co-operation of business with everything that is progressive in agriculture, are transforming the South into a diversified system of business on the farm such as to place it in the ranks of one of the best developed sections, agriculturally, in the world.



From the
Law Department

Biographical Sketch No. 14



WILLIAM B. GILBERT

Attorney for Illinois Central R. R. Co., at Cairo, Ill., Since 1865

WILLIAM B. GILBERT was born at Kaskaskia, Ill., Sept. 24, 1837; educated at Shurtleff College, Alton, Ill.; studied law with his grandfather, David J. Baker, at Alton, and with Krum & Harding in St. Louis, Mo.; was admitted to the Missouri bar in 1859; graduated from Harvard Law

School in 1860; admitted to the Illinois bar in 1862; the degree of A. M. was conferred on him by St. Paul's College (Missouri) in 1861; he began practicing law at Ste. Genevieve, Mo., as partner of John Scott; later practiced with his uncle, Henry S. Baker, at Alton under firm name of Baker &

Gilbert; removed to Cairo April 1, 1865, became a local attorney for the Illinois Central Railroad Company there and has ever since that date, continuously for more than a half century, served in that capacity, first as one of the firm of Haynie, Marshal & Gilbert, his partners being General Isham N. Haynie and Judge B. F. Marshal; then as sole attorney; later as member of the firm of Green & Gilbert, Judge William H. Green being the partner, and since Judge Green's death in 1902 as senior of the firm of Gilbert & Gilbert, his present partner being his son, Miles S. Gilbert.

Mr. William B. Gilbert is still in general practice, taking active interest in the company's litigation. Much valuable, faithful and successful service has been rendered by him in many important and hard fought suits, within and outside his county. Among them may be mentioned the litigation concerning the taxation of the Cairo bridge before the State Board of Equalization and the Illinois Supreme Court. He was Corporation Counsel for the city of Cairo, and special coun-

sel for Alexander county for seventeen years, and was highly commended for his careful and systematic methods. As corporation lawyer and proctor in admiralty, he has represented many corporations and has been engaged on one side or the other of each of the many important contested admiralty suits originating at Cairo since 1865.

He has been one of the Vestrymen of the Church of the Redeemer (Episcopal) at Cairo for over forty years. His three sons are lawyers, the youngest being law professor in the University of California. His grandfather was a lawyer, and so were his five sons, one of whom was David J. Baker of the Supreme Court of Illinois. Mr. Gilbert's father, Miles A. Gilbert, who died in 1901 at his home in Ste. Mary, Mo., at the age of 91 years, was a contemporary and friend of Judge Sydney Breese, and was for many years judge of the county court of Ste. Genevieve, Mo. He was one of the original proprietors of the land where Cairo is situated, and with Judge Breese was interested in promoting the Illinois Central Railroad.

Recent Commerce Decisions

Tomatoes.—In rates on tomatoes from Jacksonville, 33 ICC, 145, the Commission found that the carriers had justified the following proposed increased proportional rates, among others, on tomatoes in carloads from Jacksonville, Fla.: 86 cents to St. Paul, 85 cents to Omaha, and 83 cents per 100 pounds to Kansas City. The increases follow a change in Western Classification rating.

Black Strap Molasses.—In *American Milling Co. vs. Y. & M. V. R. Co. et al.*, Unrep. Op. A-1051, the Commission held that 27 cents per 100 pounds on black strap molasses in carloads from New Orleans to Peoria was not unreasonable and refused to award reparation, even though the combination in-

terstate commodity rate to East St. Louis plus state-made class rate thence made less than the through rate, the carriers having proved that the state rate was a paper rate and that it was increased to 6 cents before the day of hearing to equalize the joint through and combination rate.

Coal Rates to St. Paul.—The advance of 10 cents per ton in rates on bituminous coal from points in Illinois and Indiana to St. Paul and Minneapolis, which has been in effect since May 30, 1914, was approved by the Commission in *Daly Coal Co. vs. C. & A. R. Co., et al.*, 33 ICC, 467.

Reconsignments.—The carrier's refusal to allow the reconsignment of lumber where the contents of the car

remain unchanged, where the change of destination or route does not involve an out-of-line haul, and where the request is made in a reasonable time, on the basis of the through rate from the point of origin to the new destination, with a reasonable charge for the extra service performed, was held to be unreasonable, but that a maximum reconsignment charge of \$5 a car may be exacted.—*Doran vs. N. C. & St. L. R. Co.*, 33 ICC, 523.

L C L Rates Depending on Quantity—The carrier's tariff rule resulting in the imposition of higher charges on display racks, in less than carloads, weighing less than 1,000 pounds, than for similar racks weighing 1,000 pounds or more, was found to be unreasonable, in *Sloane vs. Southern Pacific R. Co.*, 33 ICC, 509.

Articles too Long for Loading Through Side Doors of Box Cars.—In a case bearing this title (33 ICC, 378), the Commission held that the carriers' rules in the three classifications, Official, Southern and Western, should be restated so as to embody the following provisions:

"Unless otherwise provided, a shipment containing articles the dimensions of which do not permit loading through the center side doorway 6 feet wide by 7 feet 6 inches high without the use of end door or window in a closed car not more than 36 feet in length by 8 feet 6 inches wide and 8 feet high shall be charged at actual weight and authorized rating subject to a minimum charge of 4,000 pounds at the first-class rate for the entire shipment."

Sash and Doors—Revision of Lumber Rates.—In *Anson vs. S. P. R. Co.*, et al., 33 ICC, 335, twenty-one manufacturers of sash and doors, whose plants are in Wisconsin, Iowa and Illinois, complained: First, that the rate on lumber inbound from the Pacific Coast to their mills and on sash and doors outbound to points in the east, involves greater aggregate charges than the through movement of sash

and doors from the Pacific coast to the same points, whereas these charges should be less; and second, that their product outbound moves at rates that are higher than lumber rates for the same movements, and that by reason of that fact it constitutes unlawful discrimination and preference to accord to complainant's competitors rates on their outbound trans-continental shipments which are the same as the lumber rates.

The Commission held that the rates assailed were not shown to be unreasonable, but it directs a revision of the lumber list. Upon the latter point, the opinion reads in part:

"If it is just and reasonable that lumber and lumber products take the same rate in one territory, it must be unjust and unreasonable or unjustly discriminatory to maintain and charge a differential in the rates on these respective classes of traffic in another territory, unless the difference in treatment of the same products in different territories has been clearly established by affirmative testimony. If it is impracticable to establish a lumber list, complete or partial, in one territory, it must be equally impracticable to do so in another territory. In other words, carriers should effect uniformity in treatment in the classification of lumber and lumber products throughout the country.

"Upon all the facts of record we find that the unequal treatment of lumber and sash and doors in the territories here involved creates unjust discrimination. The principal cause of this discrimination is found in the failure of the carriers to make effective a uniform classification of lumber and its products. Our suggestion in an earlier case, *Eastern Wheel Mfrs. Asso. vs. A. & V. Ry. Co.*, 27 ICC, 370, that such a classification be made should meet with prompt response at the hands of the defendants herein. Whatever difficulties such a classification may present, the present case shows that dissatisfaction and litigation will continue until a more uniform rela-

tionship has been established. The situation calls for immediate action upon the part of the defendant carriers" (pp. 341-2).

Wooden Porch Columns. — The Commission held that the rates on wooden porch columns in carloads from Ittabena, Miss., to points in Ohio and east thereof are unreasonable to the extent they exceed the rates concurrently applicable on lumber by more than 3 cents per 100 pounds. *Fetterman Bowl & Column Mfg. Co. vs. Southern Ry. Co.*, 33 ICC, 514.

State Regulation of Interstate Commerce.—An order of the Public Utilities Commission of Kansas, requiring pipe line corporations to extend their line into another state, so that gas might be transported into Kansas, was held void as an attempted regulation of interstate commerce.—*Fidelity Title & Trust Company vs.*

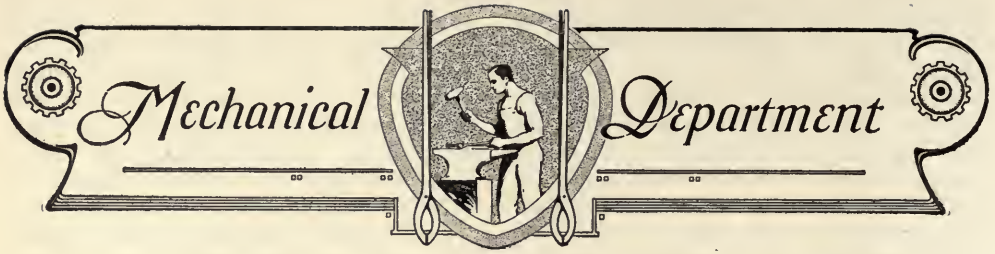
Kansas Natural Gas Co., 219 Fed. Rep., 514.

Baggage.—In Regulations Restricting the Shape of Baggage, 33 ICC, 266, the Commission found the proposed regulation restricting the shape of baggage unreasonable in so far as it is intended to exclude from the regular baggage service pentagonal trunks which are within the present limits as to weight and dimensions.

Pullman Car Compartment.—Rule requiring a minimum of 1½ first class tickets for exclusive use of compartment on California Limited trains held not to be unreasonable.—*Mosely vs. A. T. & S. F. R. Co.*, 33 ICC, 521.

Lumber Rates.—The present stem rate of 18 cents per 100 pounds on lumber from St. Paul to Missouri River crossings was found not to be unreasonable nor unjustly discriminatory, in *Northern Pine Mfg. Ass'n. vs. C. & N. W. R. Co., et al.*, ICC, 360.





Improvement of Service

D. L. Barthell, General Foreman, Mounds, Ill.

WHEN the average man or foreman is told by his superior that there is a chance for improvement in the service, he usually at once begins to think that he as an individual is being criticised unnecessarily. That one thing stands between some men and success and hurts the service.

There are a great many things on which we can all improve and the things I advance may not meet with your favor or some that you might advance, not meet with mine, however, if a man depended on his own thought that he gathers he would not advance. In the roundhouse we have a number of engine house men who are assigned to special work such as hostlers, box packers, grease cup fillers, etc., where we are not sure they are giving full service, and we find them idle a great many times unnecessarily.

The most room for improvement I think we can offer at present is in ordering and receiving material after a reasonable length of time. When a requisition is offered to the store department at times they say "not in stock," a report is made and when they say "We have that in stock" and they do have it, safely stored away so they will always have. If they were required to stamp a requisition "Not in stock" it would be evidence that they did not have it in stock, or did not know what they had.

The wiping of engines is something on which we can improve as I believe by following systems adopted by other

roads we could keep our engines clean at a reduced cost. Cleaning fires on the cinder pit is an operation that is vital, because it regulates the movement into the round house and we should carefully investigate and see if the time of men on cinder pits is fully occupied.

The matter of tools is something I feel we can improve on but it takes the greatest supervision and attention.

John Jones, the machinist, goes to the tool room, gets a set of $\frac{1}{4}$ taps and asks for a wrench, and there is none. He goes out and uses a monkey wrench and breaks the tap. A man uses the air motor. The motor is not equipped with the extension to draw out the drill and he uses a hammer. Another case a man tries to start a tap, it does not start and he uses a hammer, the tap is broken.

The matter of letters of instructions which are issued for various changes is something that needs a lot of improvement. A letter is issued and a year afterward the Foreman runs against the proposition. We should file our X letters in accordance with engine classes or car classes. The Foreman can go to the Chief Clerk and say "I am repairing engine or car class so and so, let me see your 'X' Letters on it." They are laid before him and he uses them. I don't think a Foreman can be a file clerk or use his brain for a file index.

Engine Inspector.—This man is the

least paid and most important man we have, he is responsible for serious accidents, engine failures, etc., if he neglects his work. The engine inspector can improve the service by inspecting jackets, steam leaks, etc.

Car Inspectors.—We can improve the service by educating the car inspector and requiring him to know

something about safety appliances, construction of trucks, brake beams, etc.

The appearance of our shops is something we can improve on materially by not cleaning up so much as to keep clean. By insisting that tools and material be returned to proper places we can keep our shops in better condition.

Part of yard force,
Indianapolis, Ind.





LOSS & DAMAGE BUREAU



Coupons

TOO much importance cannot be attached to the proper handling of coupons on the short report, and the combination free astray waybill. These are the documents that tell us, when received in this office, what has become of the freight which has previously been reported on the report itself.

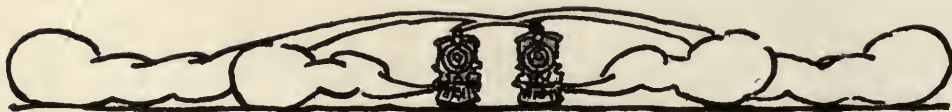
When a short report is received in this office it is the forerunner of a freight claim, because it informs us that some shipment has failed to arrive at destination. Knowing as we do that this particular shipment is not lost, but erroneously loaded, or lost its identity, we eagerly await notice from some agent that he has noticed the shipment and has started it on its way home.

Having received copy of the free astray waybill, issued by the Agent who located the shipment, we are satisfied to the extent that the shipment is still in our possession and will soon be delivered to its owner, as originally intended, but before being in position to notify the shipper, or the consignee, that the shipment has been delivered as billed, we must have such a statement from the Agent at destination, and this statement is in the form of the coupon, which is attached to the original free astray waybill. There should,

therefore, be no delay whatever in the Agent answering all questions properly as provided on the coupon, and mailing same promptly to this office. He should also detach the short freight accounted for coupon from his station record of the short report issued, and mail that to this office, showing that the shipment reported short has been received at his station.

It often develops that shipments are erroneously waybilled to a station, and naturally a short report issued, and if correction sheet is later received by the Agent, showing the shipment as billed in error to him, the short freight accounted for coupon should be sent in showing reference to the correction sheet, which allows us to know that a shortage does not exist.

It has been shown before how the coupon from the third copy of the free astray waybill can assist in preventing a claim by being sent to the destination Agent at the time the shipment is found over, and billed to its correct destination. Thus the importance of the coupons and the proper and prompt handling of them can be realized, and their value appreciated in connection with the payment of claims for loss of an entire package.





Sioux Falls, S. D.



Business Section



Passenger Traffic Department

Little Talks with the Rambler



The Man Who Was Coming Back

THE gentleman is evidently coming back," said the conductor with a jovial little laugh as he took an interline ticket from a passenger and opening it up found it was a good arm's stretch in length. He then fell industriously to work without further comment, scanning the ticket from bottom to top, giving it the necessary punches and tearing off the bottom coupon, finally placing the ticket in an envelope and passing an identification check to the passenger. We were a little group sitting in the smoking compartment of the sun-parlor observation car of the Panama Limited, and the conductor's pleasantry had been addressed to us collectively, at which we all smiled as we saw that in unfolding the ticket it was an unusually long one, even for an interline, and that, as implied by the remark, it represented either an unusual journey or a round trip. But the holder of the ticket seemed to particularly enjoy the pleasantry, and entered into the spirit of the matter by remarking to us in an undertone, as the conductor opened up the ticket, "Looks like he was trying to play a tune on an accordion. Hope he gets a good one out of it. I had to tune up right smart when I paid for it." Then as he was handed the identification check he said to the conductor with a good natured laugh, "There you go, you fellows, beginning to tear up that expensive chromo of mine. Don't know when I'll see it again, but reckon you all will leave a little piece big enough to carry me into the home town again?" Then, addressing me as the conductor passed on in his duties to the next man, "Had some trouble getting that ticket, but I didn't wonder at it when I saw it. My town is not what the railroad folks call an interline office, and the agent had to send to Chicago for it. It seems like to me they could have reduced the length some-

how. In fact, why couldn't they have said on it 'from Plantation Hope to Sitka, Alaska (that's where I'm going), and back,' printing the whole thing on a bit of a card and letting the conductors take a punch out of it as a fellow moseys along? Like they do when I go down to New Orleans from Plantation Hope." As he said this it was evident that he did not believe it himself, and that in turn he was having his own little joke; with probably, as an ulterior motive, a willingness to open up a conversation with me. To this last I was not adverse, and so met his mood by dryly remarking, "And so let the railroad lines, the transfer companies and the steamship lines performing service on that ticket depend absolutely on the initial line, which receives all the money, for information as to such sale, and for an accounting and proper remittance." "Oh, I don't suppose my theory is any good," was the rejoinder. "In fact, I was not serious in advancing my notion, but was only thinking of the convenience of a simpler form; although, come to think of it, I reckon that ticket will not inconvenience me much," and he significantly held up his identification check as he was about to put it away in his pocket-book. "Speaking of convenience," I said, "I wonder if it ever occurs to the traveler using such a ticket as yours, which is known as an 'interline ticket,' what a real convenience, and more, it is to him. Coupon tickets they used to be called, because they bear a coupon for each interest involved in the journey they represent, the individual coupons being retained as a matter of record of service rendered and compensation due, and serving as a passage ticket when in proper connection with the so-called contract part and unattached. Now in your case, suppose every time you came to a different transportation line you had to purchase a

ticket for that line, would it not be some inconvenience?" "Of course," he said as he nodded an emphatic acquiescence. "I understand all that, and did not mean to criticise their usefulness or necessity." "But there is one phase of these interline tickets which I doubt if you ever did think of," I continued. "They give the public not only a lower fare but additional train service other than what they could obtain were they obliged to purchase from junction point to junction point. This is brought about by the fact that interline fares and tickets, the one being supplementary to the other, enable carriers to form by them a through route—a route composed of more than one line—to meet the fares authorized via shorter routes where a shorter route is composed of only one line." He admitted never having sufficient interest in such an abstruse proposition as to have a knowledge of the point I made, but, through courtesy I am now convinced, expressed himself as being glad that I had called his attention to it, and intimated that possibly I could tell him more about interline tickets that he would enjoy hearing. Thus encouraged, I continued: "These tickets are also a benefit to the public in that they enable passengers by one transaction with the railroad company to purchase through transportation from starting point to destination, thereby saving the inconvenience of rebuying at junction points. They also enable passengers to purchase through sleeping car tickets and check baggage through to destination. As a rule the tickets include, at junction points where a transfer from one station to another is involved, coupons covering the transfer of passenger and baggage. This service is performed by transfer companies under contract with the railroad companies, and the charge for such service, when a charge is involved, is uniform. This eliminates the possibility of passengers being charged excessive and unreasonable rates by unscrupulous hackmen. The sale of interline tickets and the publishing of interline fares also enables one to know when starting on a journey just what the railroad transportation will cost through to the end, be it long or relatively short, and be it over two or over six different lines."

As I had proceeded in this talk I thought the passenger had become very much engrossed, for he had assumed an easy attitude, with elbow on the arm of his chair and chin resting in the palm of his hand. his body and legs stretched out into a half reclining pose. I could only see his face in profile but his whole attitude suggested a comfortable position in which to quietly listen the better. Much pleased with his courteous attention, I followed up with a new phase of the subject, saying, "Only the principal stations are furnished with

interline tickets and some of the stations, which are known as interline ticket offices, are only supplied with interline forms reading via the prominent routes and junctions. If interline tickets are desired from non-interline stations, the ticket agent makes a special request on the General Office for such a ticket, and, therefore, requires a few days advance notice. As I have stated, the non-important interline offices are supplied only with tickets via prominent routes, but to cover emergency cases, they are, as a rule, supplied with a skeleton form of interline ticket which may be written up to cover any route." I myself had become interested in my subject, but it not being one that I thought I had an exhaustive knowledge of, but which opened up new thoughts to my own mind as I progressed, I had arrived at a point where, with uncertain notions of the subject looming rather dimly before my mental consciousness, it occurred to me that a word or two, or a leading question was about due from my listener. So I stopped and looked at him closely. *He was sound asleep*, due undoubtedly to fatigue caused by his not being accustomed to travel. In truth, I was not sorry, for I had got to the point where the thought had occurred that it would be interesting to know how the accounting was made on an interline ticket, as between all parties at interest, and I realized I knew practically nothing about it. Hence, I made a mental reservation that I would ask the Rambler at the first opportunity, and being tired of sitting in one place as long as I had in the smoking compartment, I went back to the observation end of the car. Imagine my surprise to find the Rambler himself sitting there, for I did not know he was on the train. I had no opportunity, however, to ask him about the interline tickets, for he was busily talking with a lady. The lady, I noted on closer observation, was the one for whom he had recently performed a service at one of the Gulf Coast resorts in reclaiming a lost trunk. As I saw them first and they did not see me, I only having reached the door of the vestibule when making my discovery, I turned back and did not make my presence known on the train during the remainder of the trip.

Hence, it was some days after before I saw the Rambler to ask him about the tickets. That was on the occasion of his dropping into my office to characteristically remark to the effect that he'd help giving my education a polish by paying my way into a "movie" show that evening if I'd go with him. "It's fine enough, is that show, to cost fifty cents a seat," he said, "so it must be educational; and as everything helps, you had better come along and add thereby to your limited knowledge of matters and things in general." I promised to go, but took the opportunity to remark

that there was some instruction I desired at his hands that I thought would go farther with me than what I might see at the movies. I then told him what I had explained to the man on the Panama Limited about interline tickets, and what I wanted to learn about the accounting end of the business. He laughed immoderately, I thought, when I mentioned finding the man asleep, but expressed a willingness to impart the desired information if I would give him a cigar to smoke while he talked. The latter I gladly passed over, at the same time reaching out for the box of matches in the pigeon-hole of my desk and tossing them to him. Tipping back in my guest chair, with his back to the wall and feet on top of a low open drawer of my desk and with his cigar lighted, he looked the picture of comfort as he gave me the following story. As he did so, however, his levity entirely disappeared, and his explanation was given in all seriousness.

"As you are aware," he began, "the rates for interline tickets are made by the passenger traffic department, and we have at the more important stations a full stock of interline tickets. These offices are called 'Interline Offices,' and the agent of such an office, insofar as his ticket stock is concerned, is in a position to sell a ticket to almost any point in the United States, Mexico or Canada. In the matter of rates he is generously supplied with tariffs, but in event he cannot make the rate to some point where a ticket is called for, he applies to the passenger department by wire, phone, or letter if the time permits; and where special rates are quoted under these conditions, the Auditor of Passenger Receipts is furnished with a copy of the communication sent the agent. The latter renders a weekly report of interline ticket sales to the Auditor of Passenger Receipts, which, however, is not taken into account by the latter, but is simply for his advance information in making the division of revenue, which is set up on so-called division slips for convenient handling in making the apportionment after a monthly report of interline tickets is received. The instructions to agents with reference to rendering a monthly report provide that the tickets be reported in consecutive form order, which facilitates the apportionment, the printed forms giving designation as to the route. In the case of skeleton tickets it is of course necessary for the agent to show the route on the report, so that the revenue can be properly apportioned. The underlying principle of interline divisions in the ordinary sale of tickets is to divide the rate as made, observing the so-called short line principles of division, which means that even though the business is routed over longer routes, the lines between given points would receive no more than the short line between the

same points; at the same time the terminal line, for instance, beyond the point of interchange as illustrated, would also receive the same amount in dollars and cents as would have been received if the business had moved over the shorter line. The basis of division in some instances is a mileage prorate, in other instances a rate prorate; that is, using the rates between the points of interchange as factors in making the divisions of the through rate."

"From the foregoing you no doubt will understand," the Rambler interpolated as he ceased playing with the box of matches and tossed them over on to my desk, "that as a rule the proportions accruing to lines in interest are less than the local or selling fares between the points of interchange. There are also certain arbitraries for bridges, river transfers, omnibus and baggage transfers to be considered in the division of interline fares," he continued. "Incidental thereto it may be that a certain line would demand local in the division on account of the loss of a longer haul which they could have had via some other junction point. On the other hand, with a view to overcoming the subsequent claims, disputes and controversies with respect to the amounts allowed, and the like, it is not an uncommon thing to enter into division agreements, more particularly with our immediate connections, under which the ordinary basis is to prorate our joint earnings after deducting certain arbitraries agreed upon, etc. This of course has the effect of bringing about a very harmonious relationship with such lines, and saves a great deal of time, exchange of correspondence, and other features. These division agreements are formulated with the approval of the passenger traffic departments of both sides."

"In this connection," he said reflectively as he reached over for the box of matches again, his cigar having gone out, "it would be well to call attention to the fact that it requires quite a number of years of experience for clerks to become proficient in the passenger division work. It carries with it the retention in mind of a volume of information relating to distances, rates, routes, arbitraries or special requirements of certain lines, together with keeping up with the bases of division in effect in different territories, such as a mileage prorate in one instance and a rate prorate in another, published percentages, that are used in the division of joint earnings between two or more lines, also in the division of trans-continental fares. From all of this you will observe that only those with an unusually retentive memory can expect to excel in that line of work. Such men are rated considerably above the ordinary clerk, as their knowledge of that particular line is in the nature of a trade, and

they find very little trouble in securing positions at fairly remunerative salaries with almost any of the lines. Among the requirements from such men is the necessity for them to continually review division circulars, notes and tariffs in order to keep properly posted, as bases of division requirements, rates, etc., keep changing all the time."

"Interline tickets are reported out," he said, going back to the main subject, "on a basis of the sales, each line in interest receiving a coupon through the collections which is held as a check against the issuing line. In the case of transfer companies, settlement is made on a basis of the collections; that is, the transfer company bills against the railroad company for transfer coupons collected. The accounting officers' rule for rendering reports of interline ticket sales provides that they go forward on the last day of the month. The plan of settlement is for the line in whose favor the balance is to draw for the amount after the reports have been exchanged. The matter of verifying proportions received from other lines does not take place until several months after receipt of the reports. This also requires the

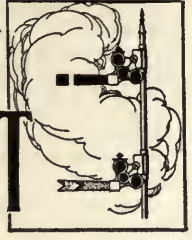
services of an expert division clerk who renders claims for erroneous proportions. The amount of these depends upon the accuracy of the issuing line apportioning the revenue on a proper basis, and while at times they will equal the salaries of the clerks employed, the amount of the claims really represents a very small percentage of the revenue as a whole. But of course, a certain moral effect is brought about by the fact that the reports are kept well checked up."

"This," concluded the Rambler, "covers about everything I can think of on interline tickets and settlements therefor, but possibly you might like to hear of prepaid order transactions, under which it is possible to deposit the value at a given point of a ticket to be delivered to a passenger at a more or less distant point. In the case of an interline prepaid order the entire revenue is reported to the line on which the order is drawn and they in turn report back the proportions accruing on the ticket given in exchange for the order."

"But my, my—" he exclaimed, looking at his watch, "it's getting late; there'll be no time for that now, some other time perhaps. Bye, bye!" and he was gone.



*Gen. Car Foreman
and crew —
Atlantic St. Yard
St. Louis, Mo.*



ALWAYS SAFETY FIRST

Safety Meeting, Wisconsin Division PRESENT

J. F. DIGNAN, Superintendent.
H. G. BRIDENBAUGH, Trainmaster.
M. G. FLANAGAN, Trainmaster.
V. U. POWELL, Master Mechanic.
E. J. BOLAND, Roadmaster.
C. O. RICHARDS, Chief Dispatcher.
W. T. GETTY, Traveling Engineer.
F. L. RHYNDERS, Division Storekeeper.
H. C. PEARCE, General Car Foreman.

ABSENT

A. L. WILLIAMSON, Claim Agent.
J. D. MaGEE, Claim Agent.

VISITOR

S. S. MORRIS, Chairman, General Safety Committee

THE first quarterly meeting of the Division Safety Committee for the year 1915 was called to order by Mr. Dignan, Chairman of the Committee. Mr. Dignan assured the members of the committee assembled that while he was aware of the fact that they were individually making every effort to eliminate the hazard of accidents and impressing upon all employes the importance and responsibility of first taking care of themselves and then taking proper precaution to care for their fellow employes, that he felt now the members would have more time to specialize on Safety First subjects and while the old subjects which have been discussed at all meetings have never been satisfactorily adjusted, which in a way is due to the constant changing of our employes in different departments, it was his wish that all members would keep these matters before employes constantly—this in order that we might be able to gain the proper results from the Safety First movement—that of protecting our employes, also the public.

The minutes of sub-safety committee meetings which have been held, were reviewed. The minutes of these meetings reflected that the employes acting on the sub-safety committees have done everything possible in the interests of Safety First on the Wisconsin Division and have made some very valuable and timely suggestions.

The members assembled were then requested by Mr. Dignan to address the meeting on subjects which they felt should be discussed and regarding which some action should be taken.

M. G. Flanagan, Trainmaster, Addressed the Meeting.

"I have, from time to time, at our different meetings, brought up the question for discussion of our stock chute gates. We have been criticised quite often because of the gates being left open, and while I feel that the

criticism is justified, I wish to bring the matter up again at this meeting for further discussion because of the element of danger to trainmen and other employes in having these gates swung open. It is about time that some action is taken so as to avoid this hazard of accidents. I have given the matter considerable thought and have reached the conclusion that the only way to eliminate this would be to use a sliding gate and would like to hear from the other members assembled in regard to this type of gate."

The matter was then discussed very thoroughly by all members assembled. All realized the element of danger which existed in having stock chute gates swung open. It was brought out in this discussion that the swinging gate was the standard and was adopted because with the use of it, it was not necessary to be particular in the placing of cars for loading as gates could be swung and adjusted to the car door.

Suggestion was made that a weight be placed on the gates to hold them back, these weights to work on pulleys and chains. This method, however, did not seem practicable as no doubt the pulleys and chains would be out of order a great deal of the time.

The matter of placing lock and chain on stock gates was discussed and the question arose as to how they should be handled at a non-agency station. Shippers would undoubtedly allow gates to remain open after car had been unloaded. On the other hand, gates could not be opened until local freight train arrived and trainmen unlocked the gate, even though car had been placed and was ready to load.

Suggestion was then made that the gates be hung on a sort of gravity hinge, so that they would swing closed when released from side of car. Committee consisting of Master Mechanic Powell, Roadmaster Boland and Traveling Engineer Getty was then appointed to work on this suggestion, having hinge installed on stock yard chutes at Freeport and to report fully the results obtained. It was understood that whatever method was adopted, it should be inexpensive.

Mr. Flanagan then brought up the question of Rock River bridge at Dixon. He stated that the bridge was used by a great number of pedestrians going to and coming from work at the plant of Borden's Condensed Milk Company and suggested that side walk be placed on the bridge for these pedestrians. In connection with this matter, Mr. Bridenbaugh, Trainmaster, spoke of the Rock River bridge at Rockford, practically a same condition existing at that point.

No action was taken on this matter as it seemed to be the consensus of opinion that if we were to place a walk on the bridge, we would only be encouraging pedestrian traffic. It has been the experience of this Division that if pedestrians use bridges, they will undoubtedly continue along the right of way instead of leaving the right of way after crossing the bridge.

Every effort will be made by all members of the committee to eliminate this pedestrian traffic over both bridges, if possible.

Mr. Flanagan next referred to improved or increased safety at our grade crossings, especially in cities and towns. He referred especially to the condition at Bloomington, where one crossing watchman handles gates for Washington and Jefferson Streets from one tower. He suggested that a second crossing watchman be put on at that point. All members were familiar with conditions at Bloomington, due to the recent agitation for subways at that point and they appreciate the importance of having all trainmen thoroughly conversant with ordinance regulating speed, etc., through that city so this matter received very thorough consideration. It is a hard matter for the crossing watchman, whose tower is located between these two streets to

handle gates very successfully, as occasionally a vehicle might be close to the gates and pass before they are lowered, allowing the vehicle to enter in the direct path of an approaching train.

It was recommendation of the Committee, therefore, that the matter be submitted at once with a view of having a second tower erected, moving the present tower to either Washington or Jefferson Street and placing a second towerman at that point.

In connection with this subject, Mr. Dignan brought up the matter of the street crossing protection at Rockford which was recently ordered by ordinance of the City Council. We are required to place gates at six crossings. Our recommendations when this matter was first considered were to place crossing gates at these crossings, where we at the present time maintain electric bells and in order to avoid the necessity of having night crossing watchmen, that illuminated signs with the word "Danger" on them be used at night, using the same posts that are at the present time used for the bells and the same battery for the illumination. Recommendations, however, were not concurred in.

H. C. Pearce, General Car Foreman, Addressed the Meeting.

"In connection with safety on repair track I desire to state that we take every precaution known to protect life and limb. We have everything possible to safeguard the men and have had no recent case of serious injury. We have had no case of injury to the eye for 18 months."

Mr. Morris, who was present, commented on this, stating that he had always noticed when at Freeport that blue flags were in proper position and switches locked.

The matter of employes of the Road Department having access to machinery in Freeport Shops was then discussed. We recently had an accident at Freeport whereby an employe lost two fingers. Master Mechanic Powell, who was present, stated that this man was perfectly familiar with any machine we had at Freeport, as he was an experienced machine man, and he was of the opinion that any experienced machine man in the employ of the Maintenance of Way Department should have access to the machines in Freeport Shops, it being understood that the matter be thoroughly discussed by the Foremen before allowing the employe to use any of the machines.

The employe who was injured, while thoroughly familiar with the machine, was a little careless. When board had been cut on which he was working, he reached over to get the piece which had been cut off but did not allow himself proper clearance.

At this time Mr. Dignan spoke to the members of the committee relative to the Fox and Spindle trucks with which we have had so much trouble in the past eight months. Foreman Pearce expressed his opinion that defects in these trucks were due to the quality of steel used.

E. J. Boland, Roadmaster, Addressed the Meeting.

Mr. Boland referred to stock killed on waylands. Our fences are in a deplorable condition and need attention. This feature, however, was covered fully in Staff meeting held March 15th.

C. O. Richards, Chief Train Dispatcher, Addressed the Meeting.

"I would like to see a contrivance constructed and attached to dispatchers telephone circuit. The dispatchers' phone now has an indicator to show whether the bell is ringing or not and when he rings, he gets a ring back.

Could not the same thing apply on a semaphore, which would indicate if the board were properly displayed? We have had cases where Agents and Operators when relieved at night, would leave the station and leave signals displayed. If this condition existed, with a proper connection, the dispatcher would ask the employe before he left why signal was displayed, and on the other hand, if Operator would fail to put out signals behind trains, dispatcher would want to know why signal was not going up."

Mr. Morris, who was present, stated that there is a firm in California that has this perfected and the dispatcher can display a red light wherever he wants it and if he finds an operator has failed to deliver an order, he can drop a board ahead of the train. He explained that the A P B Automatic Permissive Blocks were now being put on the Kentucky Division and the Y. & M. V. When the train leaves the station, the block is set at the next station. There are three positions for the block—clear, permissive and absolute.

The matter of a passenger of train No. 16, who was recently injured at Freeport, was brought up. Investigation of this case developed that this passenger had alighted from No. 16 and hurried toward a nearby lunch counter, falling over the curbing of the platform. In order to eliminate any further accidents of this kind, arrangements were immediately made to have new lights installed on passenger station platform suspended from a post in such a manner as to cast the shadow of the post down instead of away from the post, which might hide some obstructions, as the curb in this case was in the shadow of the pole. These lights have proved very satisfactory and are a great improvement in the lighting of our station platform.

V. U. Powell, Master Mechanic, Addressed the Meeting.

"While I have no new subject to be brought before the members assembled here today, I wish to state that the old subjects are still alive with all members in the Mechanical Department on the Wisconsin Division. I make it a point to impress upon all employes in the Mechanical Department, especially the Foremen, their responsibility in taking care of themselves and fellow employes. I also impress upon my Foremen the importance of talking to employes personally whenever they find they are growing careless in the handling of tools or material, which might cause injury to other employes or themselves.

"It has been my experience that the handling of these matters in this manner brings about good results, as most of the men are willing to listen to advice and are open to conviction in these matters.

S. S. Morris, Chairman General Safety Committee, Then Addressed the Meeting.

"Gentlemen, we have been working on this safety proposition for a long time. We have thrashed out everything, even to short flagging and firemen handling engines. The Safety First movement goes back many years, possibly 1,800 years, and it has been followed up ever since railroads were built.

The thing we should do is to watch our men closely and talk to them regularly. Personally, I am not in favor of public meeting, as I do not think it has the effect that it does to talk to the men as you go among them. It is not the intention to annoy the men with it, but we should push it forward quietly, keeping it before them constantly.

"I have noticed on several occasions swinging car doors, especially on stock cars. Now, our rules provide that car doors must be closed, but employes do not seem inclined to do this. In the seven months past, the injury to employes in Maintenance of Equipment on the Illinois Central alone

increased something in the neighborhood of \$1,000. That was small, but it was an increase. On the Y. & M. V. the increase was something like \$1,800. In the Maintenance of Way and Structure Department, it increased considerably more. It is a hard matter to understand why there should be such an increase in the accidents in the Maintenance of Way and Structure Department."

The matter of swinging car doors was then discussed and it was pointed out that we have an agreement with the trainmen that it is not their duty to close these doors, but all were of the opinion that if trainmen had the interests of the Company at heart, they would close these doors when they found them open.

Mr. Morris then spoke of other matters which had been discussed at other Safety First meetings and which were discussed generally by the members assembled.

After discussing a few other matters on the Division and appropriate action having been taken, the meeting adjourned.



A UNIQUE SAFETY FIRST SIGN

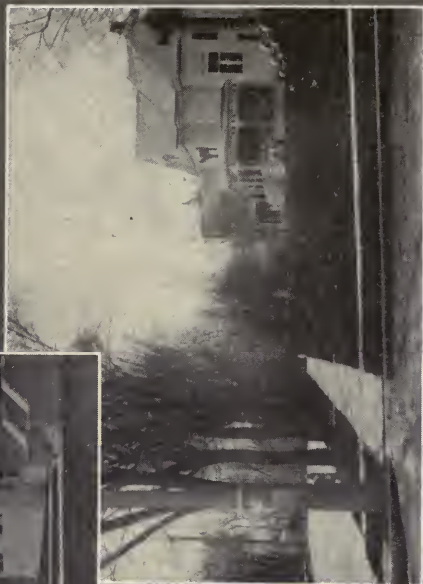
26th St. Round House,

Chicago, Ill.

The Best Safety Device Known Is a Careful Man



Sioux Falls, S.D. . . .



In the Residence Section





By J. A. Osborn, General Baggage Agent

A VERY small percentage of damage to and loss of baggage is unavoidable. If agents, baggage agents and train baggagemen would exercise the same care when handling passengers' baggage that they would with their own, claims for loss and damage would very materially decrease.

It is a well known fact that baggage is handled too roughly. Sometimes it has to be handled hurriedly, but even so, due care can be taken to avoid damage. Most all claims, which arise for damage, can be traced to wilful neglect, and this is a feature that should be corrected.

The Baggage Rules and Regulations provide that baggage shall not be dropped from a baggage car door to the platform, nor one trunk dropped upon another, but this is practiced almost daily and at stations where trucks are at hand.

Trucks loaded with baggage are spotted too close to the track and are occasionally struck by mail catchers, engines and by ends of cars. There are numerous ways in which baggage is damaged. It sometimes happens in tiering in baggage cars, in pulling down from tiers, and falling down while in tiers account of improper piling. It does not take a careful observer long to learn how baggage is wrecked and torn up. It is not an unusual thing to see small baggage fall from the top of a loaded truck to the platform, and in nine times out of ten an injury takes place. The same thing happens to trunks. Rough platforms and crossings are not always the cause of baggage falling from trucks. On

the contrary, damage results from the manner in which the trucks are loaded. A large trunk on a small one will not ride smoothly. Small baggage should not be placed on high loads, but on or near the back of the truck.

It has previously been stated that baggage should not be exposed to the weather or theft. If it is left on the platform or on a truck indefinitely, it is bound to result in loss or damage. If it is placed in the baggage room immediately after its receipt, and the baggage room locked, it insures it from both loss and damage. Thieves are always looking for a chance to steal and they generally operate where the best opportunity is afforded. The weather has no choice in the matter of damage. If baggage is damaged, don't blame the weather. "Safety First" is the slogan which should be followed by all concerned.

The proper checking of baggage is very essential both to the passenger and the company. Before checking baggage, a ticket must be presented and cancelled with BC punch, to prevent the ticket being used for checking additional baggage. All checks should be plainly marked to insure baggage getting to destination without delay. Every kind of check should be stamped or written with pen and ink plainly. The full routing, junction points and form and number of ticket should be shown on interline checks.

Every one should try to gain efficiency, then the troubles which were constantly coming up will disappear in the shades of night. Economy should be practiced whenever possible. Any

person who is economical soon makes a showing. Neatness is another thing that is well to court. No doubt there are a great many men in the service who are followers of these accomplishments, and are just awaiting a chance to show what they are worth. The old adage says, "Anything that is worth doing is worth doing well." If all the employes in the baggage service would do right, it would not take long to notice a general evolution in the handling, checking and care of baggage. Baggage rooms would soon look like par-

lors, for by following the other qualifications one naturally drifts into cleanliness, which is next to Godliness. There is no reason why baggage rooms should not be kept as clean as waiting rooms. Industry helps in this direction and those who are industrious usually look after their surroundings.

Why not start in at once and see what can be done to bring the baggage department up to the highest standard of efficiency of any railroad in the country, through earnest endeavors which reap their reward.

Why Mr. Burleson Is Displeased

New York, N. Y., Evening Sun, March 23, 1915

Postmaster General Burleson approaches the question of the railroads' pay for carrying the mails from the wrong angle and in the wrong way.

The issue is not political except in so far as he and Representative Moon try to drag it into politics. It is not a subject for denunciatory rhetoric. It is a pure matter of business.

The railroads perform a certain service for the Government; they carry the mails. Even Mr. Burleson and Mr. Moon admit in theory that they must be paid for this work.

If you could ever corner men of their peculiarities of mind they would admit that the pay must be remunerative. Perhaps they might be induced to concede that the pay was the railroads' affair as much as the Government's, and that the companies should have some voice in the bargain when it is fixed.

Now, what Mr. Burleson and Mr. Moon want in the first place is to exclude the railroads from all share in the deal.

The rider which caused the defeat of the Post Office appropriation bill in the last hours of the last session of Congress effectually gave to Mr. Burleson despotic power to fix the pay for

carrying the mails. Mr. Burleson wails frantically because this outrageous power was not granted to him.

But, further, behind the grab at despotic power by Mr. Burleson there was a resolve to cut the present pay of the railroads. He did not approach the question with an open mind; his was no spirit of inquiry.

In his latest tirade, epitomized in the Sun of yesterday, he bitterly insists that the pay should be reduced. Estimates have been made of the result to the railroads of the system of pay which he proposes; it appears that the loss would be from \$10,000,000 to \$11,000,000 a year.

But, already, the railroads insist that they are underpaid by about \$15,000,000 for the service rendered. This sum, at least, they say is necessary to make the service profitable.

In his final argument on the 5 per cent freight rate increase, Mr. Louis Brandeis pronounced the carriage of the mails at the existing rate a losing game.

The burden imposed by the parcel post has, in fact, made the situation intolerable. So here we have a business issue joined.

What the railroads ask is fair treat-

ment—that the Government should do business in the same spirit of honesty as a private citizen.

They ask annual weighing of the mails and readjustment of their compensation.

They ask a method of pay which will not permit the Government to secure by mere trickery extra accommodation without extra cost.

They ask to be freed from the arbitrary dictates of postal officials.

Against these demands Mr. Burleson bitterly inveighs. His climatic grievance is that the railroads have taken their case to the people and made their grievances generally known.

Mr. Burleson does not condescend to advance any arguments. He simply scolds. He shows deep pain over a prospective postal deficit. Apparently he thinks it is the duty of the railroads to shoulder the loss and enable his administration to make a fine showing.

Perhaps if he gave some attention to the abuses in the postal activities in this city and vicinity, which are being pretty well shown up nowadays by the Merchants' Association, he might find another way of reducing the deficit than by putting the Government in the very unhandsome position of trying to extort service that it is unwilling to pay for.



ILLINOIS CENTRAL STATION

Sioux Falls, S. D.



CLEANINGS

from the

CLAIMS DEPARTMENT

*Fragments of a Story
Seldom Ever Told*

Ropps Case Ended

Raymond W. Ropps, a switchman, employed in the yards at Freeport, was raised on the Illinois Central Railroad. His father was for many years a locomotive engineer, and a good one, and is now a pensioner of the company. The family stand high at Freeport where they are well known. When young Ropps was injured while on duty as a switchman in the Freeport yards on October 31, 1913, much interest was manifested in his case by employes and officers of the Company, as well as by the people of Freeport. The Hospital Department surgeons gave him the best of attention and Claim Department representatives called upon him and assured him that the Company wanted to treat him right in a settlement when he was sufficiently recovered to take the matter up. Here was one case, it was thought, that could not be influenced by the soliciting lawyers from Minnesota, but to the great surprise of everyone connected

with the Company and familiar with the case, Ropps swallowed the Minnesota bait and ran away with the hook. After a delay of more than a year the case was compromised a few days ago. Ropps netted substantially less than the Company was willing to pay him direct without delay. He was represented by Attorney T. D. Sheehan, who figured in the Chambers case.

SUMMARILY DEALT WITH

Two old, worn-out horses were found on the track at mile J-312 near Dyersburg, Tenn., at 7:30 o'clock A. M., March 18th. One was dead and the other was dying. There were indications that both had been knocked in the head. Section Foreman J. A. Lansbell got busy and made investigation, with the result that Shane Hamet, a Syrian, was arrested on the charge of killing the stock on the track for the purpose of making it appear that they were killed by a train.

Hamet had a trial on March 22nd and, upon promise that he would not put in a claim against the railroad for killing the stock and that he would immediately leave the State, he was allowed to go. He quickly shook the dust of Dyersburg from his feet and made haste to get safely beyond the border line of the State of Tennessee.

THE WILL MOORE CASE

Will Moore was the colored fireman on locomotive drawing train No. 4, which was derailed in Memphis on March 23, 1913. Charley Barnett was the engineer in charge. He did not think Moore was injured seriously. Doctors were called in and they were unable to find anything radically wrong with Moore, who took to his bed and remained there for several weeks. Later on he commenced hobbling about with the aid of crutches, and the next development was the filing of a suit for \$15,000 at St. Paul, alleging that he was permanently incapacitated for work. He commenced to dream about a fine house and an automobile and to almost feel the sensations of suddenly acquired wealth. As time went on Moore grew impatient and somewhat suspicious of his surroundings. His friends tried to prevail upon him to settle and go back to work. A proposition was made him, which he would not accept. Later on he opened up negotiations himself, but, to his surprise, was unable to get as large an offer of compromise as he received at the outset, so he decided to let things drift. Time became heavy upon his hands. He made several trips to St. Paul and each time when he returned to his home at Memphis, his prospects for the fine home and automobile seemed less encouraging. Finally, he got down out of the clouds entirely and once again upon terra firma he began to feel if he just had his job back he would be satisfied. The Master Mechanic and Superintendent gave consideration to the case and concluded that Moore had been imposed upon and overreached through the glittering promises that were held out as inducements to him

to sue the Company at St. Paul, and it was decided to make an exception in his case and let him go back to firing the big engines which pull Nos. 3 and 4. Recently he went to work and immediately forgot all about the "permanent disability" which his St. Paul lawyers said he had. Engineer Charley Barnett, for whom Moore is firing, was asked about Moore the other day and said: "That's about the happiest nigger I ever saw, and when it comes to work he is fairly splitting the wind. He can shovel more coal under difficulties than any nigger I ever saw in my life and you know that's going some, because I've seen some niggers shovel coal. I think the experience which Moore had is worth something to him and also to the railroad. It would take a slicker shark than ever came out of a soliciting lawyer's office at St. Paul to get that nigger to file another suit. He is through with that kind of business, and if you boys in the Claim Department know of any other niggers that are nibbling at the St. Paul bait, just send them around to Will Moore and let him tell them of his experience."

SPRING POETRY

One of the bright young ladies employed in the Claim Department, Miss Marguerite Carter, is responsible for the following verses, having reference to the personnel of the Chicago Office of the Department:

H. B. Hull is our great big chief,
A close watch on the fakers he doth keep,
And woe to him who would try to cheat,
Or put something over, so to speak.

Then comes Phil Gatch,
Who makes us proud,
When he goes to St. Paul
After the Ambulance crowd.

Kenneth Sawin is the man with the punch,
He holds a big place in the hearts of the bunch,
He can make the hard ones come down in their price,
And can always manage to cut off a slice.

Then Jack Power with his wide-spreading grin,
Who with that smile the claimants can win,
He has a ready tongue and a clever wit,

And in this Department has sure made a hit.

A. J. Peterson is next in line,
And we all think he is mighty fine,
He's our expert accountant and voucher clerk,
And was never known his duty to shirk.

Chester Price is the best of all,
We agree with you he's not very tall,
But he makes up in brains what he lacks in
height,
And before we'd lose him we'd put up a
fight.

Hobart Sidler is next on the list,
A pretty girl he cannot resist,
We give him attachments and he's humble
and meek,
And never keeps them more than a week.

Edith Dahlgren was never known to get angry,
An A-1 steno and otherwise quite handy,
She minds her own business and hasn't much
to say,
But we'll put in a good word for her any
day.

Queen McCarthy in our esteem stands high,
But for a king she was wont to sigh,
Now that she has found one, I greatly fear,
Those wedding bells we will shortly hear.

Karin Reutervall we must not forget,
She straightens the tangles from the inter-
state net,
She has brown eyes that will not behave,
And has many a man with their glances en-
slaved.

Of the writer we've not much to say,
She forgets her work but never her pay,
Her hair is red, her eyes are blue,
And she has a temper, I tell you.

So here's to the Claim Department one and
all,
Thin or fat, short or tall,
It's the nicest place on the old I C,
And certainly stands Ace high with me.

SECTION FOREMAN C. H. BEHR- MAN

C. H. Behrman, section foreman in charge of Section 188 on the Illinois Division, entered the service of this Company December 7, 1907, and put in two years as track laborer before he was promoted. Since his promotion he has served as section foreman and has never lost a day from work since he entered the service of the Company. His superiors say that he is a faithful and conscientious employee, always watchful of



C. H. BEHRMAN

the Company's interests. The Claims Department wishes to "boost" him on account of his activity in watching and extinguishing fires along his section. On the 4th of July, Mr. Behrman discovered a meadow fire which, had it not been gotten quickly under control, would have proved disastrous. His crew was not working that day and he had no assistance in putting out the fire. On the following Sunday he discovered another fire in the same neighborhood and was the first one to get to it and extinguish it before any considerable damage had been done. On account of his activity, Mr. Behrman received many words of praise from nearby farmers. He has also been quite active in keeping trespassers off the property and in watching the condition of his fences, thus preventing live stock from getting on the track. Mr. Behrman is a splendid type of young manhood, and the kind of employe that is highly appreciated by the management.

AN AUTOMOBILE CASE

The case of John Rehm vs. Illinois

Central was tried before Judge Currans in the Municipal Court of Cook County during the latter part of April. Rehm was driving his car over the grade crossing of the Madison Road at Elliott's park, November 16, 1912, at the time the Daylight Special was passing over the same grade crossing. There was a collision between the locomotive and Mr. Rehm's automobile, in which the latter was badly disabled; in fact, it was about as badly broken up as an automobile could be. Fortunately, Mr. Rehm escaped without being hurt, but he filed suit for the value of his car. The case was defended for the Company by Assistant Local Attorney V. W. Foster and, after a five days' trial, the jury decided in favor of the railroad.

Drivers of automobiles will continue to take desperate chances just as long as they are not required by the law to STOP, LOOK and LISTEN. In Indiana, where they have the STOP, LOOK and LISTEN law at grade crossings in full force and effect, there are comparatively few automobile accidents. Drivers of automobiles all know about the STOP, LOOK and LISTEN law and they do not take the chances which they are constantly taking in Illinois. Jurors are usually prompt to decide against them when they try to recover damages from railroads, so that it would appear the passage of remedial legislation would be in the interest of humanity, saving the lives and limbs of automobilists, as much as in behalf of the railroads.

DEFYING THE STOCK LAW

It is very poor encouragement to our householders to improve their premises when Sir Mule, Mr. Horse and Madam Cow are permitted, roughshod and unrestrained to trample heedlessly all over the yards, blighting blossoms in the bud and putting jagged edges on the hedges, while making large-sized cavities in the unresisting sod beneath, lately permeated by snow and rain—not mentioning the artistic setting in curves and lines given by the landscape gardener.

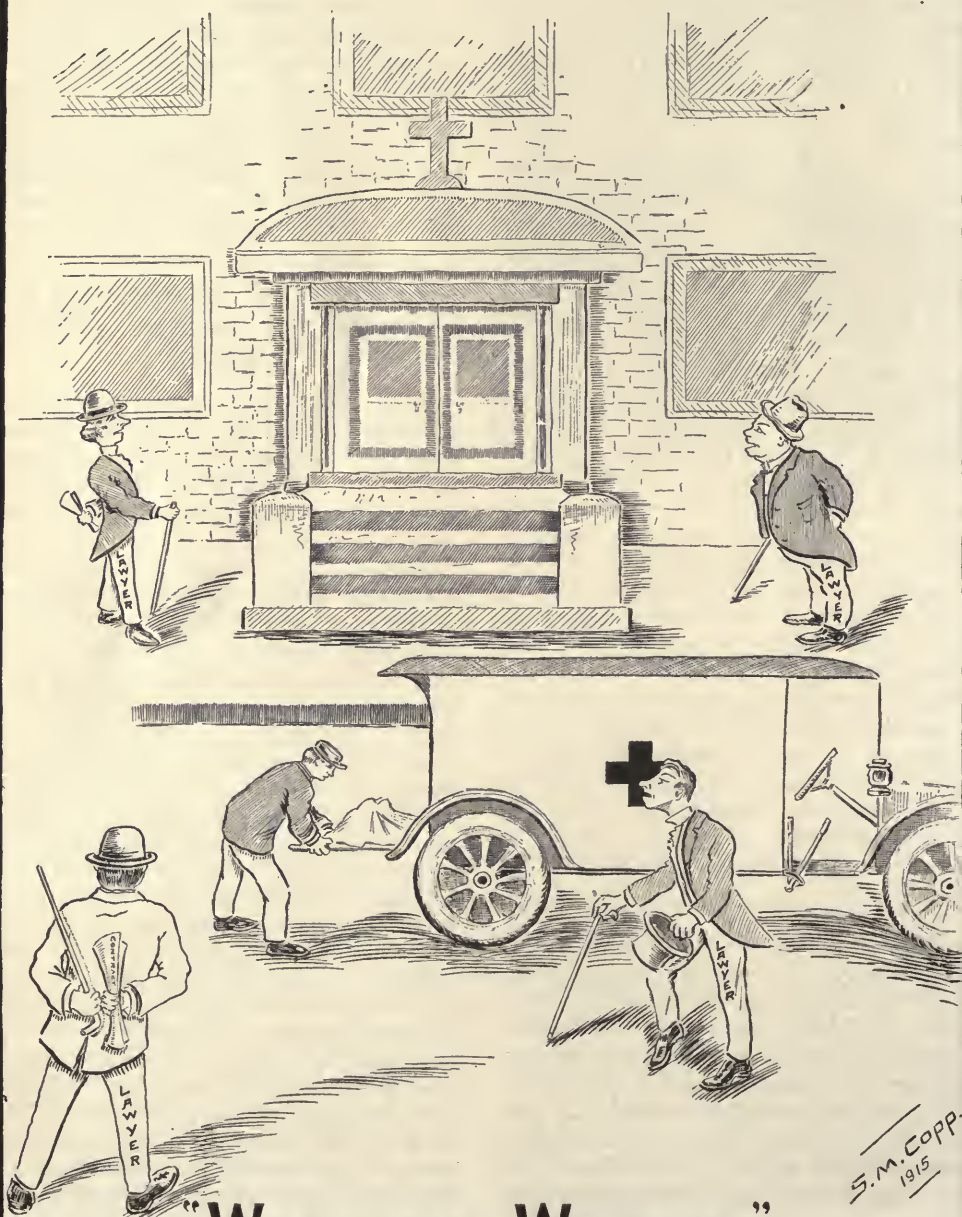
For the third time complaint comes that the stock law is not enforced. Perhaps cows and other four-footed animals might be trained to keep in the middle of the road when they walk out,—Brookhaven Leader.

The above applies so forcibly to the disregard for the stock law by some people in Greenwood and other places in this section of the State, that The Commonwealth reproduces and commends same for those guilty of permitting their cattle and stock to get out and run at large at night, or at any other time.—Greenwood (Miss.) Commonwealth, April 9, 1915.

JUDGE SMITH McPHERSON ON PERSONAL INJURY LITIGATION

Judge Smith McPherson recently took occasion to express himself as follows upon the important question of personal injury litigation, which is taking up so much of the time of the courts throughout the country:

Enterprises such as railroads, street car lines, interurban lines, manufacturing plants of all kinds, with rapidly moving machinery, usually hazardous, with the dangerous invisible electric current of high voltage, the agency of steam, geared with cogwheels, belts, pulleys and other appliances, are killing and crippling thousands and thousands of persons every year. This is so even when the employes are sober, attentive, and watchful, and is materially increased when such persons, or some of them, are negligent. This means poverty and distress, and is followed by charities and too often filling the poorhouses and sanitariums. The man with an eye gone, a leg or arm off, or otherwise physically or mentally impaired, has but a limited or no chance in life. This burden sometimes falls upon the injured person alone, sometimes on the wife, children, or parents, and often on the general public by increased taxation. Presidents, congressmen, legislators and men of emi-



"WATCHFUL WAITING."

S.M. Copp.
1915

nence for years have been urging actual reforms in these matters, and the employes have been insisting upon relief. All persons know these things to be so, and the literature and debates for years have been devoted to the query as to the solution and remedy. The courts have not been lagging so much as retrograding in dealing with the subject. The time of the courts is consumed in listening to the harrowing stories, sometimes of truth and sometimes of perjury. Claim agents are busy from the hours of death or injury in locating and preserving the testimony that the corporation may be protected. The friends and lawyers and agents of the dead and injured are equally industrious. We often see advertisements in the press of "witnesses wanted to the occurrence." We have new words in the dictionary, but the new words "snitches" and "ambulance chasers" are of the simple and well-known language. Verdicts must be for twice the fair amount awarded as damages, so as to allow the "contingent fee" or the injured man, his widow or children, must accept half the sum justly due. And these results are only obtained after years of litigation. Sick-

ness, unavoidably out of town, urgent business in other courts, prolong the litigation. When judgment is at last obtained in favor of the one side or the other, appeals, certiorari, mandamus, and writs of error, one or all, are sought, and then sometimes reversals, and then other delays. Sometimes verdicts are returned, and later on it is ascertained that the testimony was to meet the law of the case. Sometimes verdicts are returned for only part of the sum that should have been awarded, and sometimes the verdict is followed by getting well so speedily as to be termed almost miraculous. So that, regardless upon which side the greater wrongs occur, a question no one can decide, all ought to concede that which is the truth, that the best the courts can do in many cases is frailty itself. Something like 30 per cent of the time of the courts is taken with these cases, adding enormously to the expense of the taxpayers. So that if there is to be a remedy for these evils, and that remedy is limited to the courts, reforms more than paper reforms must be brought about. And such real reforms are well-nigh hopeless, if the past 30 years of judicial history is to be a criterion.



FREIGHT TRAFFIC

DEPARTMENT



A Few Suggestions in Regard to Increasing Gross Earnings

By Fred. C. Furry, Assistant General Freight Agent, Chicago, Ill.

IT is both the duty and the privilege of every employe to participate in the endeavor to increase the net receipts of the Company.

There are many ways in which the effort may be prosecuted.

In general they may be classified under two heads, viz.: "Increasing the Gross" and "Decreasing the Expense."

For example, one way to decrease the expense is in reducing the aggregate of claims growing out of loss or damage to freight caused by improper loading and stowing of merchandise freight in cars. This is being given special attention by the Loss and Damage Bureau.

Another way to decrease the expense is by increasing the efficiency in the handling of freight. This is continually being given special attention by the Operating Department.

The purpose of this paper is to offer a few suggestions in regard to increasing the gross receipts.

One way to "Increase the Gross" is to secure new business; by this I mean business which we are not handling.

The securing of new business will in a great many cases require hard and persistent solicitation, but no business can be secured without going after it.

A great deal could be written about "How to Solicit Business," but as there are so many different ways to *solicit business* it would be almost impossible to

draw up a set of rules that could be observed.

The following of one rule might work out very favorably in one case, but in another it would be just the reverse.

If the employes coming in contact with the public are courteous at all times and answer all questions, even though some of them seem foolish, it will result in securing business for this Company which might otherwise be handled by one of our competitors.

Be truthful at all times even though it may seem to hurt us because in the end the Company will have a friend instead of an enemy. Don't make a promise to do things that are impossible, by so doing losing the shipper's or consignee's confidence.

Another way to "Increase the Gross" is to **SECURE THE MAXIMUM HAUL**. This means getting additional revenue but not necessarily corresponding additional expense.

Of the total tonnage handled by the Illinois Central Railroad Company, a large percentage originates on its rails. The principal commodities produced north of the Ohio river are coal and grain and south of the Ohio river coal, forest products, fruit, vegetables, cotton, cotton seed products, sugar and tobacco.

In order that you can more readily see what the situation actually is, I wish to call attention to the following figures,

taken from the loading report compiled by the general superintendent of transportation showing the number of cars loaded during the year ended June 30, 1914:

Coal	229,618
Lumber	95,791
Grain	71,536
Cotton (compressed) ..	19,777
Cotton seed products...	17,514
Sugar	11,768
Fruits and vegetables...	8,651

These figures include cars loaded on the Yazoo & Mississippi Valley Railroad and cover cars shipped to points on other roads as well as to points on our lines. A great many of them moved to points on other roads on which we did not secure our maximum haul.

A railroad that originates a large tonnage must necessarily have adequate equipment to enable it to promptly supply cars when ordered and the supplying of cars promptly is of much concern to the shipper as a delay would, in some cases, cause the cancellation of an order.

The Illinois Central Railroad takes care of the shippers on its line by furnishing cars promptly and as this is a service which an intermediate or delivering line is not called upon to perform the Illinois Central Railroad Company is entitled to its maximum haul. It is a recognized fact and a long established principle that the initial line should receive its maximum haul.

The shippers of carload freight located on the Illinois Central Railroad should be solicited continually for their business. In soliciting their business one should always have in mind the routing of the freight so as to secure the maximum haul for our line.

However, one should not undertake to have shipments routed so as to secure

the maximum haul for our line when it would result in the freight moving via impracticable routes or allow the Company less revenue than it receives via a route where our haul is much shorter.

When a shipper states that the routing of a particular shipment is controlled by the consignee the matter should be reported at once to the proper representative of the Freight Traffic Department so that the consignee can be solicited immediately and an effort made to secure the business for our line.

What has been said in regard to carload freight applies equally to less carload shipments and an honest and earnest effort should be made to secure the maximum haul in all cases.

We all know the terminal expense in handling both carload and less than carload freight is an item that is always taken into consideration. The cost of handling a shipment 100 miles is therefore greater proportionately than it would be to handle the same shipment an additional 100 or 200 miles. You can see from this then that it is decidedly to the Company's interest to have shipments routed via long haul junctions.

As heretofore stated a large percentage of the total tonnage handled by the Illinois Central Railroad originates on its own rails and therefore no great difficulty should be encountered in bringing about an increase in the gross earnings in the manner I have suggested.

By making a special campaign to "SECURE THE MAXIMUM HAUL" good results will be obtained.

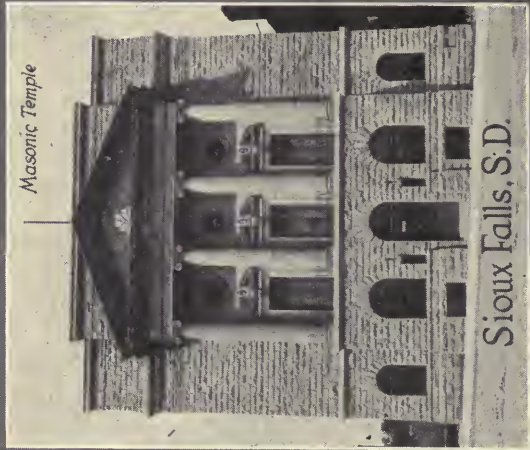
The officers and employes of the Freight Traffic Department will welcome and give prompt consideration to suggestions made by any employe in regard to increasing the gross earnings either by securing new business, getting the maximum haul, or otherwise.



County Building

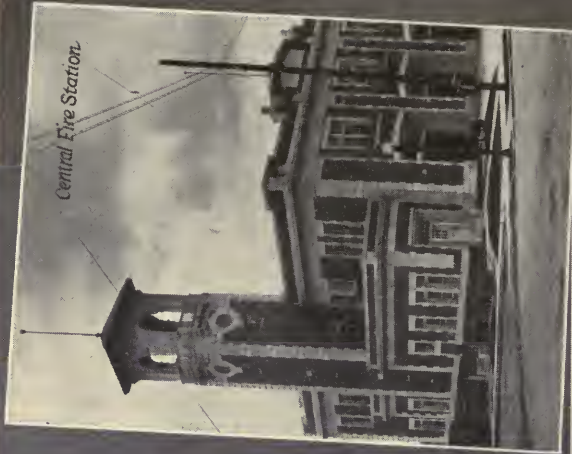


Masonic Temple



Sioux Falls, S.D.

Central Fire Station



McKinnon Hospital



City Auditorium





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 Prevention of Scarlet Fever

SCARLET FEVER, Scarletina and Scarlet Rash are different names for one and the same disease. It is an infectious and very dangerous disease, and the mildest case may lead to a fatal one, and this mild case may spread the infection and cause the most violently malignant cases.

Scarlet Fever is usually a disease of childhood, but older people often have the disease, and these cases nearly always result from infection from a pre-existing case. Countries have been free from it for centuries till imported by commerce and trade. Owing to its frequency and fatality, it is of far more importance than Smallpox, Cholera or Yellow Fever. In view of these facts, the great importance of prompt isolation and thorough disinfection should be emphasized in every case, in order to prevent the spread of the disease.

The poison or contagion of Scarlet Fever is probably not developed until the eruption appears and is particularly to be dreaded during the period of desquamation, that is, the "peeling off" stage. No doubt the poison is spread largely by the fine scales which are thrown off and often carried in the air. Even late in the disease after this scaling has been thought to have been completed, a patient has been known to convey the disease. In no disease is a greater tenacity displayed for the transmission of the contagion. Bedding and clothes which have been put

away for months, or which may have been shipped across the ocean, unless thoroughly disinfected, may convey the disease. It is also supposed by some authorities that it may be conveyed in milk.

Scarlet Fever comes on suddenly, often with a chill and vomiting. The fever is intense, rising very rapidly, often as high as 104, and even 105. The skin is dry and hot, and often the throat is quite sore and inflamed. On the second day a bright red rash appears on the neck and chest, and by the evening of the same day may cover the whole body. After persisting for two or three days the rash gradually recedes. Owing to the unusual severity of Scarlet Fever in the spring and late fall, many State Boards of Health are disseminating knowledge and some suggestions are appended.

First, when a child has a sore throat and fever, and especially when Scarlet Fever is in the neighborhood, the child should be immediately separated from others until a competent physician has seen it and fully determined that it is not affected with a contagious disease.

Second, in Scarlet Fever maintain strict isolation, in an upstairs room, if possible, however mild the case may be, until the shedding of the skin is complete and all scales disappear, and thereafter until patient has been thoroughly bathed and clad in garments which have not been in the sick room

during the illness, and the room thoroughly disinfected. Frequently children are released from quarantine and permitted to return to school or mingle with other children before it is safe for them to do so. The rule should be always to give the community the benefit of the doubt, and to maintain the isolation until there is no possibility of danger. In giving the disinfecting bath the hairy scalp should receive special attention.

Third, placard the house and keep away from it all children, as well as those having the care of children, and all going where children are. It should be borne in mind that the poison of Scarlet Fever surpasses that of any other eruptive disease in its tenacious attachment to clothing and other objects even for years, and in its portability to other houses or even distant localities.

Fourth, burn all discharges from the mouth and nose, and disinfect all other discharges from the patient. Burn all refuse from the sick room. All utensils used in the sick room should be washed separately from other dishes, after remaining some time in boiling water.

Fifth, disinfect all bed and body clothing, and everything else used in the sick room, before removing it therefrom. This is done by immersion for six hours in a solution of Chloride of Lime (four ounces to the gallon) of water, the clothes may then be wrung out and put in the wash. Remember, however, that no disinfectant in the occupied sick room can do away with the absolute necessity for abundant fresh air and sunlight.

Sixth, after complete recovery, or death of the patient, carefully and thoroughly disinfect the room and its contents. To do this, stop all openings well, dampen the floor and bedding and burn three pounds of sulphur to the 1,000 cubic feet of space. A room 10 feet wide, 10 feet long and 10 feet high contains 1,000 cubic feet. The room

should be left closed for at least twelve hours after the sulphur is started. Afterwards the room should be thoroughly ventilated and all wood-work and walls washed with a strong solution of sal soda and rinsed with a strong disinfecting solution. Unless this work is done thoroughly, it will only give a false sense of security.

Seventh, in case of death, the body should be wrapped in a sheet saturated in a disinfecting solution and buried or cremated as soon as practicable, without public funeral services. Newspapers in giving notice of death, should state that it was from Scarlet Fever and that children and persons having the care of children should not attend.

Eighth, physicians attending Scarlet Fever should use a robe, overalls or other protective clothing, and should wash the hands and face before leaving the house, taking every precaution to prevent carrying the disease to others.

Ninth, all cases of contagious diseases should be reported to the Board of Health by the head of the family or physician within twenty-four hours.

There are cases of exceptional mildness in which the rash may be scarcely perceptible. During epidemics when several children of a house are affected, it often happens that a child sickens as though from Scarlet Fever, and has a sore throat and the typical strawberry tongue, but without the development of any rash whatever. These mild cases of Scarlet Fever are dangerous, for unless care is taken, there may follow the severest attacks of kidney trouble, which is a very serious complication of this disease. Even in the mildest attacks the affected child should be kept in bed at least most of the time, and especially care should be given to the diet, in looking after its general health, and in the prevention of exposure to cold and fatigue.

It is only by such constant care that the child may be properly safeguarded from this dangerous disease, the most dangerous of the diseases of childhood.

Letters of Appreciation of Treatment Received at the Hands of the Hospital Department

Mounds, Ill., January 20, 1915.

Mr. G. G. Dowdall, Chief Surgeon,
Illinois Central Railroad Company,
Chicago, Illinois.

Dear Sir:

Just a word to show my appreciation of the treatment given me while a patient at the I. C. R. R. Hospital, Paducah, Ky.

I arrived at the Hospital November 31, 1914, and remained there until December 22, 1914, and must say that I received the very best of attention from both your doctors and nurses, which I am sure are the very best that money can procure.

I was affected with malaria and a chronic throat trouble and was placed under the care of one of the best eye, ear, nose and throat specialists in Kentucky.

I will say that any employe going to your hospital at Paducah, Ky., will receive the best of treatment and attention.

Wishing to thank the medical fraternity and officers of your grand institution, I beg to remain,

Yours respectfully,

(Signed) OSCAR ATHERTON,

Inspector, I. C. R. R.,

Mounds, Illinois.

Macomb City, Miss., February 19, 1915.

Dr. W. W. Leake,
Asst. Chief Surgeon,
New Orleans, La.

Dear Doctor:

As I have just recovered from a very serious operation performed January 10, 1915, in the Illinois Central Hospital at New Orleans, I naturally feel very grateful to the Hospital Department for the splendid treatment given me.

As a member of the Hospital Department of the I. C. R. R., I would like to say to all my fellow employes that I consider the Hospital Department the best investment I have ever made.

Again thanking you for the kind and courteous treatment accorded me while under your care, I remain ever your friend,

(Signed) P. H. FREEMAN.

Henderson, Ky., April 17th, 1915.

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

Dear Doctor:

I want to thank you for the very fine treatment I received from Hospital Department at Mercy Hospital, Chicago, and for the good results of my operation.

Everything possible was done for my comfort while at the hospital and I appreciate it very much.

I am now feeling better than I have for a couple of years.

Yours truly,
(Signed) Geo. H. Waltz,
Agent.

Waterloo, Iowa, April 24, 1915.

Dr. G. G. Dowdall,
Chief Surgeon, I. C. R. R. Co.,
Chicago.

Dear Doctor:

Beg to advise that I have received the Sharp & Smith artificial limb ordered for me by the Illinois Central Hospital Department a few weeks ago.

I wish to thank the manager of the Artificial Limb Department for his carefulness in fitting the leg to me. Also his good workmanship on same.

In my opinion, I think the Sharp & Smith leg is equally as good as the limb purchased and worn by me prior to using the Sharp & Smith limb, which has given me perfect satisfaction since I have been wearing limb.

The other leg, which I purchased at a price of \$125.00, was a rigid ankle joint and the Sharp & Smith limb has flexible ankle joint, which gives much more natural action than the rigid ankle joint.

I wish to again thank you for the past favors shown me while under care of Hospital Department, and beg to remain,

Very truly yours,
(Signed) Jas. D. Lovell,
Yard Clerk, Waterloo, Ia.
Jackson, Tennessee, March 18, 1915.

Dr. W. W. Leake,
Asst. Chief Surgeon,
New Orleans, Louisiana.

Dear Sir:

I desire to thank you and your co-workers in the Illinois Central Hospital at New Orleans for the innumerable benefits which I derived at your hands while undergoing operation and treatment for appendicitis last month.

I feel confident that I could not have received better attention from any other surgeon or corps of nurses in any hospital.

Thanking you again, I am

Yours very truly,
(Signed) Evans S. Purdy,
(Clerk.)
Eden, Miss., March 31, 1915.

Dr. W. W. Leake,
Asst. Chief Surgeon, I. C. R. R. Co.,
New Orleans, Louisiana.

Dear Doctor:

It is with great pleasure and a sense of gratitude that I now write to you concerning the treatment I received at your hands during my last and most serious illness at the Illinois Central Hospital in your city. Now that I have fully recovered—I say fully recovered, in that no permanent ill effects of the typhoid fever now remain—I begin to fully realize what I have gained by going there for treatment.

I had been in the hospital twice before quite recently, and if I were then merely well satisfied with it, I am now a most enthusiastic booster. I

am thoroughly convinced that the treatment which I received during this last illness could not have been surpassed, and would not have hardly been duplicated anywhere else, even though I had been a pay patient. The kindness with which the nurses treated me, the promptness with which they answered my calls, and their untiring efforts to ever make me more at ease, were within themselves a comforting assurance that I had done the proper thing in going to the hospital. While the personal attention received at the hand of yourself and your corps of able and efficient surgeons made me feel as I cannot doubt but is true, that you had a personal interest in my case and desired to see me up and well as soon as possible. In fact, all about was an air of things being done because it was a pleasure rather than because they were performing a routine duty for which they were receiving pay.

In conclusion allow me to say that I do not believe that too much can be said in favor of our hospital and those connected with it, and that I hope that some of those who are as yet "unconverted" will give it a trial, as I am sure they will never have cause to regret having done so.

With best wishes for a still more successful institution, I am

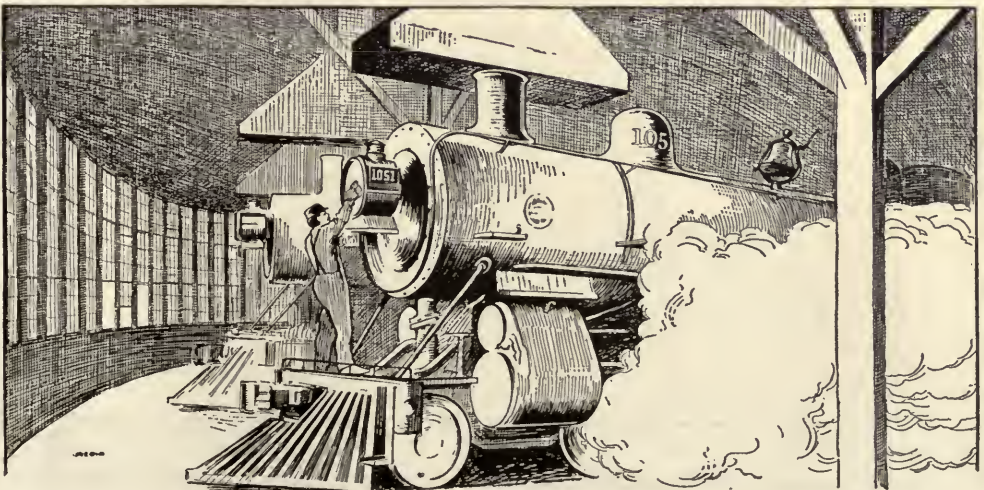
Yours truly,
(Signed) Carl M. Babington,
Operator, Louisiana Division.

Kenner, La., March 3, 1915.

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

Dear Sir:—Voucher issued my favor for \$30.00 to help defray expenses funeral my husband, W. C. Rheams, has been received. My husband was Agent at Kenner, La., up to the time of his death. Let me thank you, and through you the Illinois Central Hospital Department. I feel I owe them a debt which can never be repaid, for kindness and attention shown my husband in his last illness, also to all of his family.

Yours truly,
Edna H. Rheams.





OW Employees may become stockholders in the Illinois Central R.R. on the installment plan.

For the information of employes 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 I. 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 \$5.00 or any multiple of \$5.00, 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,

Local Treasurer,
Chicago Ill.

Date.....

Will you please send me an application blank for the purchase of I. C. Stock on the installment plan.

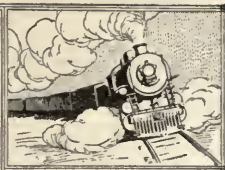
Signed.....

Employed as.....

..... At Station.....



TRANSPORTATION DEPARTMENT



A Transportation Record

Chicago, April 19, 1915.

Mr. A. E. Clift, General Superintendent.

Dear Sir:

In connection with our conversation several days ago, it affords me great pleasure to confirm the fact as outlined in Trainmaster Hevron's notice to all concerned, dated March 29th, that at four o'clock a. m., on that date the Bloomington, Pontiac and Tracy Districts concluded a period of twelve months without experiencing a derailment, or accident of any character, causing the main track to be obstructed, during which period a total of 4,721 trains were operated 319,000 miles, handling 83,040,970 tons one mile, and 4,226,623 passengers one mile which performance in view of the light rail and comparatively heavy motive power operated over these districts is, to say the least, remarkable and indicates a high state of efficiency on the part of all employes having anything whatever to do with the maintenance and operation of this line and should be, and no doubt is, the source of a deep sense of satisfaction on the part of every employe involved, and I am certain will invoke the commendation of the management. In addition to the facts mentioned in this bulletin, as indicated above, it will, I am sure, be of immense interest to know that not a single fatality to any employe or passenger was suffered.

That this high state of efficiency is reflected in our relations with the public at large, I want to bear witness, and to say that in the course of many trips over these districts I find that our patrons and the people generally in this and contiguous territory have nothing but praise and expressions of satisfaction to offer concerning the courteous conduct of and solicitous attention given them by our employes, not only in train service, but in every branch and department, which should indicate to us that the desires and instructions of our general officers are being responded to with unmistakable zeal and evidence the most loyal co-operation of the rank and file without exception.

I am sending a copy of this letter to Mr. Hevron, complimenting him upon the performance of the employes in his district, with which action I am sure you are in accord, and I want to take this opportunity to emphasize the fact that the performance on other districts of this division has not been mediocre, but without exception they have been responding to our efforts with zeal equally as great, though not quite so fortunate in the matter of accidents, which can be attributed to the enormously greater volume of traffic handled.

In conclusion, I wish to express to yourself my full appreciation of kindly

advice and encouragement vouchsafed this division by yourself and other superior officers during the period in question.

Yours truly,
H. Battsfore,
Superintendent.

The notice issued by Trainmaster Hevron follows:

Kankakee, Ill., March 29, 1915.

ALL CONCERNED:

At four o'clock this morning you have succeeded in concluding a period of *one year* on the Bloomington, Pontiac & Tracy District without a derailment or accident of any nature causing the main track to be obstructed.

During this period we have operated a total of 4,721 trains with a train mileage of 319,000 miles or equal to more than twelve times the distance around the earth at the equator, without a wheel off the track.

Considering the light rail and comparatively heavy power we are operating over these districts this is a record all of you should be proud to call your own.

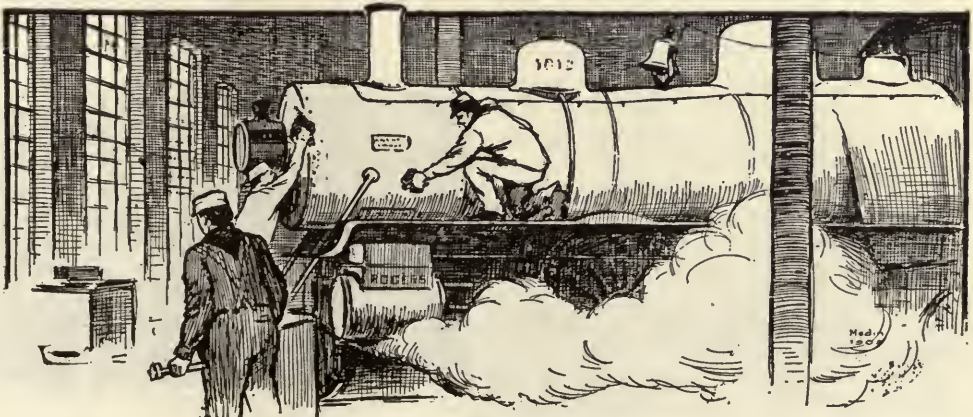
To the train and enginemen, agents and operators, section foremen, laborers and in fact every person having to do with the handling of trains or the maintenance of the track belongs the credit.

Your labors in bringing about this result indicates to me you are complying with all the rules and regulations of the transportation and road departments. You are giving close attention to the inspection of equipment and in other ways looking after the interest of this railroad as well as your own safety and protection.

I want to thank each of you for this record and the support you have given us and in doing this I know I am voicing the sentiment of the entire management.

I am confident, however, you will not be content to rest upon the laurels you have won, but during the next twelve months show by your work that this record was not merely the result of "Good Fortune" but a criterion of the manner in which the business is conducted on the Illinois Division of which you are a very potent factor.

Yours truly,
J. W. Hevron, Trainmaster.





Traffic Direction Signaling on the Yazoo & Mississippi Valley Railroad Company

By P. M. Gault, Office Engineer, Signal Department, Chicago

THE Yazoo & Mississippi Valley Railroad Company has recently put in service seventy-nine miles of automatic signals governing movement of trains over that part of the road between Kenner Junction and Baton Rouge, La. The tracks of this company between these two points are used by trains of the New Orleans, Texas & Mexico Railroad in addition to its own trains.

On account of operating conditions it was decided, after several conferences with various operating officials, that a system of signaling known as "The Traffic Direction Automatic Block Signal System" would furnish a maximum amount of protection and at the same time safely facilitate traffic. With this arrangement signals are located to provide adequate spacing and head on protection for all train movements. The control of signals provides that they shall give stop, caution and proceed indications for following movements the same as do automatic signals on double track. For opposing moves, it provides that two trains meeting at a passing siding shall each first receive a caution indication before receiving a stop signal. From this it will be seen that this system of signaling is, in effect, a double track scheme of signaling superimposed upon a single track, thus providing for a maximum number of train movements over a single track road.

Complete plans covering every detail

of the work were prepared in the office of the Signal Engineer. Preparatory to making these plans, it was necessary to go over the territory to be signaled and note all local characteristics and conditions and determine upon proper location of each signal. These locations were determined by the division operating officials; namely, Superintendent, Train Master, Traveling Engineer and Road Master accompanied by the Signal Engineer.



Absolute signals governing moves away from passing sidings are located at each end of each passing siding with permissive signals governing approach thereto located opposite. Fig. 1 shows a typical location of this kind. Permissive signals are usually located in pairs between opposing absolute signals. These signals are so located with reference to curves as to provide a good view to an engineer on an approaching train, and at the same time so spaced as to provide full protection for following train movement. Where the distance between opposing absolute signals is enough to warrant the placing of two or more permissive signals for each direction, they were located opposite one another. Fig. 2 shows a typical location of this kind. Where this distance is not great enough to warrant more than one permissive signal for each direction, it was necessary to stagger them.

After location plans were completed all material was ordered by Signal Engineer's office.

The actual construction work was handled by the Division forces; two signal construction gangs being employed in the work; one handling the grading, concreting and erecting, the other doing the trunking, wiring, bonding, adjusting and making up batteries and connecting up apparatus. In addition to the two signal gangs, the Telegraph Department had a gang employed in stringing line wire and other work made necessary on that account.

Each of the above gangs was provided with a complete camp outfit consisting of kitchen, dining, bunk and material cars. These outfits were set out at convenient points and were moved often so as to always be so located that the men would be near their work. Each outfit also had a gasoline motor car for use in distributing material and to enable the men to go to and from their work quickly and easily.

By dividing the work between the two outfits as mentioned heretofore, it was possible for the first gang to do

their portion of the work and move on leaving everything in readiness for the second gang to follow up and complete. This arrangement permitting of organizing each outfit so that the men were adapted to their own particular work and gave the foreman opportunity to give each detail personal attention.

As certain sections of the work were completed, a careful test and inspection by a representative of the Signal Engineer's office was made, this being supplemented by frequent inspections during the progress of the work and by a final inspection when signals were put in service.

The territory to be protected includes seventy-nine miles of main track with seventeen passing tracks and seventy-four main track switches other than end of passing track switches and one interlocked railroad crossing. To protect this territory,

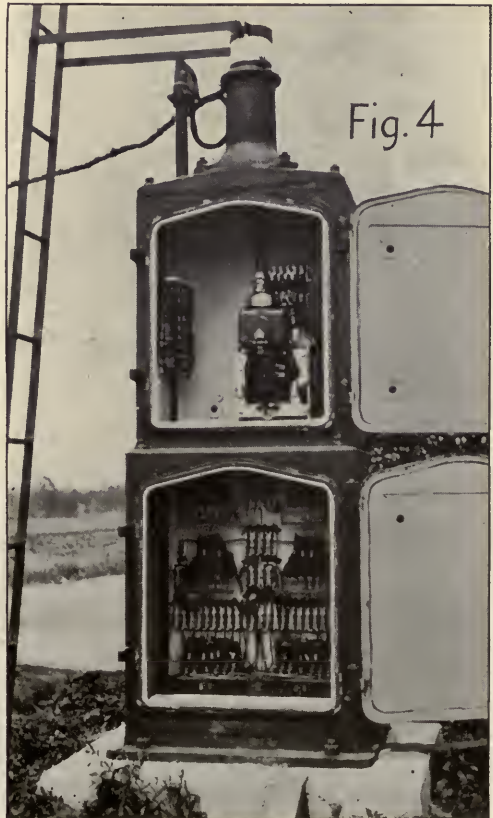




Fig. 5

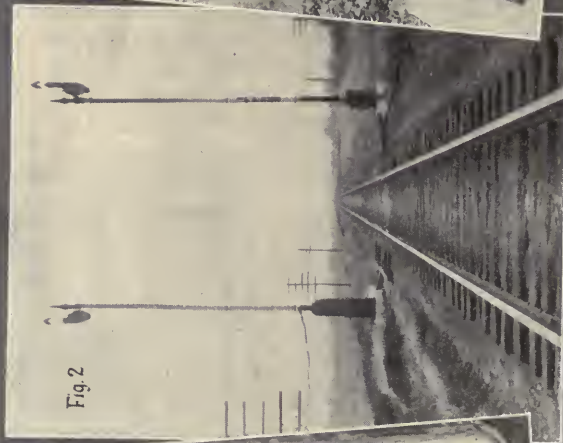


Fig. 2

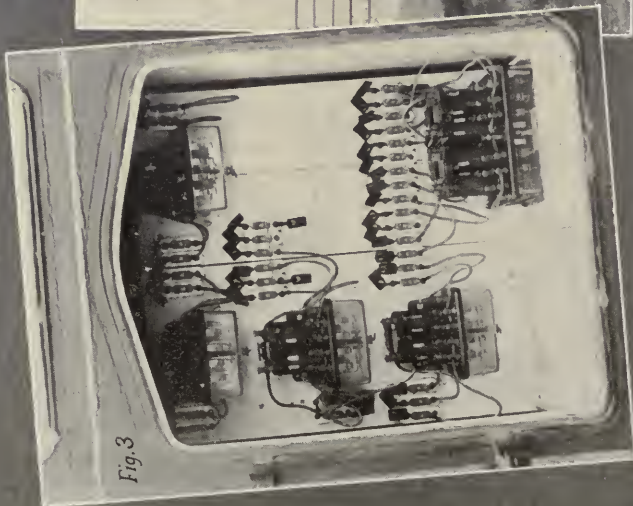


Fig. 3

it was necessary to provide one hundred and forty-eight (148) signals, of which thirty-eight (38) are absolute signals, and one hundred and ten (110) are permissive. To control these signals the track was divided into one hundred and eighty-two (182) separate track circuits, current to each of which is supplied by three cells of primary battery connected in multiple through a suitable resistance to the rails. The use of this type of battery on track circuits has proved cheaper than the use of gravity battery usually installed, and the saving in labor charges is very material.

The signals are of the electric motor three-position upper-quadrant type, each operated by sixteen cells of primary battery. These cells are of exactly the same capacity and type as the cells used on the track circuits and are what is known as the BSCO type 400. All batteries are housed in concrete boxes or wells designed by the Signal Department.

No wire smaller than No. 14 B & S. gauge copper was used in the installation, this size of wire being used for all circuits in which the flow of current is very small. No. 9 B & S. gauge copper was used for all track wiring and all local signal circuits which carry current to operate signals. No. 10 B. & S. gauge hard drawn solid copper with double braid weatherproof insulation was used for all line work. This wire is supported on glass insulators on one-half-inch steel pins mounted on cypress cross-arms. All track and local signal wires are enclosed in cypress trunking.

All relays used are of the enclosed wall type with four front and four back non-independent contacts, except the selector relays, which are used to get the directional effect. This is a shelf type relay with two sets of coils, each set of which operates three front and three back non-independent contacts and one selector contact. One set of coils wound to 500 ohms resistance operates from line circuits, the other set of coils wound to 4 ohms

resistance operates from track circuits.

This relay is shown in Fig. 3 in the lower right-hand part of the case. Relays at signal locations were located in the lower compartment of double case signals as shown in Fig. 4. This also shows the method of mounting terminals to which all wires are taken before connection is made to the relays. These connections are made of No. 12 lamp cord. The upper portion of this picture shows the signal operating mechanism and the method of bringing wires into the signal from the line by means of a cable outlet. Each line wire goes direct to a lightning arrester before going to any other apparatus. The lightning arresters are shown mounted on the side of the case to the left of the mechanism.

Where signals are located opposite one another, all relays are located in the signal on the line side, and a single case signal used on the other side. The mechanism case of this type of signal is shown in Fig. 5.

By referring to diagram in Fig. 6, which shows an arrangement of signals which is typical of this system, one can very readily understand the signal indications given by different signals with trains in various locations, with regard to passing tracks and in different relations as to one another. For example; the first line shows freight trains on sidings at La Place and Sarpy, while passenger trains have just left each of these stations. It is noted all opposing signals to the next passing siding have been put to the stop position and that two signals have been put to the caution position by each train, and that each train has rear end protection consisting of stop and caution signals. The passenger train leaving Sarpy has not yet cleared the overlap section provided for signal L-4334 so this signal is still in the stop position. This overlap is provided for all permissive signals located at passing sidings and prevents two opposing trains each accepting caution signals at opposite

ends of the same siding at the same time. Also when a movement is made out of a passing siding, this arrangement provides rear end protection while the switch is being closed and the train is getting underway.

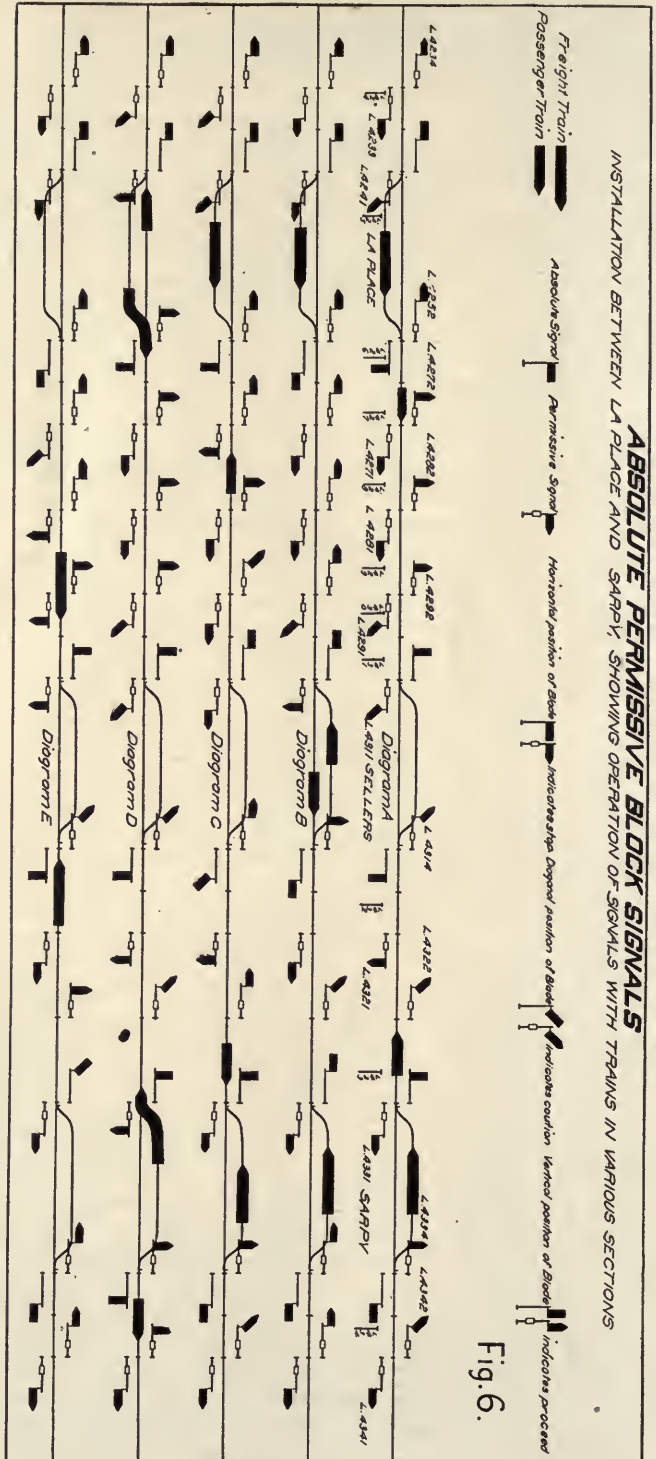
A starting signal is placed just beyond the end of a passing siding. This signal is of the absolute type with a square end arm and not bearing a number board. The indications of this signal are shown in Fig. 7.

Signals located between absolute signals are of the permissive type with pointed end arms and bear number boards. The indications of this signal are shown in Fig. 8.

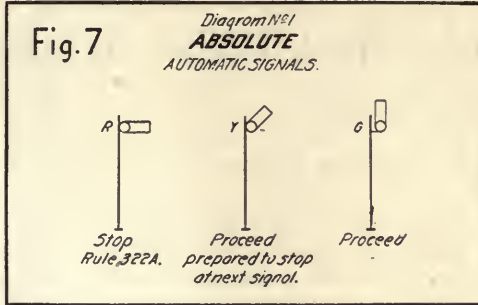
Rules governing operation of trains under the "Traffic Direction System" are the same as those governing the use of the Automatic Block System, except that Rule 322 of the Rules and Regulations of the Transportation department is superseded by Rules 322-A and 322-B.

Rule 322 reads "When a train is stopped by a block signal, it may proceed when the signal is cleared. On single track, send a flagman in advance immediately; wait the full time indicated by spe-

OPERATION OF SIGNALS.
Following diagram is a typical illustration of the operation of signals, as respects train movement



cial rules on the time table after the flagman has started; and then proceed under control to the next clear signal, or, if the signal next in advance is in plain view and the track ahead is seen to be clear, proceed under control, not exceeding six miles per



hour. On double track a train may proceed after coming to a full stop, running under control to next block."

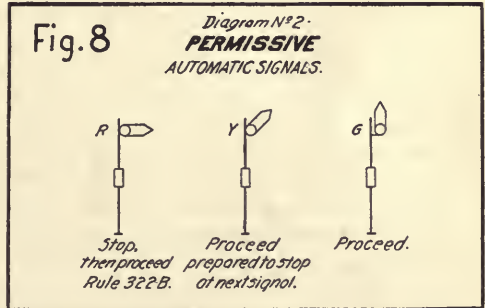
Rule 322-A reads: "A train must not pass an 'Absolute' signal at stop, without authority from the Train Dispatcher, 'Except' that if unable to communicate with the Train Dispatcher the train may, if time table and train orders permit, proceed under the protection of flag to the next block signal which indicates caution or proceed."

Rule 322-B reads "When a train is stopped by a 'Permissive' signal, it may proceed under control, expecting to find the track occupied, or an open switch, broken rail, or other obstruction in the block, 'Except' that a train moving under flag protection from an 'Absolute' signal, shall continue to proceed under flag protection to a block signal which indicates caution or proceed, as provided by Rule 322-A."

Before signals were put in service, train and engine crews running over

this district were carefully instructed in the operation of the system, and before operating trains over signaled track, conductors and enginemen were required to pass an examination on the subject.

In the foregoing the writer has tried to cover briefly the main features of the construction and operation of the "Traffic Direction Automatic Block Signal System" as installed on the Y. & M. V. R. R., and which is at the present time being installed at various points on the Illinois Central Railroad. The largest single installation being on the Kentucky Division where sixty-eight miles of this type of signaling is now being completed. During the coming summer it is planned to install short sections on the Illinois Division between DeWitt and Birkbeck; on the Springfield Division between Marine and Glen Carbon; on the Wisconsin Division between La Salle and Oglesby and between Cole-



man and Plato Center, and on the Iowa Division between Mona Siding and Benson. This work having been authorized a year ago, but deferred. The authorities were, however, reopened on April first and the work is now well under way.



Contributions from Employees

An Engineer's Observation of Stock Killing for the Last Twenty Years

By C. A. Gilmore, Engineer, Louisiana Division

I HAVE read Mr. Walter Virden and Mr. M. Danby's criticisms relative to killing stock, who think if we had electric headlights we would not kill any stock. I have a good record for not killing stock, and I never killed one that I could avoid. I do not think that any other engineers have, for they call it "flirting with the undertaker".

I know of four engineers killed, all friends of mine. One was killed by cars running out on the main line. That was years ago. Such conditions do not prevail today, as the railroads have installed derails and the cars run out on the ground before they get to the main line. Three engineers were killed by striking stock on the track, and this makes an average death rate of engineers of 75 per cent account stock, which is a very high per cent. Would any sensible person think any man with common sense would want to risk hitting stock? If they do, let them have some stock run on the track in front of an engine.

Stock does not lie or stand on the track, for there is no grazing and the gravel and rock ballast is too hard for it to lie on. The brighter the headlight, the more stock will be killed, for the noise of the train frightens the stock and they run to the light. If there was no headlight, or a very dim one, there would not be one per cent of stock killed at night. They run away from the noise that scares them. Hunters hunt deer at night with a bright

bull's-eye light. The deer run to the light. In daytime the stock will feed alongside the track, and as the track is nearly always the highest, stock will run to the highest point to see. If the bank alongside the track is the highest and not steep, they will run up the bank. For there are two things stock will always do when frightened—run to the highest point in the daytime and to the light at night. On the occasion my train was ditched by stock on the track, and a cow on the track has never looked good to me since.

Nearly all stock that is killed are breeders, for the males are nearly always sold for the market. When a cow is killed the loss to the State and people at large is hard to estimate, because a cow will mature and give a calf at three years. Multiply the maturity of any animal by five and that will give the average life of the animal. Thus the average life of a cow is fifteen years, and a cow will average a calf every year. They might be all males, so in killing that cow there would be a loss of the cow and twelve calves. But she would in all likelihood have all heifers, and when her first calf was three years old, it would start a new generation, and every three years another generation, until there would be four generations. When the cow reached the age of fifteen years, if all of her offspring were breeders, there would be 110 head. But as about half are males and half females, there would

be fifty-five. Take ten off that number for unforeseen failures, which would make forty-five, a good average.

The Illinois Central Railroad in Mississippi kills over 6,000 head of stock annually on the 1,822.86 miles, or 3.23 per cent per mile, or 13,821 head of stock on the 4,279.58 miles of railroad in the State of Mississippi. In my opinion there was as much stock killed 20 years ago as now, but there was not much fence on the right-of-way and stock was not as valuable then as now.

As most of the stock killed are breeders, and 20 percent increase would be a small average, the 13,821 killed annually on the railroads in Mississippi, and 20 per cent increase for twenty years, means 625,850 head of stock killed. It is hard to tell the loss to the State and country at large. If they would only make 200 pounds of meat per head, it would amount to 125,170,000 pounds of meat, at ten cents per pound, \$1,251,700.00. The hide it is claimed would make ten pairs of shoes, which would be 6,258,500 pairs; the leather, at \$1.50 per shoe, would be \$9,287,450.00. If twelve head would produce one pound of butter per day, 625,850 would produce 52,154,000 pounds per day, or 19,035,211 pounds of butter per year, which at 30 cents per pound, would be \$5,710,363.30. If they would average one-fourth of a gallon of milk each per day, it would amount to 156,455 gallons per day, or 55,898,725 gallons per year. At 30 cents per gallon, the revenue would be \$16,769,617.00 per year. If all of this stock had matured and gone to the stock yards for the purpose of killing, the blood, bone and floor refuse would be 150 pounds of fertilizer per head, which, at 90 cents per hundred, would be \$84,897.00.

The law requires electric headlights. The brighter the light, the more stock will be killed at night, for, as stated previously, when stock get frightened they run to the light as a moth flies to the candle and gets its wings singed. The person who devises the best means for preventing the killing of stock will be a benefactor, not only to the State

of Mississippi, but to the whole world at large.

This is one way: Keep the stock off the tracks, for the trains have to run to carry the produce to the different markets. Who is to blame? We, the voters of the State of Mississippi! For the politician ascertains what laws the people want passed and he advocates them. If elected, he passes them to insure his re-election.

It is to the interest of 99 per cent of the voters that the killing of stock be stopped, for meat, shoes and butter are twice as high as they were ten or fifteen years ago, and if it is allowed to continue will be again twice as high in the next ten years. So let the voters get busy and let the politicians understand that if they want re-election, they will have to pass stock laws and make it a felony to leave gates open to the railroad right-of-way. Have the Sheriff arrest everyone who leaves a gate open on the right-of-way, for he is guilty of attempted train wrecking and the high cost of meat, butter and milk just the same as one who places an obstruction on the track is guilty of train wrecking. The old saying "Never too late to do good" and "Wilful waste makes woeful want" holds good relative to having stock laws. Are we, the ninety-nine per cent of the voters, going to vote for our good and have laws which will protect the stock, or are we going to let the one per cent have their way and see it killed and endanger the lives of the traveling public and railroad men?

Let us vote for our interest before we see some of our children and grandchildren go barefooted and hungry for meat, butter and milk. Some will say that stock laws will cause a hardship on the farmer to keep their stock up. Any farmer will tell you that ten acres on an average is pasture for every one hundred acres, and he will tell you that it is 90 per cent easier to fence and keep up ten acres and look after his own stock than it is to fence one hundred acres and look after his own stock and other people's.

Belgium in 1911 was the greatest

producing country in the world to the square mile. It had 160 head of cattle per square mile and 47.02 miles of railroad to one hundred square miles of land. Stock laws rigidly enforced, and the danger of stock being killed was almost unheard of. America in 1913 had nineteen head of cattle per square mile, and only 6.92 miles of railroad to one hundred square miles of land, and the amount of stock killed annually can hardly be estimated.

The dairy products of Wisconsin are greater than the output of gold in California, Colorado and Alaska, and dairying enriches the soil. Since 1896 the dairy farms have doubled in value per acre. During that time prices for milk have risen from 81 cents to \$1.68 per one hundred pounds, or more than doubled. The Wisconsin milk and dairy products in 1890 amounted to twenty-one million and in 1910 eighty million. If Mississippi and Louisiana had enacted laws twenty years ago for the protection of stock, see what producing states they would have been—for we have just as good land for dairying and the best climate and water in

the world. I run through parts of Louisiana and Mississippi, and there is just as much stock killed in Louisiana as Mississippi per mile, and the Mississippi railroad mileage is 4279 and the Louisiana Railroad mileage 6897.25. According to track mileage there is more stock killed in Louisiana than in Mississippi.

Some farmers will say that the more stock killed the better prices they will get for what they have. Would it not be better to have two head of stock worth \$45.50 each than to have one of the same grade worth \$55.00 or \$60.00; two pounds of butter worth from 25 to 30 cents per pound than to have one pound worth 35 to 40 cents; and two gallons of milk worth 20 to 25 cents per gallon than to have one gallon worth from 30 to 35 cents, and thus reduce the high cost of living besides? If we, the voters, let this go on for the next 20 years, what will be the loss to the people of Louisiana and Mississippi and the public at large? The Dairy Record shows that the dairy products have more than doubled between 1880 and 1910.

Get a Hump On

By A. L. Chapin, Assistant Electrical Engineer

YOU can't stand still so get a hump on, do something, go somewhere, be somebody. It matters not what you have been, or who your folks are or were, get a-going and keep a-going.

The world don't care a rap what your parents or relatives were or are, it's yourself. Your efforts decide it all. Some of the best men came from humble parentage, some of the greatest crooks and scoundrels came from good old stock.

Don't be a has been or a would be, be an are. But it's better to be a has been for a would be never arrives.

There are lots of men and women, too, for that matter, who fail to realize when they get a position they are expected to "Hit the Ball." Their employer expects some return for his

money. All they can see is quitting time and pay day. Sooner or later the boss gets on to them and does the time check act. Then they howl, "Someone knocking," not getting wise that they did the knocking themselves.

Cut the bunk, quit kidding yourself. The boss knows what you are doing by results, if not by observation. Don't think because you are satisfied with your work that your employer has to be. He may have other ideas that may not coincide with yours. When you work for a man work for him, get a hump on, go and keep a-going. If you can't go, get out of the way of the man who can, for he is going to bump you sure, and the bump usually hurts, so for the "love of Mike," get a hump on and go to it.

An Interesting 12000 Mile Trip on a Buda Section Motor Car by K. M. Houehins



FE B. I left Kansas City on Buda Car No. 19, and was accompanied by Road Master Elliott. This was the first day I ran over the Frisco Lines. We had hoped that the weather would become better before starting on this trip, but it snowed very hard all day and was very cold. Road Master Elliott was extremely well pleased, and expressed his surprise at the performance of Buda Car No. 19 after I had explained to him the mileage made on this car without repairs to same.

On the 2nd we ran from Paola, Kan., to Fort Scott, Kan., and on Feb. 3rd from Fort Scott to Afton, Kan. On this run we bucked a continuous wind, and, considering the wind and snow encountered, made exceptional time. On the 4th, accompanied by Road Master, made trip from Afton to Sapulpa, Kan., the first terminal point at which I was to lay over, and spent two days at this terminal.

My car created quite a little interest among the various bridges and buildings and water works foremen who were at the terminal at this time. On the 6th the Road Master received report of a burning bridge, and I offered to take him out to the bridge, thus making a demonstration of the practicability of the Buda car for a hurry-up trip. Returned to Sapulpa on March 6th, leaving there on the morning of the 8th for Oklahoma City, a distance of 105 miles, which was made in record time.

At Oklahoma City attended a meeting of railway employes on the 9th and 10th

and had car on exhibition both days. On the evening of the 10th ran from Oklahoma City to Lawton. February 11th from Lawton to Clinton via Snyder, Okla. This was a very hard day as there was a driving rain and the track was very slippery.

On the 12th made Clinton to Enid, Okla. From the 12th to the 16th inclusive worked Enid terminals, also made a trip to Avard, Okla., accompanied by Road Master.

On the 16th ran from Enid to Sapulpa, via Tulsa, Okla. On the 17th Sapulpa to Francis. The rain was exceedingly heavy, and, owing to a severe cold, was forced to lay up under the care of a physician until the 21st.

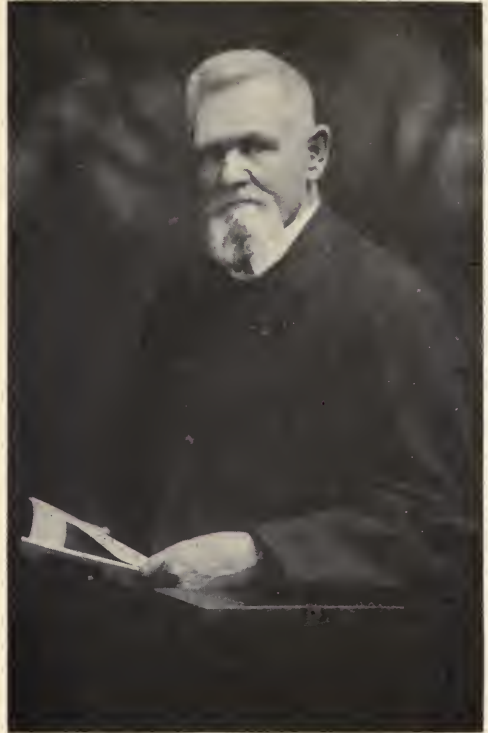
On the 21st and 22nd ran from Francis to Ashdown, Ark. The 23rd was extremely cold. Feb. 24th from Ashdown to Hope, Ark., and returned to Hugo, a distance of 154 miles. From Hugo worked to Fort Smith, Ark., arriving there on the morning of the 28th, commencing work on terminals. This finished up my first month on the Frisco Lines with very best results.

My car worked fine all the time and section men were very much pleased with it. They have very few motor cars on these lines and many were very much interested in courses on gas engines, as they are anxious to have cars of their own, and wanted to know how to operate them. I was called upon to explain at nearly every section the manner in which I handled my car and method of operating same.

Roll of Honor

Extracts from "History of the Illinois Central Railroad Company"

THOMAS F. SHANNON, foreman in charge of the Illinois Central shops at Cherokee, Ia., entered the service of the company at Dubuque, Ia., in September, 1868, as a locomotive fireman. At that time wood was used as fuel, and it was on one of the old wood burners, engine No. 160, in charge of Engineer Moses Arquetti, that he made his first trip between Dubuque and Charles City. He continued in this service for two years, when he was appointed engine dispatcher at Dubuque, and from the latter position was transferred to Ft. Dodge, Ia. For a period of nine months he was in charge of two engine houses at the latter city, running switch engines and moving trains in the yards there. He was then promoted to engineer in the freight service, and worked in the yards at Waterloo and Dubuque for about one year, when he was transferred to the regular road service. His first trip in this branch of the service was made in the spring of 1872, on engine No. 51, passenger train No. 4, from Dubuque to Waterloo. He continued in the freight service until 1883, when by right of seniority he received a regular passenger run between Waterloo and Sioux City. Remaining in that branch of the service until May 1, 1888, he was then promoted to the position of trainmaster at Ft. Dodge, where he served until May 1, 1891, when at his own request he was transferred to Cherokee and took charge of the Sioux Falls and Onawa districts as Trainmaster, holding that position until September 1, 1893, when the office was abolished. He was then assigned to his present position. During the seventeen years that Mr. Shannon served as Engineer, he was remarkably successful, never having had a



THOMAS F. SHANNON.

wreck or collision of any kind, nor so much as being off the track.

He was never dismissed or suspended, a record of which any railroad man might be justly proud. Always disposed to be conservative, he took an active part in the settlement of difficulties between the company and the engineers. He was elected assistant general chairman of the General Grievance Committee of the I. C. system at Centralia, in 1887, which position he occupied during the great strike on the Chicago, Burlington & Quincy road in 1888. Believing that the I. C. was in no way responsible for the trouble which prevailed, he used his efforts in breaking up the boycott against the

latter road, and was eminently successful. Mr. Shannon has taken an active part in politics since 1876. He is a strong republican, and has the faculty of making friends among the prominent men of his party. During the administration of Governor Larrabee he was appointed Special Aid-de-Camp, with the rank of Lieutenant Colonel. At the present time he is being urged by his friends to become a candidate for the legislature, but for business reasons he is obliged to decline. During the fall and winter of 1887 and 1888, Mr. Shannon organized what is known as the legislative board (an organization of railway employes) for the purpose of defeating the two-cent fare bill, and also for the purpose of taking issue with the legislature on other matters pertaining to the interests of railway employes. It was generally conceded that the de-

feat of the two-cent fare bill was due to the influence of this organization.

Mr. Shannon was born in Ireland on January 6, 1845, and with his parents emigrated to America in 1850, settling in Grant county, Wisconsin, from whence in 1856 they removed to Fayette county, Iowa. In 1871 he was married to Miss Annie E. Kirby, in Dubuque, and they have three sons: Kerby E. and Herbert J., both in the employ of the Illinois Central, and George F., who is attending school. In 1863, during the Civil War, Mr. Shannon enlisted as a private in the Ninth Iowa Cavalry, under Col. M. M. Trumbull, and was honorably discharged at Davenport, Ia., in February, 1866. Socially he is connected with Division No. 226, B. of L. E., of Ft. Dodge, and is also a member of the Grand Army of the Republic, at Waterloo, Ia.

Meritorious Service

FAVORABLE entry has been made on the records of the following conductors 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, advise 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.

Suburban Flagman M. J. Schaefer on train No. 125, March 6th, lifted employe's suburban pass account having expired and collected cash fare.

Conductor H. B. Jacks on train No. 2, March 29th, 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 C. T. Harris, on train No. 502, March 1st, lifted expired card

ticket on which passenger admitted having previously secured transportation and collected cash fare.

Conductor W. C. Walkup, on train No. 208, March 5th, and train No. 208, March 27th, declined to honor card tickets account having expired and collected cash fares. Passengers were referred to the Passenger Department for refund on tickets.

Louisiana Division.

Conductor M. Kennedy, on train No. 304, March 15th, declined to honor Sunday excursion ticket account having expired and collected cash fare.

Conductor W. E. McMaster, on train No. 5, March 27th, declined to honor mileage ticket account having expired and collected cash fare.

Conductor E. Moales, on train No. 33, March 27th, lifted employe's trip pass account returning portion being missing. Passengers refused to pay fare and were required to leave the train.

Conductor L. E. Barnes, on train No. 6, March 31st, lifted identification

slip, Form 1572, account passenger not being provided with pass. Passenger refused to pay fare and was required to leave the train.

Memphis Division.

Conductor J. M. Carter, on train No. 12, March 22nd, declined to honor mileage ticket account having expired and collected cash fare.

Conductor H. G. Weber, on train No. 13, March 28th, lifted mileage ticket account being in improper hands and collected cash fare.

New Orleans Division.

Conductor A. L. Williams, on train No. 33, March 2nd, lifted 54-ride individual ticket account having expired and collected cash fare.

Conductor R. E. Cook, on train No. 12, March 5th, lifted identification slip, form 1572, account passenger not being provided with pass. Passenger refused to pay fare and was required to leave the train.

Illinois Division.

Favorable entry has been placed on the service record of Station Helper C. E. Richards of Kemton for discovering and reporting broken brake connecting rod on brake beam which was dragging under I. C. 96243. Car was set out at his station April 8th. This action undoubtedly prevented possible accident.

Favorable entry has been placed on the service record of Brakeman A. H. Dahling for discovering and reporting I. C. 56552 without light weight stencilled on car. Arrangements were made to have car stencilled.

Favorable entry has been placed on the service record of Conductor C. H. Martin, Train 391, April 1st, for discovering and reporting I. C. 21511 improperly stencilled. Arrangements were made to have car restencilled.

Favorable entry has been placed on the service record of Conductor O. H. Norman, train Extra 1631, April 1st for discovering and reporting I. C. 66634 without any light weight stencilled on car. Arrangements were made to have car stencilled.

Favorable entry has been placed on the service record of Conductor J. E.

Skibbe, train 93, April 8th, and discovering and reporting I. G. N. 4883 without any light weight stencilled on car. Arrangements were made to have car stencilled.

Favorable entry has been placed on the service record of Conductor L. N. Turpin, train 73, April 10th, for discovering and reporting I. C. 37715 improperly stencilled. Arrangements were made to have correction made.

Favorable entry has been placed on the service record of Conductor M. C. Shugrue, Extra 1668, April 23rd, for discovering and reporting I. C. 59357 with no light weight stencilled on same. Arrangements were made to have car stencilled.

Favorable entry has been placed on the service record of Conductor J. P. Leuck, for discovering and reporting I. C. 92282 with no light weight stencilled on same. Arrangements were made to have car stencilled.

Favorable entry has been placed on the service record of Night Operator R. V. Devenouges, at Manteno, for discovering and reporting brake beam down on I. C. 85997 in Extra 1645 North, April 11th, thereby preventing possible accident.

Favorable entry has been placed on the service record of Agent T. Ryerson of Pontiac for discovering I. C. 97388 on fire April 4th, and taking necessary action with the assistance of section men to extinguish same, thereby preventing loss to the company.

Favorable entry has been placed on the service records of Conductor G. F. Coffing, Brakeman H. E. Taylor, Brakeman H. Fitzpatrick, Engineer J. Tyrell and Fireman C. H. Weaver for discovering and extinguishing fire on bridge E-68-6 April 5th.

Favorable entry has been placed on the service record of Conductor E. M. Winslow, train 93, for action taken in preventing fire spreading to other cars which were stored in the old yard when car I. C. 54262 was destroyed.

Favorable entry has been placed on the service records of Foreman Welk and Switchman Clark for action taken

when they discovered Edward L. Brown had broken into Soo Line car 27790, April 22nd.

Springfield Division.

Favorable mention has been placed upon the efficiency record of Conductor C. S. Steger for his close observance and prompt action in securing a correction when he observed an empty oil barrel which was wrongly billed.

Favorable mention has been placed upon the efficiency record of Brakeman E. D. Staley for discovering and promptly reporting a broken rail thereby preventing possible accident.

Indiana Division.

Conductor A. R. Patterson has been given credit for discovering a car bearing two different numbers and making a prompt report so that the car could be restencilled.

A favorable entry has been made on the efficiency record of Conductor I. B. Morgan, for discovering a car in his train with incorrect light weight stencilled on same and making prompt report so that car could be restencilled.

Conductor C. E. Goff has been given credit for discovering a broken rail in main track and making a report at once, thus avoiding a possible accident.

Train Baggage-man C. E. Christoph has been given credit for efficiency service in clearing track which was blocked by a slide in a cut.

A favorable entry has been made on the efficiency record of section foremen Marquis Baker and John Sparks, for very efficient service in removing slide which had blocked the track in a cut.

Favorable entry has been made on the efficiency record of Section Foreman Keller Long, for discovering a car leaking grain in a passing train and flagging the train, thus avoiding loss to the company.

Favorable mention has been placed on efficiency record of Brakeman C. E. Earlywine, for discovering and reporting broken rail on Hill track at Newton, April 6th, train 396, thereby preventing possible accident.

Favorable mention has been placed

on efficiency record of Brakeman J. W. Curtis, for discovering and reporting I. C. 124809 poles on hill track at Newton with chipped flange on east wheel of south pair of wheels, April 6th, train 396.

Wisconsin Division.

Favorable entry has been made on efficiency record of Engineer L. Courtney for discovering pile of ties afire, immediately extinguishing same with several buckets of water, this occurrence taking place while Engineer Courtney was laying off.

Favorable entry has been made upon efficiency record of Agent A. Myers, Baileyville, for observing brake beam dragging under train and immediately attracting attention of train crew who stopped train and removed the brake beam, thereby eliminating the possibility of an accident.

Favorable entry has been made upon the efficiency record of H. E. Kiester, operator, East Junction, for observing broken arch bar under car of coal in train Extra, 1544, North, 8:10 A. M., March 24th, immediately signaling trainmen, who stopped train and set car out before any damage was done.

Favorable entry has been made upon the efficiency record of Engine Foreman H. J. Reynolds and Engineer J. F. Crowley, La Salle, for finding broken rail—north of north siding switch, La Salle, March 12th, leaving flagman to protect same while section men were called, also for assisting section men in changing out broken rail, thereby saving considerable delay to two passenger trains.

Minnesota Division.

Favorable entry has been placed on the service record of Conductor Schiel, train 71, April 24th, for discovering sand board down on S. R. L. 10029 passing at Julien. Operator at Peosta was notified who stopped the train and had car set out, thereby preventing possible accident.

Favorable entry has been made on the service record of Engineer M. Scroggy for discovering and extin-

guishing fire on roof of I. C. 33770, April 14th.

Favorable entry has been placed on the service record of Engineer W. A. Titus, for discovering brake beam dragging under I. & M. car 1201 April 17th in train 1/53 when that train passed his train at Apple River. Train was flagged and brake beam was removed, thereby preventing possible accident.

Tennessee Division.

Suitable entry was made on the efficiency record of Section Foreman J. L. Shelby, who discovered fire in a box car in the yards March 3rd, and extinguished the same, thereby preventing damage to Company's property.

On March 13th, Operator C. C. Connett, at Woodstock, while enroute to work discovered a brake beam wedged in guard rail and immediately notified the section foreman so that the beam could be removed. Suitable entry was made on Operator Connett's record.

On March 3rd, Conductor M. E. Weddle, discovered that he had in his train a loaded car which had been listed to him by the Terminal as an empty. Conductor Weddle notified the Chief Dispatcher and arrangements were made to locate the W/B for the load.

Suitable entry was made on Mr. Weddle's record.

Memphis Division.

Favorable entry has been placed on the service record of Flagman T. C. Conn for discovering I. C. 131578 at Lexington improperly stencilled. Arrangements were made to have correction made.

Favorable entry has been placed on the service record of Supervisor S. W. Kimball while at Stover, Miss., for discovering and reporting brake beam down on car Extra 685. Train was stopped and brake beam was removed, thereby preventing possible accident.

Favorable entry has been placed on the service record of Conductor C. T. Sloope at Philipps, Miss., April 13th, for discovering brake beam dragging under car in train 372. Train was stopped and brake beam was removed, thereby preventing possible accident.

Favorable entry has been placed on the service record of laborer Matt Wheatley on B. & B. gang for discovering brake beam dragging on Frisco 47418 in train 373 at Swan Lake. Train was stopped and brake beam was removed, thereby preventing possible accident.

Division News

Illinois Division, S. Water St. Station.

Alderman John Seator, of the Chicago Bureau, was in Springfield Thursday in the interest of Homewood and Miller's.

Frank Lawler of the Claim Department has returned from a two weeks' fishing trip in Arkansas.

Miss Bessie Novak, of In Freight Department, is taking a course in English at Lewis Institute.

Miss Margaret Haas, of In Freight Department, was entertained at a dinner party at the home of Miss Mae de Brule, April 30.

Young Willie Cashion has started the fashion of eating ice cream for lunch. So he ate just one quart to get a good start, but the next day he was short from the bunch.

The Misses Harriet Kerr and Angela O'Brien spent April 24 and 25 in Rockford, Ill., visiting Miss Kerr's relatives.

Harley Tucker was absent a couple of days owing to the fact that Harley is a poor catcher behind the bat.

Joe Loadell, alias "Long Joe," or Daddy Longlegs, received a shipment from Rochester, N. Y. We want to thank Joe for routing this shipment via I. C.

If the manager of the Metropolitan Opera Company could hear Frank Hayes warble "There's a Little Spark of Love Still Burning," we would lose a good clerk, and they would gain a melodious tenor.

Miss Violet Pugh, of the Claim Department, took a trip to Liberty, Ia..

April 10 to 13 to attend the funeral of a relative.

Bill Walsh, the draft clerk, was seen going down Michigan Avenue last Sunday in his Flivver car. Bill always chews Spearmint gum in case his car gets a puncture so that he will be able to patch it up.

Bill's father is deputy warden at Joliet State penitentiary.

Walter Sheehan, of Account Department, is saving up all his money. We were tipped off that Walt is going to be married soon.

Mr. Walter Berg met with an accident to his foot while helping unload an automobile at Pier Team track April 30. Mr. Berg has our sympathy.

C. W. Jayne is going to be married in September.

John G. Sullivan is the proud father of a dear little baby girl.

John Dolan has just returned from a hunting trip. He evidently enjoyed his spring vacation.

Jeremiah Casey appears to be in good standing with Mr. Taylor. Jerry got a new chair the first of the month.



MASCOT OF THE I. C. SAFETY FIRST
BASEBALL CLUB, FORDHAM, ILL.

We hear on good authority that Edwin Forrest, C. C., will shortly become a Benedict.

James Buster was entertained at the home of Joe McMahon, of Bridgeport, May 1.

Congratulations, Mr. Frank Foley, on your new son.

ILLINOIS DIVISION.

When a man in our service, and by the way one who has been connected with the railroad for many years, can find the time and inclination, after spending his eight hours or more at his desk every day, to quietly adopt the role of a successful Thespian and get away with it, all the world should know about it even if he is modest. The guilty one who has been working in the dark in this manner and who subjected himself to receiving his "Baptismal Fire" of eggs, beets and cabbages (not shot and shell) was none less than Mr. Louis Lee Purvis, Import Clerk in the office of our Export & Import Department at Chicago.

The Playgoers' Club, of which Mr. Purvis is Secretary, recently gave an amateur performance at the Central Music Hall and we can do Mr. Purvis no higher praise than quote the following article written by the "Dramatic Critic" of "The Scoop" (Official House Organ of the Press Club of Chicago):

ARTICLE.

"After Louis signs up with Daniel Frohman or the Essanay Motion Picture Company he promises to remember that as a railroad man he traveled deadhead and assures his railroad friends that free tickets to the show will be delivered as long as the pass book holds out."

HERE EMERGES A NEW ACTOR.

Saturday evening of last week The Playgoers' Club, which is related to the Press Club by interlocking memberships, presented three short plays to a large audience in Central Music Hall. They were The Dark Lady of The Sonnets, written by George Bernard Shaw; The Twelve Pound Look, by J. M.

Barrie; and *On Bail*, by George Middleton.

Bernard Shaw occasionally has a burst of sanity, during which and previous to resuming his favorite sport of spraying offensive odors upon all creation, he writes heavenly stuff. The *Dark Lady* of the *Sonnets* is the product of one of those too infrequent intervals.

The *Twelve Pound Look* has been made familiar by Ethel Barrymore.

Nothing new was offered by either of these pieces. The painfully disregarded fact that no work of such high quality should be obscured by amateur acting is not new. Nor is there novelty in the other fact that comparison (which is not criticism but cannot be suppressed) between the work of highly trained artists and private individuals of no training whatever is lacerating alike, though in reverse modes, to those on both sides the curtain line. In so far, there is little to be said of the first and second numbers in that program.

But in the third came an awakening surprise. *On Bail* has a sordid theme but well written lines. Its author is new to the work, obviously; but if this is his first attempt and if he follows it up, he may go far. The wonder lay in the acting.

There are only three characters—a mother, father, and son. The mother was impersonated by Miss Bess M. Barber; the father by Louis Lee Purvis; and the son by Clarence O. Bée. Better acting than they did is not offered in any theater, or by any artist. It was amazing. It thrust power and elemental feeling into a weak situation, and carried the story through with a sweep and intensity so direct that even hardened playgoers once or twice forgot they were looking upon an acted scene, it seemed so real. Mr. Purvis is said never to have appeared on any stage before. If this is true, it is hard to understand, for his performance was a flawless and vivid bit of characterization, the sort of thing that burns itself into the memory and will not be for-

gotten. How he hit upon it nobody knows—possibly not even himself. But the shriveled, inconsequent, shabby figure, with its weak face and dragging step, its mean mind and high soul, its wretched weakness and its final rise to purely tragic abnegation, rang the whole range of feeling in the spectators, from laughter at the first glance to suspense and then prolonged applause after a simple yet dramatic last exit. If this act with those same performers were given a chance in vaudeville, the big time would be theirs at once. It is precisely the sort of thing most needed now in that department of the show business. The *Playgoers' Club* has probably rendered the public a valuable service in bringing it forward.

The house bill Saturday said the script had been published by Henry Holt and Company under the title, *Tradition and Other One Act Plays*. That doesn't matter. The acting touched closely on the supreme.

Iowa Division.

Five new Mikado engines were received for this division.

Assistant Chief Clerk A. V. Downing has returned after a week's trip to Milwaukee.

W. E. Ausman has been appointed Trainmaster over Cherokee, Sioux Falls and Onawa Districts; C. G. Anderson, trick dispatcher, has been promoted to chief; C. F. Geyer, operator at Fort Dodge, goes to Cherokee as dispatcher; R. W. Quante, operator at Cedar Falls, takes place vacated by Mr. Geyer.

Mr. L. G. Chase, employed in the accounts office, was married on April 21. The following clipping from the *Fort Dodge Messenger* gives in detail an account of the affair:

RANK-CHASE WEDDING.—The marriage of Miss Julia Rank, daughter of Mrs. Anton Rank, and Leonard Chase took place this morning at eight-thirty, at Corpus Christi Church. The ceremony was performed by Monsignor J. T. Saunders in the presence of

a number of friends. As the bridal party entered the church Miss Kittie Condon played Mendelssohn's Wedding March, with violin obligato by Carl Quist. Just preceding this Mrs. Frank Frost sang in her beautiful soprano voice, "Oh Promise Me," and at the offertory of the nuptial mass she sang *Ave Maria*, with violin accompaniment. The bride looked beautiful in her gown of white crepe de chine with pearl trimmings. The waist was almost entirely of Duchesse lace and the long veil was fastened to the head by a wreath of orange blossoms. She carried a bouquet of lilies of the valley. Miss Evonne Lynch as bridesmaid wore a Nile green pussy willow taffeta dress. She carried pink roses. A lace cap with touches of pink roses was a pretty completion of her attractive toilet. Edward Dwyer, cousin of the bride, of Chicago, was the best man. After the ceremony a wedding breakfast was served at the home of Mrs. Rank on north Tenth street. Places were laid for twenty-five including the immediate relatives and a few friends. The bridal party was served in the dining room at one long table. From the beautiful inverted green chandelier in the center of the table were stretched ropes of smilax to each end. A large basket of green and white carnations centered the table and place cards, hand painted white wedding bells, completed the color scheme. In the menu the color scheme of green and white was cleverly carried out in the candles and other accessories. While the breakfast was being served by the Misses Marcia Fox, Anna Kinney, Anna Reardon and Helen Gilleas and Mrs. Frank Frost, Quist's orchestra played many beautiful selections. Mr. and Mrs. Chase left on the noon train for Chicago. Mrs. Chase wore as a going away gown a Belgian blue tailored suit with hat to match. They were accompanied to the station by the merry wedding party, much rice and many balloons. After a week's visit they will return to Fort Dodge and make their home with Mrs. Rank. Both the young

people are well known in the city and the many prenuptials planned in their honor and the beautiful gifts testified to their popularity. Mr. Chase is employed at the Illinois Central railroad offices in a responsible position. Clarence Rank, of Kansas City, brother of the bride, and Edward Dwyer, of Chicago, were out of town guests present. Among the telegrams of congratulation received just after the ceremony were those from Mr. and Mrs. William Rank of El Paso, Tex., and from C. E. Matthews, J. P. McGuire and H. F. Corrigan, of Kansas City. An honored guest at this affair and whose presence seemed a benediction was "Grandma" Jenkins, who though rapidly approaching her one hundred and second birthday, was able to enjoy every detail of the party and of the wedding breakfast from grapefruit to dessert. Particularly happy was it that this aged woman could attend a wedding today for distance forced her absence from the wedding of her great great grandson, which also takes place today in Cleveland, Ohio.

Wisconsin Division.

On account of Parkway station being abandoned as telegraph, train order and register station, effective 12:01 p. m., March 31, Agent C. G. Chandler transferred to Burlington, relieving Agent W. F. Blum, who transferred to Munger; J. F. Eichman, agent at Munger, transferring to C. G. W. crossing as third trick lever man. The second trick operator, N. F. Shipper, transferred from Parkway to Seward as night operator. The third trick operator, B. Himwitz, transferred from Parkway to C. G. W. crossing as second trick lever man.

George Tree has accepted position as supervisor's clerk, Freeport, succeeding Arthur Franz, who has accepted a position at Springfield in the state capitol.

Mr. J. F. Porterfield, general superintendent of transportation, passed over the Wisconsin Division in his of-

fice car, train No. 27, April 19, on an inspection tour of western lines.

R. L. Lorden and family spent Sunday with his folks at Rantoul.

H. J. Weischar, chief time keeper, has just returned to work after being away on a leave of absence for two weeks.

E. H. Pfile, assistant time keeper, has returned to work after being away on a several months' leave of absence. Clarence Haller, who was relieving Mr. Pfile, has accepted a traveling position with the O-Zell Company.

Mr. A. E. Clift, general superintendent, passed over the Freeport and Amboy districts in his office car on April 22. He was accompanied by Mr. P. Laden, district engineer.

A disinfecting train was started out of Freeport on April 22, for the purpose of cleaning and disinfecting all stock yards on the Wisconsin Division in Illinois.

Minnesota Division.

MAY FIRST is CLEAN UP DAY on the Minnesota Division pursuant to an ancient custom. Everyone gets busy with shovel and hoe, broom and rake, water and suds, and like the Sapolio Spotless Town, endeavor to make the Minnesota Division shine as the "Spotless Division." Lessees are co-operating with us more than ever before and the general orders for the day end up with "SWAT THAT FLY."

May Day is also moving day. Agent Runge at Albert Lea is all puffed up about his new depot. It sure is a dandy and quite the nicest on the District. Mr. Davis at Masonville is wearing one of the "Teddy Roosevelt Delighted" smiles—he has just moved into his brand new station, which after being in box car quarters for a year, comes as a welcome relief.

Uncle Sam seems to be keeping his eye on the Minnesota Division continually. When he can't cop our Superintendent to run his little line down Panama way, he tries to be satisfied by taking the Superintendent's secretaries. Joe McNiell is now in the bug killing

department at Washington, D. C. The first of April his successor, Jack Palmer, of baseball renown, enlisted in the Internal Revenue Service; "Stenotype Dick" Smith, Palmer's successor, has fallen under the stern gaze of Uncle Samuel and he had best look out or he will be caught like his predecessor. The question now arises—How many secretaries it will take to satisfy Uncle Sam's desire for one Superintendent?

"Pa" Coates, our Assistant Engineer, is happy. Georgie (Dear) Hill and "WOW" W. O. Walker, his instrument man and rodman, are back home again. The former was borrowed by the Indiana Division for a period of sixty days and has returned him all O. K., except perhaps for a bad case of "feminitis" and another invention or so. "WOW" comes back to the division after spending a semester at DePaw University.

Agent O. W. Reid, of Peosta, has decided to play the heroic role of Lochinvar and goes to Winthrop, the first of May to take unto himself a wife.

Accountant Keith Crowther, of the Master Mechanic's Office at Waterloo, is getting powerfully anxious to get that bungalow of his completed before the first of June. Keith surely don't intend to live in it alone and the chances are that the nearest relative he would ask to do so would be a wife.

The Terpsichorean Art has struck Operator A. J. Donahue, of South Junction, and Bill Heckmann, our Assistant Chief Clerk, with a vengeance. Al and Brother Bill are in the Elks Minstrels and are to trip the light fantastic behind the foot lights at an early date. It is needless to say "Bald Head" row will have a large representation from the I. C.

"Cap" Riley, "Hun" Elliot and Joe Schmidt, all of the Superintendent's office, still have the bowling fever and are winding up the season by rolling in a Dubuque City Tournament. If they show up in the same form as when they rolled against the Master Mechanic's Office Team, we look for them to be

somewhere near the head of the list.

As Conductor T. M. Joyce came down the aisle on Train No. 28 the other morning he was informed by a small voice: "This is my birthday," and on asking the little one how old she was, "Five" came the answer. Mr. Joyce turned to the mother and remarked: "Madame, you should have bought a ticket for this child before getting on this train. You know you must pay half fare for her now she is five years old." "Yes, I know it, but, Conductor, I didn't. She won't be five until 9:20 this evening."

St. Louis Division

The St. Louis Division office boys have organized a baseball nine and are already negotiating for games with several other railroad teams. Through this medium we hope to get in touch with similar organizations and we invite anyone who may be interested to write Mr. Parker Chastaine, Manager St. Louis Division Baseball Team, Carbondale.

A great deal of pleasure and physical benefit has already been experienced from the exercise derived through training, and we anticipate several interesting games during the spring and summer months.

Road Supervisor B. Gilleas was called to Ackley, Iowa, Sunday, March 28th, on account of the death of his sister.

Mr. F. E. Hilton of the Superintendent's office was in St. Louis, Sunday afternoon, April 4th.

Flagman J. E. Barrett is visiting in Chicago for a few days.

Effective April 6th, Mr. G. E. Walkup resigned his position as stenographer in the Superintendent's office and has accepted position with the Ayer & Lord Tie Company at Carbondale. Mr. Walkup's position was filled by Asst. Accountant B. Chilton, and Mr. Chilton being succeeded by Mr. A. C. Brandt of St. Louis.

Roadmaster W. C. Costiegan of Chicago was shaking hands with Carbondale friends, April 16th.

Mr. A. G. Moody of the Superintendent's office has returned after a short visit with relatives in Hazel, Ky.

Dispatcher S. A. Snyder and Train Caller D. K. Biggs went to Hallidayboro on a short fishing trip, Tuesday, April 20th.

Vicksburg Division.

President's Special was run from Vicksburg to Memphis via Cleveland and Riverside Districts Saturday, April 17, in charge of Conductor Clark and Engineer Clark, the same being handled by Engine 2044. General Superintendent Egan and Superintendent Dubbs accompanied Mr. Markham on this trip.

"Dutchman" C. E. Schmidt, who has been working as clerk in Supervisors Maynor and Shropshire's offices for the past several months, has resigned on account of his sister being in poor health. Mr. Schmidt left for his home at Abita Springs, La., several days ago. All who know "Schmitty" regretted to see him leave.

Chief Clerk Mr. Seymour Simmons took unto himself a wife on the evening of April 14. Miss Carrie Sternberger was the fortunate young lady, whose home was at Brownsville, Tenn. Mr. Simmons and wife left immediately after the ceremony was said for an extended trip to Denver, Manitou, Salt Lake City and other points of interest in the West. This young couple has the best wishes of their many friends.

Mr. C. Bourgeois is Acting Chief Clerk in the absence of Mr. Simmons, and everything seems to be handled in "apple pie order."

It is noted that Ticket Agent G. A. Hopkins has been wearing a smile that won't come off, which is due to the arrival of a bouncing baby girl.

Flagman J. C. Davis relieved Flagman W. S. Ford on trains 35-36, Mr. Davis being relieved a few days previous on trains 38-45 by Senior Flagman G. P. Lane.

Flagman O. H. Thornell has been assigned as baggageman on trains 111-

114, relieving Baggage-man J. O. Reed, who we understand will fight the extra board."

Flagman W. E. Hardin went "court-ning" at Cleveland for a couple of days during the early part of April in the J. W. Bishop case.

"Smiling Zebb" (Conductor Clarke) is now doing the extra passenger work, succeeding Conductor Ed Clay, who took charge of Local 92-93.

Traveling Freight Agent P. A. Sights spent a couple of days in Greenville in behalf of the Company latter part of April.

Flagman "Jimmie" Resor has severed connection with the Company. Jimmie says he expects to go out in California to make his home.

Brakeman Geo. Shelby returned to work after being off for several days for rest and recuperation.

Engineer Cary Jones returned to work on 111-114 after being off this run for about twelve months. Engineer Jones relieved Engineer B. E. Ament.

Engineer E. F. Hatchett has a broader smile on his face than usual on account of a slight change in his run, increasing his pay approximately twenty-five cents per day. Hatchett says "every little bit helps."

Engineer Clem Wade has returned to work on his run, trains 197-198, after a few days of illness.

A very enthusiastic Safety and Staff Meeting was held in Superintendent Dubbs' office April 21. A large attendance was on hand.

Effective April 20, Mr. J. M. Beardsley is appointed Instrumentman on the Vicksburg Division, on account of work in connection with ballasting on the Riverside District.

Gravel Inspector P. R. Henderson visited home folks at Lebanon, Ind., for a few days, while the gravel plant was out of commission.

Chainman W. O. Walker, who has been promoted as Rodman, has just left for Dubuque, Ia., where his headquarters will be. Although Mr. Walker was only on the Vicksburg Divi-

sion for a few days, he made many friends on his short stay. Mr. Walker was relieved by Mr. J. W. McCafferty.

Springfield Division.

Mrs. J. T. Patterson, wife of Boiler-maker Handyman, will visit in Evansville, Ind.

Mrs. A. W. Fleming, wife of car repairer, will visit in LaSalle, Ill.

Mr. J. A. Briley, machinist, will visit friends in Nashville, Tenn.

Mr. Wm. F. Stern, clerk in the master mechanic's office, has returned after a short visit with friends in New Orleans, La.

Mr. C. L. Day, timekeeper in the master mechanic's office, has returned to work after a ten-day vacation.

Mr. Raymond T. Ohley, machinist, was called to his home in Detroit, Mich., due to the serious illness of his mother.

Mr. Fred Labissonniere, machinist, was called to his home in McKeever, Mich., due to the serious illness of his mother.

Mr. W. F. Menefee, wrecking foreman, is visiting in Hot Springs, Ark., for the benefit of his health.

Mr. Herbert Rahn, machinist, is visiting in Hot Springs, Ark., for the benefit of his health.

Mr. Elmer Cobb, car repairer, was called to his home in Storm Lake, Ia., due to the illness of a relative.

Mr. E. J. Robbins and wife, machine shop foreman, have returned after a visit in New Orleans, La., and Pensacola, Fla.

Mr. F. B. Mason, Assistant accountant in the master mechanic's office, and wife, will spend ten days in New Orleans, La., and Pensacola, Fla.

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Conductor M. J. Kennedy has just returned from Excelsior Springs, Mo., where he spent two weeks for the benefit of his health.

Brakeman F. F. McMahon has taken an extended leave of absence, and has been visiting the past month with friends and relatives in Rogers, Ark. On his return to Clinton, he expects to take a trip to Livingston, Mont.

Brakeman R. H. Watts has returned from a trip to Galveston, Texas. "Raz" intended to stay about thirty days, but returned after an absence of ten days.

L. R. Carpenter, one of our oldest passenger conductors, who was recently placed on the pension roll, was in Clinton on April 7th, calling on the office employees. Mr. and Mrs. Carpenter have just returned from a three months' trip to Florida. "Uncle Lew," as he is called by the boys, says he would not trade places with John D.; that he is certainly enjoying life. Upon his return from Florida he was presented with a very nice chain and charm as a token of the high esteem in which he was held by his fellow employees. Mr. Carpenter has been a resident of Springfield, Ill., for a good many years, but since being retired has decided to locate in Lima, O., where he owns his home.

J. P. Gossett, the veteran passenger conductor of the Havana line, has been granted a sixty days layoff, which will be spent in Hot Springs, Ark., for the benefit of his health. Conductor Gossett is one of our steady workers, and it is very seldom he asks to be relieved from duty.

Conductor J. P. Donegan is the proud possessor of a new Ford automobile. On his lay-over days he is kept very busy learning to run it.

Brakeman William Hunter has been granted a leave of absence, and he has gone to his home in Potts Camp, Miss., where he expects to farm this summer.

Kirkley Groves, who has been employed as day train caller for the past several years, has been promoted to

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day yard clerk. Albert Skinner is our new caller.

Mr. W. H. Lee, machinist, will visit in Altoona, Pa.

Mr. James Pate, machinist handyman, will visit in Jackson, Tenn.

Mr. C. N. Coons, machinist handyman, will visit in Memphis, Tenn.

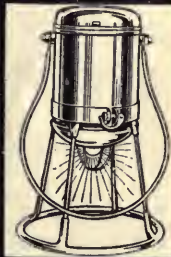
Mr. J. L. Klapp, engineer, and wife, will visit in Hot Springs, S. D.

Mr. D. T. Hess, foreman, and wife, will visit in Memphis, Tenn.

Mrs. J. C. Fish, stenographer in the master mechanic's office, will visit in Clinton, Ky.

Mr. Steve Turk, machinist, will visit in Billings and Glendive, Mont.

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Mrs. Ida Deming, mother of machinist apprentice, will visit in Leeper, Mo.

Mrs. G. L. Seigman, wife of Engineer Seigman, will visit in Jacksonville, Fla.

Mr. Edward Ellis, piecework checker, will visit friends in Milwaukee, Wis.

Mr. Victor Hines, car repairer, has returned after a week's visit with relatives in Memphis, Tenn.

J. R. Lessel, instrumentman, spent a week-end during the month with relatives in Perry, Ia. Mr. Lessel reports a very pleasant visit.

Section Foreman Charles McKinney, formerly located at Chestnut, has recently been transferred to Clinton to take charge of a section.

Work has been resumed on the automatic block signals which are being installed between Marine and Glen Carbon, on the Springfield district of

the Springfield division. Owing to the curvature on this piece of track, it was considered necessary that block signals be installed, and the work is being rushed to completion. Signal Foreman C. F. Weld states that the work is progressing even more rapidly than he had hoped, and before long the long "drags" to and from St. Louis will be protected by the latest electric signals between those two points.

Section Foreman Cal Johnson, in charge of Section A-11, has recently purchased a "Casey Jones" gas engine to attach to the lever car now propelled by man power. This engine will greatly lessen the unnecessary work of the men, and therefore increase the efficiency of the gang. Besides, it is a pleasure to ride home at night on a car which requires no effort to propel.

The general office force at Clinton having felt the spirit of spring in their hearts, met and organized a baseball team in order to satisfy to some extent this yearly spirit. Rodman H. D. Walker was elected captain; Assistant Accountant Sid. Warrick was elected manager, and Kemler, dispatcher's clerk, was elected secretary of the organization. With the liberal financial aid of the baseball fans interested in the team, the running expenses were easily taken care of, and now the manager is ready to consider challenges from similar organizations with whom it might be possible to arrange a game.

Louisiana Division

"Commercial Indoor Baseball League"

Standing of Teams

Name	Played	Won	Lost	Per Cent.
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Ramsey & Danziger.	2	2	0	1,000
E. G. Awcock Co. . .	2	1	1	500
Wm. Frantz & Co. . .	2	1	1	500
A. Vitter & Co. . . .	3	1	2	333
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On April 12th, at the Y. M. C. A. Gymnasium, New Orleans, the Commercial Indoor Base Ball League was formally opened. This league is composed of teams representing the different commercial houses in New Orleans, and the players consist of employes of each firm represented.

The Illinois Central Team, which is composed of boys picked from the different offices of the I. C. Terminals, in New Orleans, now leads the League having won both games played by them. In these games no runs have been scored against them, and only five hits have been secured against their pitchers. Four more games will have to be played to decide the championship, and the prospects are bright for the Illinois Central Team to win without losing a game.

The following compose the team: Clarence G. Goebel, manager, J. Milton May, captain, J. Bosch, B. Berckes, F. Lange, J. Gus. Elstrott, L. Henry, W. Riley, E. A. McGuinness, L. E. Poe, Ed. Roberts, C. Reynolds, V. Marchesi, H. Ruth, George Kaulp, J. Gardiner, J. Millen, J. Dominguez, H. McFaul, J. Camarata and G. Gaupp.

On Saturday, May 8th, 1915, the Transportation Base Ball League will be formally opened at Holy Cross Park, New Orleans, La.

This League is composed of teams representing the various railroads operating into New Orleans, and consists of the following: Illinois Central, United Fruit Co., Queen & Crescent, and M. L. & T. R. R. & S. S. Co.

The following comprise the officers of the League:

S. L. Ferry (M. L. & T. R. R.), President; R. Garrot (United F. Co.), Vice President; J. Milton May (I. C. R. R.), Secretary; J. Brinkmann (Q. & C. R. R.), Treasurer.

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semi-pro ball players in New Orleans.

The various departments have all organized Base Ball Teams and inter-department games are a regular weekly occurrence.

The Local Office Team defeated the fast Gulf Refining Co. boys, on Saturday, April 10th, at Holy Cross Park by a score of 12 to 18.

The Railroaders did some hitting, securing two home runs, one triple, three two baggers, and a couple of singles.

The slogan of the local office team is: "Kop the Kup", in the Transportation League.

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VOL.3

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This year our double-header will
pull out about the first of June. Keep
that date in mind. From where we
sit in the cab there is a mighty fine
stretch of track ahead and we have
enough steam up to make a record
run.

We have been planning this sale for
months. There is a string of bargains
in it as long as a freight train. It is
better for reduced rates than any ex-
cursion ever run. It will be your op-
portunity of the season to get the
most for your dollars.

It is full of things that you need
every day—all at reduced rates.

Don't miss this great double-header.
If you don't get your copy of our
Mid-Summer sale right on time enter
a complaint to us. We will make up
any lost time by getting the book to
you in a hurry.

All aboard for the Mid-Summer Sale!

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Write to the House Nearest You

P. S. Don't forget that our big General
Catalogue is making its regular runs and
carries about everything that you need.
The prices are as attractive as the two-
cent-a-mile rate is to a traveling man.



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No. 12

The Story of the Illinois Central Lines during the Civil Conflict 1861-5

General McClellan

“LITTLE MAC,” his friends pet-named him.

Others not friendly put the accent on Little.

It requires something more than ability to carry the handicap of a diminutive pet name to ultimate national success.

Too many carping critics said that “Little Mac” took himself too seriously to take the Republican Party—and so he was not alloyed to take Richmond, as he could; and then take the White House, as he would.

He lacked at least one necessary qualification required in the needed “Man-on-Horseback.” But he did not know in time that he was being played as a mere “Knight”—one of the “lesser-greater men” in a politico-military game of chess much more important than “Taking Richmond,” a delayed incident; and so in due time, according to the rules of the game, the knight, having served its purpose, was duly “sacrificed,” and then the game was pushed on to “the brutal check-mate.”

Too late he realized that from the date

of his Major-General’s commission, in 1861, he was at war within his own politico-military environment with foes more subtle as well as more subtle—more powerful than any or all those south of the Mason and Dixon’s Line.

Without some such working hypothesis, the often blind-trail of his destiny is difficult to follow; but with such a guide its progressions and retrogressions easily lead up to the place where there seemed nothing more for his recording angel to write—except the final “IT MIGHT HAVE BEEN.”

The third day of the month of December is the day of the year “number 337,” and the sum of those three digits is 13. The close of that day marks the crossing from the 12th into the 13th Lunar month of 28 days each, completing the solar year. From time immemorial sailors of certain countries have celebrated on December 3, with ancient pagan rites and barbarous ceremonies, “The Crossing the Line”—perhaps as some phase of Neptune worship. In some localities sundry disagreeable pranks are played on

the Captain, which under other conditions would amount to mutiny, and cause the perpetrators to be taken to port in irons, if indeed they were not compelled to "walk the plank." Well for the captain who submits gracefully, and ends it all with a generous treat to the jackies who insist on their ancient rights to practice strange rites whose origin is lost in the unrecorded past. On Sunday, the 3rd day of December A. D., 1826, George Brinton McClellan crossed the line from the unknown to the known, beginning his strangely eventful career that more than once would take him through peace into war, and through war into peace again, by devious and complex ways.

It began at Philadelphia, the city of "Brotherly Love"—a fitting birth-place, for the best loved leader of all who commanded the Grand Army of the Potomac; and who was also, perhaps, the most idolized leader by the Union soldiers at large, of all commanders of the Boys in Blue.

He was a queer combination of aristocrat and democrat—either of whom may be an autocrat, which George Brinton McClellan certainly was.

The old astrologers were good readers of character, however indifferently they read the stars. In their lingo they would have said he was "A Child of Sagittarius. The Centaur Bowman, to whose intelligence, skill and courage was added an initiative and a will-power which would not brook control."

Perhaps they might have even ventured to say further that "if this born leader had been dictator as well as general-in-chief, the Civil War would hardly have lasted through its second summer." Who knows!

He was the second son of Dr. George McClellan, M. D., of Philadelphia, and his wife, Elizabeth Brinton McClellan. He was of old Scotch blood, and his ancestors had lived in New England many generations.

At Woodstock, Connecticut, three noble elms were planted by his great-grandmother, Mrs. McClellan, in honor and remembrance of her husband, Captain McClellan, who went safely through

the Battle of Bunker Hill; and probably saw Warren fall, and other things happen on that famous little mound where a grateful country has erected one of the few splendid monuments that commemorate defeat. General McClellan never saw those historic elms till he was visiting the old home place in the summer of 1884. While at camp on the James River Tuesday, July 22, 1862, in a letter to his wife he wrote: "The old river looks beautiful today, as bright as when John Smith, Esq., and my dusky ancestress, Madam Pocahontas Rolfe, *nee* Powhattan, paddled her canoe and children somewhere in this vicinity."

He had many friends and relatives in the South, but very little is known of his mother, except that her warm, generous nature with its faithful sincerity was transmitted to her son; as was doubtless his distaste for the carnage of the battlefield after the spirit of slaughter had passed on; his sympathy for the wounded and the breaking hearts who sought out their dead. Perhaps from her also he inherited that preference for peaceful pursuits which made him twice abandon the soldier's life for that of the civilian's—a preference so strongly shown in the published letters to his wife while commanding the Army of the Potomac. The Quaker influence of a Philadelphia boyhood was quite evident in many things he did officially and otherwise.

It is said that he was by no means a remarkable boy—having his own share of the disposition to "give and take"—to knock when necessary from a boy's point of view; and in turn, be knocked when it "was coming to him;" while winning or losing at marbles; while throwing the ball at the victim "in the pen," or being himself the "bull" an deftly dodging the swift ball aimed at him by the "outsiders" playing the good old game of "bull pen;" or perhaps holding his "knucks" down for punishment when his own taw had lost out a the fatal "nine-hole," or maybe "gnawin' the peg" when the other fellow's knife had first finished the regulation stunt by sticking almost upright in the ground after being "held by the blade-tip with thumb and finger and

cast backward over the left shoulder"—all this and more, at the good old Zane Street School.

But he did not spend much time at public school. Private tutors prepared him for college in two years; and at the early age of 13 "reluctant and tearful," it is said, he started to the University of Pennsylvania.

He was always fond of drawing all over his books pictures of teachers, schoolmates or others, as well as birds, dogs and horses, particularly the latter, for he was deeply interested in horses. Doubtless in after years he loved his war-horse Dan Webster who shared with him hardships and dangers, as much or more than most of his human friends; Dan was one who never failed him under any stress of conditions.

During his three years at college he displayed unusual aptitude and love for mathematics, an indication of innate love of equity and "the all-around right thing."

After four years in the United States Military Academy, he was graduated second in the class of 1846, when 20 years old.

Before he became of age he was a fighting lieutenant in the Mexican War, nominally Second Lieutenant of the Engineer Corps. He was First Lieutenant at Contreras and Cherubusco; and Captain at Molino del Rey and Chapultepec, sharing also in the assault of the City of Mexico, September 13 and 14, 1847; which ended that period of his military service under General Scott, that doughty old "Hero of Lundy's Lane," being always his first friend and advocate. He was commissioned Captain of First Cavalry, March, 1854.

After leaving the Army, Captain McClellan, a natural pathfinder, went to Oregon to explore the Cascade Range of Mountains from the Columbia River to the Forty-ninth Parallel.

He returned to Washington, and then to San Francisco on the survey of the route for the Northern Pacific Railroad.

In the winter of '54-'55 the Government sent him on a secret mission to Cuba, at least to the West Indies; but the



GENERAL GEORGE BRINTON McCLELLAN

result, satisfactory to the Government, has never been made public. Commissioned by the U. S. Government, the next year he went to the Crimea with Colonel Delafield and Major Mordecai to study that peculiar campaign, and the whole art of war from the European point of view, under very full and definite instructions issued to them as a special commission, by Jefferson Davis, then Secretary of War of the United States. This was a most timely enterprise for North and South. He resigned his commission as Captain in the Cavalry in January, 1857, and accepted the position of Chief Engineer of the Illinois Central Railroad, afterwards becoming its vice-president till 1860, when he resigned to accept the Presidency of the Eastern Division of the Ohio & Mississippi Railroad, under a contract to release him in

case of war which he was evidently anticipating; and with good reason, because his personal acquaintance with the Southwest growing out of his railroad business enabled him to know of outrages and insults to northerners going down there, which showed that the war spirit was abroad in the land. He said, "Slavery was the real *knot* of the question and the underlying cause of the war." Both Lincoln and Banks said practically the same thing for years before the war. It is not generally known that at Chicago in 1842 a negro man from the South was sold at public auction by Kercheval, Justice of the Peace, for being in Illinois "without free papers." This was under "The Black Laws" of Illinois, which were not repealed till 1865. The negro's name was Edwin Heathercock. The sale was advertised in the Chicago Democrat for six weeks. Also handbills "Man For Sale" were freely distributed.

While with the Illinois Central Railroad McClellan was very earnest in his efforts to help his personal friend, Stephen A. Douglas, win the United States Senatorial campaign against Lincoln. He took Mr. Douglas in his private car from place to place where he had appointments to speak during those historic days with Lincoln, which won Douglas the Senatorship, and lost him the Presidency just as Lincoln had predicted. But it is said that when the real issue became clearer, McClellan then materially assisted in nominating Lincoln. Possibly he thought that a good way to split the opposition vote, as the Democratic vote was divided, and so insure the election of his friend Douglas. It was a situation difficult to analyze now, with so few facts to consider.

Seldom does the public understand the personal motives that influence the crucial decisions of its officials. Few who knew McClellan only as a General appreciated the whole nature of the man. But people intimate with him know that certain definite characteristics dominated him both as a railroad manager and as general. One was a disposition to be too cautious; to procrastinate, perhaps try-

ing to carry too far Davy Crockett's advice: "Be sure you are right; then go ahead."

While connected with the Illinois Central Railroad Company, a great deal of interesting history was made.

In 1843, Captain George B. McClellan had charge of the Chicago Harbor, and had removed the sand bar across the mouth of the Chicago River. He was well acquainted with conditions in Chicago where he had many friends. He was known to be courageous under difficulties, exceedingly tender hearted, just and considerate in his treatment of those placed under him, and beloved by nearly all with whom he came in personal contact. He was considered a fitting engineer to take up the work of further developing and constructing the new Illinois Central Railroad.

When he became Engineer-in-Chief of the Illinois Central Railroad in 1856, the main lines of 700 miles had lately been built north of Cairo in an incredibly short time by Engineer-in-Chief Roswell B. Mason, of Bridgeport, under the charter from the State of Illinois, February 10, 1851. Never before had so long a road been constructed by one company. Illinois newspapers "hoped it would be done," but they also were "pretty sure it never would be." The whole route was separated into divisions, and surveyors set to work all along the line at once. Its history shows that the track between Chicago and Calumet was completed first to enable the Michigan Central Railroad to enter Chicago. The 301 miles from Cairo to La Salle were completed in 1855, on General Jackson's Day, January 8, just 40 years after his victory at New Orleans. Among other notable items of passenger traffic may be mentioned the large number of slaves who fled from Kentucky and other parts of the South seeking freedom by rail as far as they could go, then scattering to various localities in the free states. The Galena Branch, from La Salle to Dunleath, 146 miles, was running trains June 12, 1855, and the 249 mile branch from Chicago to the main line junction followed suit September 21, 1855.

September 22, 1855, Chief Engineer Mason sent a dispatch to the Board of Directors in New York that the whole job of 705 miles north of Cairo was finished. He then resigned, and was soon elected Mayor of Chicago.

His successor, Captain George B. McClellan, had more faith in Chicago than certain railroad directors in New York who refused to ratify Mr. James F. Joy's purchase of the charter of the Northern Indiana Railroad, because his associate, Mr. John F. Brooks, urged as a reason for investment in such a great bargain the "Extravagant prophecy" that "in 20 years (by 1868) Chicago would have 200,000 inhabitants." Those New York railroad solons argued that any man who would hazard such a wild statement was not worthy of belief. So the Southern road secured control of the "Northern Indiana" and ran its first train into Chicago February 10, 1852, while the Michigan Central did not arrive until May 21, same year.

When Captain McClellan began his work as **Chief Engineer of the Illinois Central Railroad Company**, there was more than enough to do, and his great constructive genius had full play, making things happen as rapidly as possible, considering the unstable financial conditions of the company, of the State of Illinois and of the United States. But progress was rapid even from Chicago's point of view in those formative days. Fast trains ran between Chicago and New York in 36 hours, the realization of a dream people scarcely dared to dream only a short time before it happened. In those days business was more complicated for competing roads than it is today. During the panic of 1857 the Illinois Central Railroad went into the hands of assignees, one of whom was George B. McClellan. It is said that the arduous and important duties of that trying position were discharged faithfully and well, and that in due time the assignment was lifted, all matters being settled.

On January 10, 1858, he wrote to E. S. Ellis, Esq., representing certain English stock and bond holders, prominent among whom was Richard Cobden: "I hope

soon to see the day when we shall have nothing but coal-burners on the road—will buy only coal-burners hereafter—still making improvements in adapting the engines to Illinois coal—results highly satisfactory," then he adds: "You will observe that we have serious difficulties in our political world, as well as in the commercial." He referred to Utah, Kansas and Nicaragua.

And further, "I have made up my mind to a rigid course of economy during the year 1858."

January 20, 1858, he wrote to W. H. Osborn, President of the Illinois Central Railroad at New York, that he had arrived in Chicago about 6 o'clock that a. m., and had assumed the office of Vice-President, and had directed that everything except the Land Department business should pass through him both from and to Chicago and New York. Then he added, "Tomorrow I go to St. Louis to meet the O. & M. and the Steamboat people."

This was signed "George B. McClellan," (no title).

He had evidently gone to New York during the interval since his last letter, January 10, and while there had been elected Vice-President of the Illinois Central Railroad Company.

February 8, 1858, he wrote to his friend, Stephen A. Douglas, that to make Chicago the great entrepot of the business of the Gulf, he wanted the Illinois Central Railroad to be a bonded line, and he requested Mr. Douglas to take the proper steps to bring about that desirable change.

February 17, 1858, George B. McClellan, Vice-President of the Illinois Central Railroad Company, wrote a characteristic letter to S. L. M. Barlow, president of another railroad, regarding exchange of business. From this letter is quoted: "I hope we will get on smoothly and have no more paper warfare," etc. "Don't send me in reply any long legal letter, for I am no lawyer; quietly say yes, for I put the matter to you in equity, and I won't take no for an answer.

Yours sincerely,
Geo. B. McClellan."

This letter is in his own handwriting, and if there is anything in the accepted theories of chirography as an indication of character, it shows him to be logical, consecutive, direct, and courageous, with a combination of frankness and secretiveness, which means strategy and diplomacy; together with a marked disposition to take good care of No. 1.

May 22, 1860, he married Miss Ellen Mary Marcy, daughter of Capt. (afterward General) Randolph B. Marcy, with whom he served in the Mexican War. He took up his residence in Cincinnati, where he was actively engaged as President of the O. & M. R. R. Co., at the formal breaking out of the war. He at once enrolled in the army at Cincinnati, Ohio, thus giving the honor sought also by Pennsylvania and New York.

He made unusual sacrifices to offer his services to his country because he gave up a splendid position, with a large salary and brilliant prospects as a railroad

magnate. For many years he had been a wanderer, and he had lately settled down in a happy home with his young wife and child. Sumter was fired on early Friday morning, April 12. April 16 found McClellan in Washington, studying the situation. Tuesday, April 23, 1861, he was commissioned Major-General of Volunteers in Ohio, though it required a special act of the Ohio Legislature to enable Governor Denison to commission him.

Tuesday, May 14, following, he was made Major-General in the United States Army, commanding the Department of Ohio; and he was already the most distinguished officer in the Union Army, General Scott alone excepted.

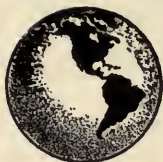
It was about this time he said that all the questions in dispute between the North and South were practically narrowed by the attack on Fort Sumter to the paramount object of preserving the Union. (To be continued.)



Station building, Humbolt Ill.

PUBLIC OPINION

What the



World thinks

RAILROADS AND A SQUARE DEAL

THE reception accorded Postmaster General Burleson's onslaught upon the railroads, charging them with defeating the postoffice appropriation in the last session of Congress because of their dissatisfaction with the proposed payments for the carrying of mail, emphasizes the change of public attitude toward the railroads. A few years ago such a charge would have been accepted by the public without much discussion. The railroads were in such disfavor that they were held guilty of every charge made against them until they had proved their innocence. But of late popular feeling has changed. A new set of railroad men and a new order of management have almost convinced the American public that railroad officials have learned that the old methods belong to the past. The public is inclined to forgive and forget, and instead of penalizing the railroads for their past misdeeds there is an evident desire to give them justice, a chance to "make good."

As a general thing, the people are disposed to accept the contention of the railroads that they are underpaid for carrying the mails and that immediately after the installation of the parcel post system, under which they were required to carry an increased amount of mail without an increased compensation, they were rather unfairly treated. So Mr. Burleson's statement that the railroads are overpaid does not receive the ready acceptance which it might once have done.

The attitude of the average man is that in such a controversy some impartial tribunal or commission should decide the merits of the case. If the railroads have a just cause, they need no longer fear the judgment of the people as it influences the judgment of such a commission in the form of public opinion. On the other hand, if the postoffice authorities have felt that the railroads were looting the postal revenues, there arises the natural question why have they not invoked the assistance of the Interstate Commerce Commission?

The matter at issue, whether the railroads are being paid a fair rate for carrying the mail, seems to be a question of fact and figures which should be easily answered. But charging the railroads with improper methods of defeating the postoffice appropriation bill without producing proof does not strengthen Mr. Burleson's cause.

It must be remembered that Jonathan Bourne, Jr., chairman of the joint committee on postage in second-class matter and compensation for transportation of mail, which presented its report last August, declared that the work of the committee had been handicapped by a lack of definite information in the postoffice regarding its own operations and by the attitude of the representatives of both the postoffice department and the railroads. "From the beginning," reads the report, "the railroads have been opposed to the adoption of space as a substitute for weight as a basis for mail compensa-

tion. On the other hand, the postoffice department has evinced a determination to secure a reduction in the total amount of railway mail pay, with little if any regard to whether such a reduction is justified or not. Justification for this criticism will be found in the repeated changes the department has made in its plan, with the ultimate result that it concedes the error of its original contention that the railroads are overpaid to the amount of \$9,000,000 per annum."

In an address delivered last December Mr. Bourne asked the pertinent question, "Are not the railroads entitled to some credit for safe and expeditious transportation all over the country, especially when public opinion compels them to carry the mail, and at rates which I am satisfied after two years of special study of the subject are too low?"

Two Supreme Court decisions have recently held that railroads, though public carriers, ought not to be forced to carry passengers at a loss. The people do not ask that they carry mail at a loss. They do ask for a square deal.—Chamberlin's Magazine, May, 1915.

THE RAILROAD PASSENGER SHOULD PAY HIS OWN WAY

AS to whether the railroads of Illinois can maintain their present passenger service on the 2-cent rate, the Public Utilities Committee of the State Legislature is now trying to decide. There is opinion on both sides of the controversy. But there can be no honest difference on this one point, that the passenger should pay his own way. He should not be carted round the state at the expense of the freight shipper. If, as the railroads claim, the 2-cent rate does not pay the expense of passenger operation, the 2½-cent rate should be granted at once.

For when, as is asserted, the passenger is carried below cost, the shipper, to make up, is paying more than cost. As regards the shipper who also rides,

the situation is not without its compensations. But most shippers never ride, and most riders never ship. This is unfair. Each branch of railway service should stand on its own feet, or, rather, roll on its own wheels.

If, as seems likely, the carriers do prove that their passenger trains are liabilities, not assets, the 2½-cent rate should be allowed. Then, if the carriers at a later date begin to show signs of unbecoming fat, the Utilities Commission or the Legislature can apply a reducer to the particular point of unwholesome accumulation.

That the roads could win in a hearing such as this would have been impossible two years ago. The muck raker and the "peepuls" politician had been carrying on a campaign of education for years. The people had read and listened; they knew the railroads for their enemy. But the roads more recently have taken up the weapons of their opponents. They have been doing some muck raking of their own, and the public now has both sides of the problem before it. To have granted the 2½-cent fare two years ago would have meant political suicide for the members of the granting body. But the situation is different now. The members of the legislative committee have been relieved from much of the old-time pressure of prejudice. They will be able to decide the matter on its own merits—a situation which, to judge by the evidence adduced, should give the carriers the advance they request.—Chamberlin's Magazine, May, 1915.

TRAIN ACCOMMODATION TO STATE COUNCIL AT DECATUR CAUSES FAVORABLE COMMENT

Everything was done by the Transportation Committee to make the trip to and from the convention city as pleasant, comfortable and entertaining as possible for the delegates. The first thought on the part of the committee was to arrange for the transportation

of the delegates and select the railroad which would in their opinion give the best service. After much consideration of the advantages offered by all the railroads interested in the movement, it was deemed advisable to select the Illinois Central, as it appeared from every standpoint the logical route. Division Passenger Agent of the road, R. J. Carmichael, considered he represented the best railroad long before the committee had an opportunity to arrive at their own conclusions; however, he was compelled to wait for the committee's verdict. Fortunately for Mr. Carmichael and the railroad he represents, as well as for the committee and delegates, he was awarded the business. The general opinion is that he made good, and then some. The equipment, service and movement was of the best. The special carried all steel, electric lighted equipment, buffet car, Illinois Central parlor cars of their own design, as well as a sun parlor, observation car of the most modern type. It was a credit to the railroad and to the one hundred and fifty Knights who had occasion to use it. It was subject to favorable comment by the Decatur press, resulting in the railroad placing it on exhibition to the public, allowing several hundred persons to inspect it during its lay-over.—The Columbian and Western Catholic, May 21, 1915.

A LAWYER'S EXPLANATION.

An attorney in the Ramsey county district court, in making his opening statement to the jury in a personal injury damage suit a few days ago, took great pains to explain to the jury that the case was not an imported one, but arose out of an accident occurring right here in St. Paul. All of which would tend to indicate that some lawyers are beginning to regard it as discreditable to import personal injury cases against foreign railroads to this state for purposes of suit. This is an encouraging sign. The legislature having failed to do anything in the way of remedial legislation, the

people themselves will have to take the bull by the horns and fight the iniquitous practice which has been going on here to the detriment of our courts and the people of Minnesota. That this attorney, for instance, thinks public sentiment is crystallizing against the imported cases is indicated by his course in letting the jury know that his was not a foreign case.—Editorial, St. Paul Dispatch, May 6, 1915.

FAIR PASSENGER RATES

OUR western state legislatures have made a hopeless muddle of the railroads' demands for increased passenger fares, because legislative bodies cannot intelligently decide administrative questions. Only investigation and study can settle the reasonableness or unreasonableness of the advances asked for. It is proper for the legislatures to say that the railroads shall be regulated, but experts must do the actual regulating.

After perfunctory audiences, the legislatures of the various states, without any reliable or accepted figures, have stifled the railroads' demands in committee or on the floor. Illinois, Wisconsin, Iowa, Minnesota, Nebraska, North and South Dakota and Michigan have provided regulating commissions and the legislatures themselves have ample powers of investigation, yet not in a single instance have the questions been referred to a responsible agent.

Indications are that the passenger business is not bearing its fair share of the costs and that the Illinois manufacturer is right in asserting that the shippers have been bearing an extra burden. Density of population makes passenger traffic and it follows that the heavier the traffic the lighter the cost per unit of transportation. Illinois, with a population of 491 per mile of railroad, subscribes lower tariffs than eight eastern states with a population of 1,036 per mile. The interstate commerce commission recently allowed the eastern carriers an increase to $2\frac{1}{2}$ cents per mile, and the Supreme Court of Pennsylvania, con-

sidering a population of 704 per mile, held the 2 cent law confiscatory.

Figures compiled by the Pennsylvania lines east of Pittsburgh reflect the operating results of all steel trains, daylight limiteds, monumental terminals, and the competitive conditions of the passenger business. In 1903 56 per cent of the dollar earned by passenger traffic went to pay passenger operating expenses. In 1910 it had swollen to 90 per cent, and in 1912 to 98 per cent. The freight ratio in the same period stood steady at 70 per cent. The comparative net earnings of the three years follow:

	1912.	1910.	1903.
Freight revenue	\$33,119,680	\$34,715,832	\$26,201,964
Passenger revenue	794,669	3,162,103	11,004,581
Net revenue per passenger train mile	2.8 cents	12.0 cents	52.7 cents

But the rate question has not been

settled, and our western states are confronted with the paradox of accepting the final decision from the federal courts or from the interstate commerce commission. If the western roads succeed in establishing the 2½ cents a mile basis on interstate traffic, as seems likely from the situation in the east, the question of discrimination will be raised immediately as a result of the lower intrastate fare. Commercial interests will not tolerate conflicting passenger fares.

The same question was settled by the Supreme Court as regards freight charges in the famous Shreveport decision. In case of discrimination the interstate rate is controlling. So the state legislatures will have accomplished nothing except to furnish aid and comfort to the enemies of state regulation as opposed to federal regulation. Perhaps in doing so they are performing a public service, if an unintentional one.—Chicago Tribune, May 27, 1915.

General Manager Foley to the Public

To the People of Mississippi:

We ask the indulgence of the good citizens of Mississippi to the extent that we may be allowed to acquaint them with the aims and desires of the management of the Illinois Central Railroad System concerning the important matter of educating the traveling public to purchase tickets instead of paying cash fares on trains.

We realize, in order to succeed in changing an existing custom, that it is important to have the co-operation of the public. If public sentiment is in favor of a proposition, there is no barrier that can prevent its success. Public sentiment sweeps opposition before it until it finally disappears. Public sentiment is usually in favor of things that are right and opposed to things that are wrong.

We know of no more effective way to induce our patrons to buy tickets than to impose a small penalty upon those who carelessly or negligently fail to do so. This custom is one of the

oldest in use on American railroads. In fact, the rule is in effect on practically every well regulated railroad in the United States and has been for years.

Operating officials of railways affirm that the rule of imposing the penalty is a desirable one from every standpoint. Railway conductors say it works to their advantage in that it causes passengers to purchase tickets before boarding trains which facilitates and simplifies their work, relieving them, as it does, of the trouble of collecting cash fares, issuing cash fare slips, marking on the back of each slip the point where the passenger boarded the train and his destination, and making a special report thereof to the auditor of passenger receipts. It is a protection to the revenues of the railroad because conductors on crowded trains frequently overlook passengers and fail to get their fares. On the Y. & M. V. particularly, where stations are close together, it is often necessary to check the speed of a train and disarrange the schedule in order that the conductor

may be enabled to collect the cash fares from passengers between the stations. This operates as a great inconvenience to the traveling public, which can be obviated entirely by the purchase of tickets by intended passengers before boarding trains.

The enforcement of the penalty rule is a protection to ticket agents, whose incomes are fixed according to the number of tickets sold. It is a benefit to the traveling public because the conductor who is not compelled to devote all of his time to the collection of cash fares is given a better opportunity to look after the safety of his train, the comfort and welfare of passengers, and properly discharge the duties which a conductor of a passenger train owes to the public.

We have never heard of anyone who could advance a reason, rising to the dignity of an argument, why the railroad should not be permitted slightly to penalize passengers for boarding trains without tickets at places where the railway had gone to the expense of providing station buildings, supplies of tickets for sale and agents to sell them.

Please let it be thoroughly understood that we do not want the extra ten cents, and should be greatly pleased if it never became necessary to collect it; that is, if passengers in every instance would purchase tickets and thus relieve the company of the unpleasant duty of reminding them of their failure to do so.

There is a statute in Mississippi which seems expressly to authorize the imposing of a penalty where tickets are not obtained by passengers before boarding trains. It is Section 4055 of the Mississippi Code, and reads as follows: "Not to collect more than, etc. It is unlawful for a railroad company to collect more than the regular fare charged for a ticket between the same points from a passenger who boards the train at a depot or other place at which the company does not offer tickets for sale."

Furthermore, the Supreme Court of Mississippi decided in the case of *Forsee vs. A. G. S. Ry. Co.*, as follows: "It is competent for a railroad corporation to

adopt reasonable rules for the conduct of its business and to determine and fix within the limit specified in its charter and existing laws the fare to be paid by passengers transported on its trains. It may, in the exercise of this right, make discriminations as to the amount of fare to be charged for the same distance by charging a higher rate when the fare is paid on trains than when a ticket is purchased at its office. Such a regulation has been very generally considered reasonable and beneficial both to the public and the corporation if carried out in good faith. It imposes no hardship or injustice upon passengers who may, if they desire to do so, pay their fare and procure tickets at the lower rate before entering the cars, and it tends to protect the corporation from the frauds, mistakes and inconveniences incident to collecting fare and making change on trains while in motion and from imposition by those who may attempt to ride from one station to another without payment, and to enable conductors to attend to the various details of their duties on the trains and at stations."

The Interstate Commerce Commission, which has authority to regulate the railroads in all interstate matters, has disposed of this same question. In the case of *Sidman vs. The Richmond & Danville R. R. Co.*, it held:

"When the matter is not regulated by statute it seems to be generally held that it is a reasonable requirement that passengers who neglect to purchase tickets at stations before embarking on cars shall be charged additional fare, if proper conveniences and facilities are furnished them for procuring tickets. It would seem to follow from this generally recognized doctrine that it is not unjust discrimination to exact some additional train fare under the circumstances existing in this case. In some of the above cases and in others not cited it is held that it is immaterial whether the rule was previously known to the passenger or not. There is no evidence to show that there were not proper conveniences and facilities for the sale of tickets, both at Herndon and Washington, on the said

10th day of July before the starting of the trains on which the complainant paid the extra rates."

In all cases of passengers traveling beyond the borders of the State, the railways are under the jurisdiction of the Interstate Commerce Commission, which holds that it is entirely reasonable for the railway to impose a penalty upon a passenger for failure to purchase a ticket when boarding a train at a point where facilities for purchasing tickets are furnished by the railway. It would, therefore, appear that the rule adopted by the Illinois Central System of imposing a small penalty upon passengers for failure to purchase tickets at points where tickets are for sale, in addition to being the universal rule on all well regulated railroads, has been fully justified and approved by the Courts as well as by the Interstate Commerce Commission. In spite of this fact, however, the Railroad Commission of the State of Mississippi, on the 2nd day of March, 1915, fined the Illinois Central Railroad Company \$500 on the theory that it had violated an order of the Commission, entered on the 19th day of February, 1907, limiting the charge for carrying passengers to 3 cents per mile within the State of Mississippi.

On March 2, 1908, the Railroad Commission of the State of Alabama issued an order applicable to all common carriers in that State, expressly providing that unless the passenger boards a train at a station where there is no ticket office, the carrier may charge and collect from such passenger 15 cents in addition to the price of the ticket at the agent's office. In the case of *Kimbrell vs. Louisville & N. R. Co.*, decided by the Supreme Court of Alabama December 17, 1914, the court held that a passenger who refused to pay the additional 15 cents had no right to ride upon the train.

In other states in which our lines are located, the penalty rule is in full effect and working nicely and without and friction whatever. In Illinois we are permitted by law to charge 1 cent per mile additional if cash fare is paid on train.

If a passenger travels a distance of one hundred miles, we can legally charge one dollar in addition to the regular fare. In Wisconsin, Iowa, Indiana, Tennessee, Kentucky and Louisiana, the 10-cent rule is in effect. In all of those states the operation of the rule has served to educate the public to purchase tickets, and cases where it is necessary to impose the penalty are comparatively few.

Is it reasonable to require us to operate under a different set of rules in Mississippi to those applied elsewhere? As stated, we are fully authorized by the Interstate Commerce Commission to impose a penalty upon passengers for failure to buy tickets when traveling beyond the borders of the state. If a passenger boards a train without ticket at Jackson, en route to Memphis, there is no objection to enforcing the rule because that is an interstate trip, but if a passenger makes a trip from Jackson to Grenada, the Railroad Commission says, in effect: "The passenger has just as much right to pay his fare one place as another. You must maintain stations, supplies of tickets and provide agents to sell them, but we will not assist you in influencing passengers to buy tickets if they prefer paying cash fares on trains."

If the penalty were a bad one and worked a hardship upon the public, the Interstate Commerce Commission would not declare it a reasonable, wholesome and beneficent rule. Neither would Mississippi's sister states of Louisiana, Alabama, Tennessee and Kentucky.

We feel that our course in continuing the penalty rule in effect is fully justified by the strong opinion of your Supreme Court which we have quoted, and also by Section No. 4883 of the Mississippi Code, reading, in part: "But in trials of cases brought for violation of any tariff of charges as fixed by the Commission, it may be shown in defense that such tariff so fixed was unreasonable and unjust to the carrier," which was construed by your Supreme Court in *Telegraph Company vs. Railroad Commission*, to mean that, if the Railroad Commission makes an unreasonable or-

der, the carrier is not bound to observe it.

It is not our purpose, in the publication of this little pamphlet, to attack your railroad commissioners. They have evidently done what they believed would meet with approval at your hands, but here is where our views and those entertained by your honorable commissioners diverge. We do not believe you desire to harass us with unreasonable restriction. We do not believe that you want to embarrass us unnecessarily in the management of our properties located within your State. We do not believe it is in your hearts to deny us the privilege of regulating our business within the bounds of reason, for does not the Scripture say that we should do unto others as we would that they should do unto us?

We take the liberty of directing your attention to the testimony recently given before the Interstate Commerce Commission on the rate question by Mr. Festus J. Wade, the St. Louis business man and financier who did so much to relieve the financial depression in the South a few months ago, thus assisting most materially in marketing the last cotton crop. Mr. Wade's utterances on the witness stand made a most profound impression throughout the country. He said, in part:

"You hear a great deal about business depression. If you are a democrat you blame it on the war; if a republican, you blame it on politics; but if you are a student of economic conditions in the United States you will see that the constant tirade against the railroads of this country has caused the people to put their money elsewhere, taken it out of

circulation, and brought about present conditions. The greatest drug on the market today," declared Mr. Wade, "is money. Never in the history of this country was there so much idle money as now. There is now in the vaults of the Federal Reserve Bank in New York \$250,000,000 of idle money."

Mr. Wade attributed the condition of the country's finances to the insufficient revenues of the railroads, brought about, as he said, by the regulations of various state and public utility commissions since 1907—regulations and laws which have turned the money of investors into other securities than those of the carriers.

We trust the people of Mississippi will receive this little pamphlet in the same spirit in which we present it to them, a spirit born of a desire to take them into our confidence and openly and frankly discuss with them questions affecting the railway which we believe also affect them, as the interests of the railway and of the people are so closely connected.

The matter of educating passengers to purchase tickets of agents instead of paying cash fares on trains may strike you as unimportant, and it is unimportant so far as the amount any of you would ever be called upon to pay is concerned, but it, together with other little things which the average person cares nothing about, in the aggregate, mean the life-blood of the railroad. We submit our case to you, confident that we shall feel the force and effect of your decision whatever it may be.

T. J. FOLEY,
General Manager.

Editorial Comments on the Above in Various Newspapers

The Cash Fare Passenger and His Penalty

We publish elsewhere in this issue a communication addressed to the people of Mississippi by Mr. T. J. Foley, general manager of the Illinois Central Rail-

road. The railroad commission of that state has in force a law limiting the charge for carrying passengers within the state to 3 cents a mile. The Illinois

Central has a rule of its own that passengers boarding trains without tickets and paying fares in cash shall be charged a trifle extra. All railroads everywhere have established this rule; and in Mississippi there is a law passed by the legislature, and a decision of the Supreme Court of the State, upholding it. It is universally regarded, just as it is intended by railroads, as of more weight as an operating practice than as an item of passenger fare. The Railroad Commission of Mississippi could not directly contravene such an operating rule, the validity of which is so well established, but for some inexplicable reason this commission, nevertheless, wanted to contravene it, and has undertaken to do so by indirection. In a case where the extra cash fare resulted in the passenger paying more than 3 cents a mile, the commission proposes to hold this as a violation of the regular passenger fare law and fine the Illinois Central \$500. Manifestly, the commission's action is pure chicanery, to say nothing of its hardihood as an attack upon a custom the reasonableness and equity of which is universally conceded, and in its last analysis it is to no purpose except to say to the railroad: "You think your rights are to be respected, like those of bankers, merchants, manufacturers, etc., but we will show you that they are not." It will be observed that Mr. Foley's letter proceeds upon the idea that the best way to put an end to this type of railroad regulation, which in one form and another has been a needless detriment to railroads for many years, is to let the public know more of it. To show the railroads that their rights are not to be respected is the form railway regulation has often taken in Mississippi—almost as badly as in Texas. As a statement of the Illinois Central's position in this particular case, Mr. Foley's letter clearly accomplishes its purpose, and in addition to this it has appeared to us as a notable example of what might be called the coming cure for such regulation. There is but one class of passengers who have any excuse for boarding trains without tickets—those who reach the depot late

and do not stop to buy a ticket lest they miss the train, and these do not usually object to the small penalty. Who are the ones—and there must be quite a number of them—who have constrained the Mississippi Commission to feel that it would do a public service in defeating the railroads in this matter? We hope they will be heard from this time, and their reasons publicly stated.—Atlanta (Ga.) Railroad Herald, May, 1915.

EDITORIAL.

Mr. T. J. Foley, general manager of the Illinois Central Railroad Company, has issued a little pamphlet, under the title of "Little Things, Which the Average Person Cares Nothing About, in the Aggregate, Mean the Life-Blood of the Railroad," in which he makes very plain the reason why the company decided it necessary to charge an additional fee of 10 cents against those passengers who do not buy tickets before entering trains. In other words, he shows that whenever a passenger pays his fare in cash, he entails extra expense upon the railroad company, and at the same time adds to the labor of the conductor, distracting the latter's attention from his regular duties, and sometimes the loss of fares altogether. The penalty of 10 cents on each cash paying traveler is but a small amount, but it will be a reminder to him that he has not secured his ticket, and will result in good all around, and the saving of the extra 10 cents. Let everybody bear this in mind when they are going off, even between stations near together. Besides this saving, it is giving the ticket agent his commission when you buy the ticket, which is another thing that should be taken into consideration, for the agent loses this commission if you pay fare on the train.—Southern Reporter, Sardis, Mississippi, May 14th, 1915.

CASH FARE EVIL DENOUNCED.

Illinois Central Manager Pleads That Tickets Be Purchased.

General Manager T. J. Foley of the Illinois Central has issued in pamphlet

form an appeal to the people located along that system to purchase tickets instead of paying cash fares on trains.

Mr. Foley says there is no more effective way to induce persons to buy tickets than to impose a small penalty upon those who fail to do so.

Railway conductors say it works to their advantage in that it causes passengers to purchase tickets before boarding trains, which facilitates their work, relieving them of the trouble of collecting cash fares, issuing receipts, marking each slip with the point where the passenger boarded the train and his destination, and making a special report to the auditor.

It is also claimed that the penalty is a protection to the revenues of the railroads, because conductors on crowded trains frequently overlook passengers and fail to get their fares.

It further benefits the traveling public because the conductor, who is not compelled to devote his time to collection of cash, is given a better opportunity to look after the safety of his train.—*St. Louis Republic.*

MR. FOLEY'S APPEAL

GENERAL MANAGER T. J. FOLEY of the Illinois Central has published a little booklet which is being widely distributed in Mississippi, entitled "Little Things, Which the Average Person Cares Nothing About, in the Aggregate, Mean the Life-Blood of the Railroad."

The question discussed is whether the railroad should be permitted to slightly penalize passengers who fail to provide themselves with tickets before boarding trains.

Mr. Foley shows in an attractively written story that in Mississippi's neighboring states of Louisiana, Alabama, Tennessee and Kentucky, the railroads are permitted to penalize passengers for failure to buy tickets at points where the railroad maintains facilities for selling tickets. He shows that in Alabama the railroads are permitted to charge an excess of 15 cents

and in Illinois they are allowed to charge 1 cent per mile additional without limit as to the number of miles traveled in the state. For instance, if a passenger boards a train in Illinois without a ticket and is going to take a journey of 100 miles, the company is allowed to make a charge of \$1 additional because of the failure of the passenger to purchase a ticket.

The occasion for the publication of the pamphlet seems to have been the action of the Mississippi Railroad Commission of March 2, 1915, in fining the Illinois Central \$500 for penalizing a passenger by charging 10 cents extra for failure to purchase a ticket before boarding train, which the commission held was a violation of an order of the commission.

Mr. Foley's little booklet will appeal to citizens of Mississippi on account of its openness, frankness and reasonableness. He says his railroad does not desire the extra dime, but wants to educate passengers to purchase tickets before boarding trains.

To gratify the whim of an occasional passenger who prefers to pay his fare on the train, our railroad commission seeks to deprive the railroad of putting into effect an entirely reasonable rule which would mean much to it and which is generally in effect in other states and fully endorsed as reasonable by the Interstate Commerce Commission.

The Illinois Central Railroad, in line with the policy inaugurated by President Markham, is acquainting the public with the facts and asking the people to decide the question. Mr. Foley's appeal to the public is prefaced by these words: "Railroads are natural barometers of business. If, through force of circumstances, the railroad pendulum swings toward adversity, we have adversity, and the people share in it. If, on the other hand, the railroad pendulum swings toward prosperity, we have prosperity, and all the people share in it. Are you willing to lend a helping hand?"—*Jackson Daily News*, Sunday, May 9, 1915.



I. C. FLOAT, PROSPERITY DAY PARADE, CHICAGO, ILL.



Oleander

Natchez Mississippi

by Judge Richard F. Reed
for the Natchez Chamber of Commerce

This article was written for the Natchez Chamber of Commerce by Judge Richard F. Reed, who gratefully acknowledges the assistance rendered him by the Hon. Gerard Brandon, Judge W. C. Martin, Capt. John F. Jenkins, L. P. Conner and Chas. Steitenroth.

THE observance of the two hundredth anniversary of the first permanent white settlement at Natchez on some date during next year, 1916, is now under consideration. The striking and unusual history of this old city of the bluffs should make its bi-centennial celebration of more than passing interest.

It was during the year 1716 that the French under the direction of Bienville, then the Governor of the French province of Louisiana, built Fort Rosalie where the city of Natchez now stands. However, this was not the first visit of the French to this locality. In 1700 Iberville with Bienville came to the present site of Natchez, prospecting for a place for permanent settlement. Even before this time, in 1683, La Salle, the great French explorer, with de Tonti, his brave and faithful aid, when descending the Mississippi river to the Gulf of Mexico, stopped at Natchez, being attracted by the location and surrounding country.

We may well understand how the French, when they ascended the great river in 1700, were charmed upon beholding the picturesque bluffs of Natchez. They then promptly decided to locate at this favored place. But they were not the first to see the desirability of the land. They found another people occupying it. These were not of the white race, but were intelligent and courageous. These owners and occupants of the land were "The Natchez"—we are pleased to call them Indians or Red Men. It is said of these aborigines that they were advanced beyond other American Indians in civilization, that they had a definite government, were engaged in agriculture, and resided in several villages. They believed in a supreme Creator, and were a freedom loving people. In fact they never recognized or submitted to the

rule of any claiming to be superiors. In 1730 they were driven from their homes, across the river, and practically annihilated by the French.

Natchez remained a part of a colony of France until 1763. It was during the rule of the French in the Natchez country that the celebrated "Western Company" was chartered. This enterprise was known as the "Mississippi Scheme" or the "Mississippi Bubble," and was originated by the noted Scotch adventurer and financier, John Law, a protege of the Duke of Orleans. The operations of this company extended to the new settlement of Natchez.

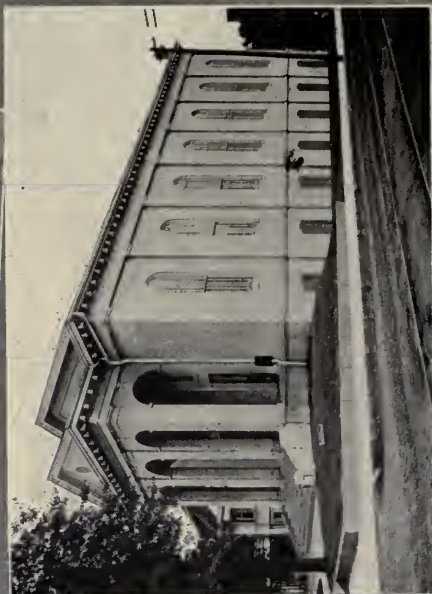
Natchez was visited by Chateaubriand, the great French writer, when in exile. During this visit he received the information and inspiration which led him to write his lyric poems "Attala," "Rene," and his great epic "The Natchez."

It can hardly be said that, on the whole, the French Colony flourished as might have been expected. The traditional site of Fort Rosalie is on the crown of the bluffs overlooking the present ferry landing, and is in the rear of the present residence of Mr. A. L. W. Rumble, on South Canal Street, in Natchez.

Mississippi, which, as far as then settled, was confined to the Natchez country, came under the rule of Great Britain by treaty with France in 1763, and became a part of the province of West Florida. The British rule extended for about sixteen years and until 1779. The military post at Natchez was named Fort Panmure.

It is interesting to note that the settlement did not finally take the name of the French Fort Rosalie, nor of the British, Fort Panmure, but was known by the name of the original Americans, the brave people who were destroyed in their efforts to hold and enjoy in peace their much loved home.

Churches
- of -
Natchez
Miss.



The citizens of this old city need not be ashamed of its name's source.

It will be seen that the British were in control of the Natchez country during a part of the Revolutionary War. Many immigrants then came to this section from the Carolinas and Georgia, and other colonies at war with Great Britain. In many cases they emigrated from the eastern colonies to avoid the war. Some were loyalist, yet unwilling to fight their friends and relatives who were American patriots. These settlers as a rule crossed over the mountains, and dropped down the Holston, Tennessee, Ohio and Mississippi rivers. They came in flatboats, and a fleet of these vessels would voyage together. They traveled in companies, because the trip was attended with dangers, chiefly from attacks of unfriendly Indians. They were people of strong character, and the best type of pioneers. The British left a deep impression upon the Natchez country.

The rule of the British in the Natchez country was rather unexpectedly terminated. In 1779 there was war between Spain and Great Britain.

The Spanish Governor of Louisiana, Don Bernardo de Gálvez, was an able and active man. He speedily organized a military expedition, and captured the fort at Baton Rouge. When that fort capitulated, Fort Panmure at Natchez was surrendered.

Natchez was under the dominion of Spain from 1779 to 1798. This was a period of steady growth and material prosperity. The government by the Spanish was well conducted and the rights of the people were generally respected and secured. The immigrants were of a high class. Colonel Claiborne, the historian, says that, "Those who came at this time brought with them culture, social position, enterprise, and considerable wealth, and these elements controlled and characterized the community. At no period since has there been better order and fewer crimes."

There are among records of Adams County, in the office of the Chancery Clerk at Natchez, thirty-eight volumes of original papers in cases and proceedings had during the Spanish period. These papers are in French, Spanish and English.

The Spaniards finally, after extended diplomatic associations, withdrew from the fort at Natchez, and delivered Natchez to the American authorities. Then Natchez became a part of our national government and has ever remained so except during the several years of the Civil War.

The history of the southwest for a long period centered in Natchez. A number of the leading men of the Nation then visited this city. Some made their residence in the country nearby. Many of the valuable plantations were then opened and improved, and the splendid homes, which have always attracted the admiration of the visitors to

Natchez, were built. The planters became quite wealthy, and their homes were marked by refinement and culture. Perhaps in no other section were larger libraries accumulated, or better collections of art. The splendid type of architecture shown in the early buildings is a testimonial to the taste and education of the planters and their families.

It was in this neighborhood that Aaron Burr was captured while on his way with his expedition down the Mississippi river for the purpose, as charged, of founding a new empire. He remained for a time, on parole, near Natchez.

Andrew Jackson was married to his devoted and much loved Rachel near Natchez on the historic Springfield plantation then the home of Thomas M. Green, one of the great men of early Mississippi. It was also a few miles from Natchez at the interesting old town of Washington, once the capital of Mississippi, where Jackson camped with his army on his return from the battle of New Orleans, and where he refused to disband the heroic men, but marched them home.

Near the place of the arrest of Burr, at the now extinct town of Greenville, the capital of Jefferson County, Herman Blannerhassett, formerly associated with that brilliant but wayward genius Burr, and made famous by the speech of William Wirt on Burr's trial, was tried on a charge of assault with intent to kill. Blannerhassett then lived in Claiborne County where the offense was committed.

The erratic evangelist Lorenzo Dow often visited this country and resided here for a while. He made deeds to lots for churches near Natchez. In one he provided, that when the church was not in use by the regular pastors of the Methodist Episcopal Church, he should be permitted to preach therein, "unless he should become an opposer of ye doctrine or discipline of said Church."

General Thomas Hinds, who commanded the gallant Mississippians in the battle of New Orleans, is buried in a private cemetery near Natchez.

The great orator S. S. Prentiss spent a large part of his life near Natchez. His most brilliant career was here. He came as a teacher in a family. He became the most eloquent speaker this Nation has ever had. He lies at rest in the private grave yard at historic "Gloster," the home of the first territorial Governor Winthrop Sargent, who also is buried in the same lot.

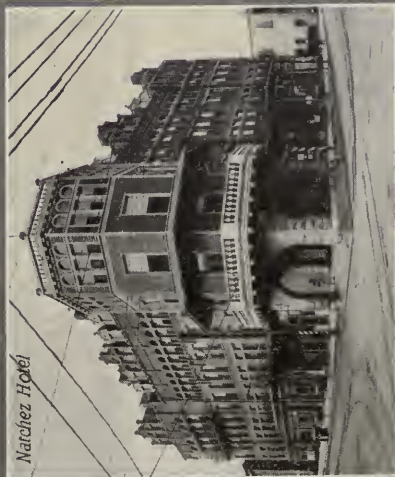
General John A. Quitman, distinguished as a great commander in the war with Mexico, and the Governor of Mexico City when occupied by the Americans, and later one of Mississippi's greatest Governors and citizens, resided here and his home "Monmouth" is in the suburbs of Natchez.

The homes of many of the prominent

Natchez from the river



Natchez Hotel



Street Scene



Natchez Miss..



men of Mississippi, lawyers, business men, planters and statesmen, were in and about Natchez. A number of these splendid residences still remain in a good state of preservation and are very attractive to tourists.

Among the most interesting are "Dunleith," a home of surpassing beauty, now the residence of Mr. J. N. Carpenter; "Montaigne," the home of the late General Will T. Martin; "Melrose," now the home of Mr. George M. D. Kelly; "Elmscourt," the beautiful residence of Mr. D. L. McKittrick; "Cherry Grove," the residence of the Surgets from early times, now the home of Mr. James Surget; "Arlington," the home of Mrs. W. B. Rhodes; "Homewood," the property of Mr. W. J. Kaiser; "Linden," the residence originally of the great Senator Thomas B. Reed, now the Conner home; "Somerset," the Chotard home; "Woodlands," the residence of Mr. E. H. Ratcliff; "The Briars," the Howell home, where Jefferson Davis was married; "Magnolia Vale," the home of Mr. R. F. Learned; "Inglewood," the Colhoun home, and "Longwood," the noted unfinished residence of the Nutts. This place was being constructed when the Civil War began. It is of Moorish architecture and attracts much attention because of its beautiful situation at the top of a gently sloping hill surrounded by magnificent trees.

Within the city there still remain houses of the Spanish period and other interesting and handsome residences of a later period such as the residence of the late Capt. S. E. Rumble situated on the bluffs and overlooking the river. The oldest residence in Natchez is believed to be that at 613 Jefferson Street, now the home of Miss Lizzie P. Bledsoe.

It will be seen that Natchez has been under the rule of several different nations, and that people of different nationalities and in fact of different races have all along during the past chosen it as their place of residence.

"The town it has stood for many a day, And here it will stand forever and aye."

It has been a substantial town and a place of wealth. There has always been a peculiar attraction about the old community. It has had a lure for many who have come to visit within its hospitable precincts.

Why is all this true? For answer it can be said that there is great beauty in its location. On the high bluffs, which rise some two hundred feet above the majestic Father of Waters, it is surrounded by varied scenery and picturesque gulches or ravines extending back from the river and covered with a wild growth of vines and flowers. The Natchez country has strong soil. It is the bluff formation and of considerable depth. It can easily be restored when worn out and responds readily to care and cul-

tivation. All kind of vegetation grows readily, but the soil is particularly adapted to grasses. Lespedeza, bermuda and many other grasses grow luxuriantly. For this reason this country is specially adapted to cattle raising. In fact much attention has been given to this. There are now some fine herds and others are going into this industry. A number of plantations have recently been sold to parties from the North and West who are intending to raise cattle.

In connection with cattle raising it should be said that this is a well watered country. Many living streams flow through the pasture lands.

Cattle raising has had a further impetus by the location of the Mississippi Packing Plant at Natchez. This is a large and well conducted manufacturing enterprise with capacity to take care of all the animals from the district around. The Natchez Dressed Beef Company has been successfully operated in Natchez for a number of years and takes a large number of cattle and hogs from the raisers in Mississippi and Louisiana.

It is proper to note here that pasture lands near Natchez can be purchased for extremely moderate prices and upon easy terms.

The roads about Natchez are surpassingly attractive. They can not be fully described. Even the picture of them will not fully show their beauty. Running through deep banks, they are really sunken roadways. On each side the banks are covered with growth of wild flowers and shrubbery. The great forest trees along the way tower above and their branches and foliage form a green covering for pleasant shade as well as beauty. These roads must be traveled to be appreciated and enjoyed. In addition to being beautiful roads, they are as well good roads and serviceable at all times for hauling. During the past several years the county of Adams has spent one hundred and fifty thousand dollars in the improvement of these roads.

In early times, Natchez was at the end of one of the famous roads of the South, the "Natchez and Nashville trace." At first it was little more than a path used largely by the Indians, and by the traders who were returning North after disposing of their flatboat cargoes in New Orleans and Natchez. The road afterwards was made, in part, a military highway and U. S. mail route. It is now being marked by the Mississippi Daughters of the American Revolution in order to preserve its location for future history.

Natchez has always had excellent provisions for education. The city has maintained free public schools since about 1845. These schools were originally in the Natchez Institute, quite well known to many who received their education within its walls and are now occupying places of



Old Wilson Academy.

HISTORIC SCENES NEAR NATCHEZ, MISS.
Ruins of Elizabeth Academy.

Residence of Spanish Governor in 18th Century.

prominence in every part of America. The Institute Hall building still remains and is a structure of imposing appearance. The old school building proper was replaced in 1901 by a modern high school building now used as the central high school. Two other splendid and complete school buildings have recently been erected through the generous gifts of Mr. N. Leslie Carpenter, who was reared in Natchez, and is now a successful business man of New York city. He has been aided in providing these buildings by his father, Mr. J. N. Carpenter, who still makes his home in Natchez. These schools are known as Carpenter Schools No. 1 and No. 2. Both are models in completeness. School No. 2, erected at a much greater cost than No. 1, is one of the handsomest and best equipped schools to be found in any place. It has every necessary convenience and provision for the work and connected with it an excellent public library, also given to the city by the Carpenter family.

The colored children of Natchez have provided for them two good and substantial school buildings with competent colored teachers for their instruction.

Another time-honored educational institution in Natchez is St. Joseph School for girls, conducted by the Sisters of Charity of the Catholic Church. This school for a long number of years has successfully prepared young ladies for their work of life.

The Brothers of the Sacred Heart of the same church have for many years carried on with marked success the Cathedral School where boys are fitted for their duties in life.

Situated at the village of Washington, noted in Mississippi history as the early capital of the state, is Jefferson Military College, one of the oldest academies in the land. It was incorporated in 1802. Many of the most distinguished and useful men of Mississippi and other states received their education at this historic old school. It is now doing successful work under the wise and capable superintendency of Colonel Robert A. Burton.

Natchez is a church town. The Roman Catholic Church was the first Christian Church in the Natchez country. Its priests came with the French and, of course, it was the Church of the Spanish. The Cathedral of the diocese is in this city and is a structure of wonderful symmetry and beauty. This church has always been in the lead here in members and its work of charity. It supports two orphan asylums, Devereux Hall for boys and St. Mary for girls, and a home for aged colored people. The first Protestant settlers in the Natchez country were Congregationalists, led by Rev. Samuel Swayze. They located in the Kingston neighborhood, then known as the "Jersey Settlement." These Christians appear to have united with the Methodist

Episcopal denomination in the same neighborhood.

The Baptists began social worship near Natchez in about 1781. They were formally organized, with Rev. Richard Curtis as minister, in 1798. They still have an interesting congregation and church edifice here.

The Protestant Episcopal Church was the next church in order to be represented in the Natchez district. Rev. Adam Cloud, familiarly known as "Parson Cloud," the first minister of that church, in 1792, settled on St. Catherine Creek about two miles from Natchez. Trinity Episcopal Church is one of the oldest and most interesting of the church buildings of Natchez.

Rev. Tobias Gibson, the first missionary and minister of the Methodist Episcopal Church to reach Natchez, came in 1799, having been sent by Bishop Asbury. Methodism has steadily continued in this city since that date. The Jefferson Street Methodist Church is a building of fine proportions and beauty of architecture.

The Presbyterians reached the Mississippi Territory in 1801. The Rev. Joseph Bullen was known as the "Father of Presbyterianism." The congregation of this church has always been influential. They worship in a large and handsome edifice, erected many years since.

The temple B'Nai Brith is the place of worship of the strong Jewish congregation in Natchez. The building is new and quite handsome. It was erected a few years since when the original temple was destroyed by fire.

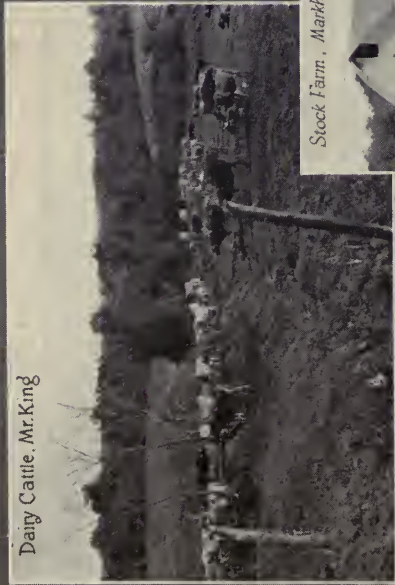
The good people of Natchez also support an old and historic charity, the Natchez Protestant Orphan Asylum.

The health of Natchez is generally good. Its elevated situation, being on bluffs which rise over two hundred feet above the river, and the excellent drainage of the town, with general salubrious climate all make healthful conditions. In addition the water supply is abundant and excellent. The system is owned and operated by the city with care and economy, so that the charges for water are quite reasonable in amount. The water is obtained from very deep wells.

It is interesting to note in this connection that there are some health giving waters near Natchez, about twelve miles from the town. Walker Springs Water, nature's own remedy, was discovered many years ago by an old colored man, Claiborne Calvit, still living and at the advanced age of eighty-four years. These waters are now being sold by the Walker Springs Company of Natchez.

Natchez is provided with first class private sanatoriums and there is here the Natchez State Charity Hospital, supported by the State, County and City jointly. All of these institutions have a wide reputation for treatment and cure of patients. The

Dairy Cattle, Mr. King



Dairy Cattle, Mr. King



Stock Farm, Martham & Morris



Natchez

Prize Bull, Longwood



Miss.

Dairy Cattle, Miss Julia Nutt
Longwood Plantation



Charity Hospital building is upon an eminence overlooking the town and river and is a very substantial structure. It was in former days a national marine hospital. The surgeon at the hospital and the physicians and surgeons generally of Natchez are men of the highest type and learned and skilled in their profession. Much attention is given to sanitation in Natchez and it is one of the cleanest towns in the State.

Natchez has always been a good center for trade. There are now and have been for many years a number of wholesale houses, handling groceries, confectioneries, dry-goods and drugs, and selling over an extended territory. Freight is received and shipped by railroad and river. Natchez is considered to be at the head of deep water navigation on the Mississippi. Within recent years some of the large battle ships of the navy have without difficulty ascended the river to Natchez.

One of the manufacturing enterprises which has been a marked success at Natchez is the mill of R. F. Learned & Son which for a long number of years has been turning out lumber of high grade which has found a ready market.

There has been a steady change in the raising of crops in this district. There is now quite a good deal of diversification. Corn, oats, and other grains are being generally planted as regular crops in addition to cotton. Following this, and as a result of cultivation of grain, a meal mill is being successfully operated by Neely Bros. It has also been found that wheat can be grown here. This land is suited too for raising tobacco. Indigo and tobacco were the staple crops when this district was a province of Spain. Louisiana cane grows well in this district and cane syrup can be made at a good profit.

Among the new planting enterprises for this section is that engaged in by President Markham of the Illinois Central Railroad and Mr. H. G. Morris, who have purchased "Selma," the original home of the Brandon family, situated nine miles from Natchez. They are raising various crops, are giving special attention to cattle and have greatly improved the plantation.

One of the first railroads built in America was the Mississippi Railroad running from Natchez into the adjoining county of Jefferson, some twenty-five or thirty miles. An old locomotive which was used on this road and is considered a great curiosity, has been shown in the railroad exhibits at several of the World's Fairs during recent years and doubtless viewed by thousands of interested persons. The old road bed is now used for a public highway and is quite interesting.

There are now three railroads entering Natchez. The Yazoo & Mississippi Valley Railroad, coming from the North, the Mississippi Central from the East, and the

Natchez & Southern crossing the river by transfer barge and connecting with several roads to the West. Both the Y. & M. V. R. R. and the Mississippi Central R. R. have handsome stations, convenient for handling freight and passengers.

Natchez is an entertaining place to those who love field sports. The country about has many places where quail and other game birds are plentiful. And there are, too, wild turkeys, and in season for the migratory birds wild geese and ducks are in the lakes and streams. There are still some deer and bear in the delta timber lands. There are many fishing waters and this is a favorite recreation of the people. One of the most attractive of the lakes where fish are plentiful is Lake St. John which is about seventeen miles distant from the town.

While the river travel and traffic is not now what it was in former years, still there are several good boats for passengers and freight plying the rivers and running out of the Natchez harbor, which have a good trade and are very helpful and convenient for the business of the town.

Natchez has the good fortune to own one of the most beautiful of parks, conveniently located to the central part of the city. It contains about two hundred acres. It was formerly the residence property of the late Stephen Duncan. After his death it was conveyed to the city by his heirs and the devisees in his will. It consists of the old homes of "Auburn" and "Sunny Side." The grand old residence on "Auburn" is still in splendid condition and other buildings on the place have been restored and are in good state of repair. The "Sunny Side" residence burned some years since, but its ruins, being standing walls overgrown with ivy vines, are most picturesque. The park has trees of great size and wonderful beauty and has ample open ground for games. It is named "Duncan Memorial Park" and is the playground of the people.

In addition to this large park there are, owned by the city, three small parks on the bluffs and Memorial park in the very heart of the town. All are beautiful.

Information in detail about Natchez or its various enterprises and institutions has not been given in this article; such may be obtained by correspondence with the Natchez Chamber of Commerce.

Where the roses bloom with sweetest perfume,

In March until close of the year,
Where the song birds trill in valley and hill,
With no Wintry blasts to fear.

Where saucy small birds mock all but our words.

Where more beauties of nature grow
Than most of the time in the northern clime,
It is there that I long to go.

Where the tall straight pines in their stately
lines,

Look down on the broad live oaks;
Commingle with leaves of the poplar
trees,

With their restless, ceaseless strokes.
Where sway in the breeze the Magnolia
trees,

With their bloom so white and fair,
How like my fond dream such a place would
seem,

Why should I not long to go there?

Where gullies run deep, where their banks
are steep,

Where luscious wild dewberries grow;

Where the road cut through the hills and
from view

They are hidden from fields outside.

Where true lovers find these roadways that
wind

'Neath the shade and the mistletoe.

Where mocking birds sing from Spring un-
til Spring,

'Tis there that I long to abide.

—Henry Phillips.

Mr. Henry Phillips is President of Phillips Coal Co., of Ottumwa, Iowa, and recently bought Ashland and Buena Vista Plantations containing about 10,000 acres in Mississippi, near Natchez, Miss.



RESIDENCE OF CONDUCTOR THOMAS F. MURPHY, CLINTON, ILL.



The West Feliciana R. R. Now Part of the Y. & M. V. R. R.

W. E. Colladay, Chief Draftsman, Chicago

THE following report by Mr. Hother Hage, former Chief Engineer of the West Feliciana Railroad, will be of interest to the employees. The report, the original of which is on file in the Chief Engineer's office, was made on May 24, 1836, and is of the location of that portion of the present Y. & M. V. R. R. from Bayou Sara, Louisiana, north to the point shown on the map and lettered "A," a distance of 11.79 miles. From the information shown in the report it is presumed that a survey had previously been made from the point "A" to Woodville, Miss.

In 1828 there were two roads in operation in the United States—one 9 miles long for carrying coal by gravity and mill power, the other 3 miles long for carrying granite and operated by horse power. These were for industrial purposes only and if they are not considered, there was no railroad for general purposes in operation in any part of the world at that time. The first railroad, as is well known, was the Baltimore and Ohio, which was opened on May 22, 1830, operating its trains by horse power. The first locomotive was used on the B. & O. in the fall of the same year and was capable of hauling $4\frac{1}{2}$ tons at the rate of 12 miles per hour. It was not until the following year that the "Rocket" came into prominence when on its first trial run it traveled at the rate of $16\frac{3}{4}$ miles per hour, and on its second trial drew 13 tons, 35 miles

in one hour and forty-eight minutes, or at a speed of $19\frac{1}{2}$ miles per hour.

The success of the B. & O. R. R. was such that from 1831 on there was a marked activity in railroad construction in this country. Most of the roads, however, were built in the eastern states, the West Feliciana R. R. being among the first constructed in the South or West. Construction was started in 1836 but the road was not completed and opened until October 13, 1842. Mr. Hage was Chief Engineer to July 5, 1836, when he was succeeded by Mr. D. Hoard who held the office until the completion of the road.

Among the papers with the report was found a sheet which was evidently a record of important events; the following are a few of the entries:

May 7, 1840—Tornado at Natchez—317 lives lost.

Oct. 13, 1842—Railroad opened.

Oct. 20, 1842—Free excursion Woodville to Bayou Sara.

Dec. 31, 1842—Complaint on freight rates.

Jan. 7, 1843—Great fire in Bayou Sara.

May 24, 1843—Snow fell at Woodville—2 inches.

To fully appreciate the progress made in railroads since 1842, the following comparison is made of the locomotive engine used at that time and which had "attained to such a degree of perfection," with our 1600 class or Mikado type of engine:

The locomotive used weighed $7\frac{1}{2}$ tons and was capable of hauling a load of 75 tons up a grade of 45 feet per mile, while the Mikado engine and tender weighs 226 tons and can haul, on the same grade, 2000 tons.

Two locomotives, Nos. 49 and 129, were used on the W. F. R. R. These were manufactured by Baldwin, Vail & Hufty, Philadelphia, and cost, exclusive of freight, \$13,399.52.

The report follows:

To the President and Directors of the West Feliciana Railroad Company. Gentlemen:

In obedience to your resolution passed on the twenty-fifth of March last, I respectfully submit the following

Report.

In laying before the Board an account of the field operations conducted by me, it is with no ordinary degree of pleasure that I am able to congratulate you upon the selection of the route adopted by my predecessor. Two other routes naturally presented themselves to the first examiner, as favorable to a grade of easy ascent from the Mississippi River to Woodville, and the other rising with a more abrupt grade up Alexander's Creek to the head, where it would join the route now located. Both would be circuitous, the first so much so, that it has never been surveyed, and the latter has been found to be so long, that the distance saved is a recommendation to the route I have examined. The features of the adopted line differ, however much from the two just named; it quickly gains the high land situated between these two streams, and by pursuing the more elevated ground, avoids many of the water courses and deep ravines which must intersect those. Deep excavations connected with high embankments must necessarily be encountered for some distance before the summit is attained, and the grade of the road rises from the Mississippi River in a quicker ratio, but considering that the descend-

ing trade will predominate, the cheapness and shortness of this route must unquestionably give it the preference.

Having then adopted the route located and begun by my predecessor, his report to the Board (which I regret not to have seen) no doubt fully explains its character; I shall therefore in the first place confine myself to such deviations I have deemed advisable to be made from the plans that previously had been determined upon.

In the excavations made in the vicinity it is to be observed that the angle of the slopes forming the sides of these pits is much greater than is generally met in other places, and that a bluff of clay will preserve its steep side uninjured by the weather for years without any tendency to fall. The nature of the clay as well as a climate devoid of frost are no doubt the cause of this peculiarity. In order to make use of this advantage in the execution of the formation of this road I have adopted the following slopes for the sides of the respective depths of excavation, which will much reduce the quantity of earth to be removed in giving the proper grade to the line. In all excavations less than seven feet in depth the sides are to slope at the rate of six inches horizontal to every foot perpendicular depth; where the depth of cutting will be between seven and ten feet, the slope will be nine inches to every foot in depth and in excavations exceeding ten feet in depth the inclination must be one foot horizontal measure to every foot in depth.

It will be evident that having then reduced the area of a given depth of cutting, the equation of the amount of "cuts and fills" will be destroyed if the same levels are preserved, and that the amount of embankment would much exceed the quantity that would be supplied from the excavation. I have consequently depressed the grades wherever it was necessary in such a manner as to reduce the quantity of fillings in proportion to

"Homewood"

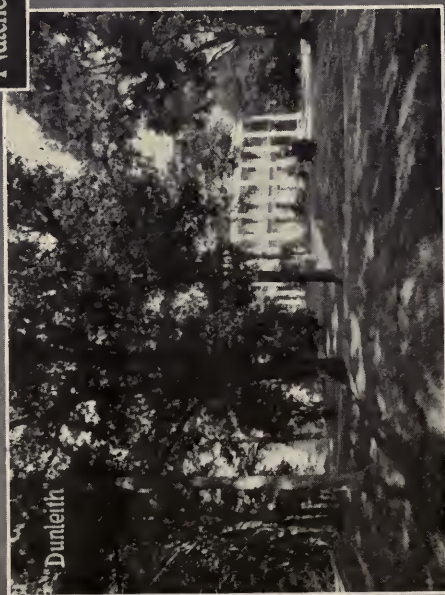


Longwood



Natchez Miss.

Dunleith



"Rosalie"



the amount the excavation will furnish, so that the gross amount of both will in the end be diminished. In making this alteration the inclination of the railway will generally remain the same as originally contemplated, although sunk, as it were, deeper into the ground. The greatest difference between former and the present location is at the following places:

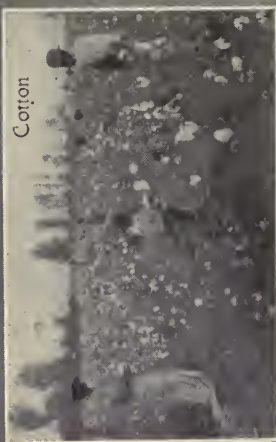
On Section No. 1, crossing Bayou Sara four feet and sixty hundredths higher than the old location, by a grade ascending at the rate of sixteen feet per mile, then ascending at the same grade originally located and commenced, but one foot and seventy-seven hundredths lower than before. On Sections No. 2 and 3, the depth of cutting continues to be one foot and seventy-seven hundredths greater than formerly until it reaches the level originally assumed. The accompanying paper A exhibits the grade adopted on the different sections.

The quantity of mechanical work has been somewhat diminished, partly by substituting drains for culverts and bridges, wherever this could be done with safety to the road, but especially by reducing the height and length of the contemplated trestle work. An exception to this will however, exist in crossing Bayou Sara as before mentioned at a higher level, in order to secure the bridge from drift wood when the banks become inundated, this part had, however, never been definitely located and cannot properly be considered a change in the original plan.

According to the specifications of the contract entered into between the Company and the party who are engaged to execute the work upon the road, it is stipulated that the timber to be used in some cases is to be of red cypress exclusively and it has in nearly all instances received the preference for other kinds of wood. Not having heretofore had much experience in the use of this kind of timber, I have of late taken some pains

to acquire information on the subject and examined it in the various uses made of it. From these observations I have been convinced of its unquestionable durability, but I have at the same time become aware of the softness of its texture, yielding to a moderate force of compression in such a degree that its fibers are separated and its capacity to support much strain destroyed. If I to this add the very frequent defects to be met with in timber of this kind, apparently from sound and thrifty trees, I am of the opinion that this kind of timber has been much overrated in its qualities, or applied to purposes for which it is unsuitable. In point of hardness this kind of wood resembles much the white pine of the north, in durability it exceeds it, but in point of strength to endure a stress it will fall short of it. If this comparison is admitted as true, I will extract what experience has taught others, of the quality of the timber with which I have compared it. In a report of Mr. S. Welsh to the Superintendent of the Allegheny Portage Railroad in Pennsylvania, his remarks on this subject are:

"On the inclined planes, the railway is formed of a wood rail of either pine or white oak, six inches wide and eight inches deep, covered with a flat bar of malleable iron, two and a quarter inches wide and five-eighths of an inch deep or thick. The wood rails are notched in cross ties of oak or pine of the same dimensions as the rails, placed at intervals of four feet and secured by wedges. . . . Where oak rails were used, the flat bars have generally retained their places. Where pine rails were put in, there has been more difficulty in keeping the iron from getting loose. The iron plate rail bends under the car wheel as it passes along, and the pine wood being soft, yields to the pressure of the load, where the car has passed over the depressed point, the rail springs up to its original position. The con-



Cotton



Cabbage



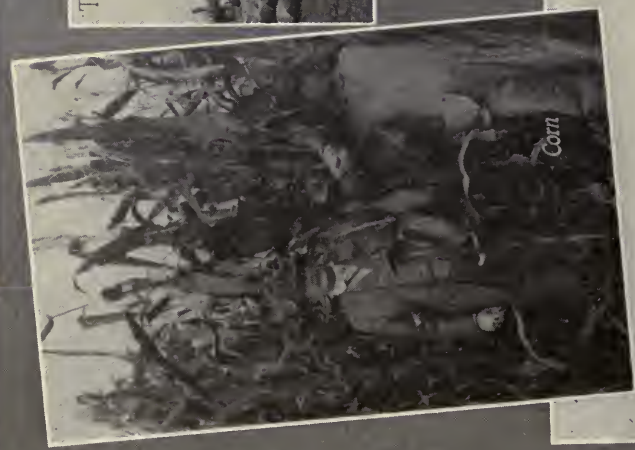
Marshall's Oats



Threshing Rice

Diversified Farming

Natchez
Miss. L



Corn



Country Road near Natchez

tinual working up and down of the iron draws the spikes, and the rail or a portion of it becomes loose. . . .

When these rails are renewed, I would recommend the use of white oak, seasoned at least one year, in preference to any other timber that can be obtained in the vicinity of the road. Locust would be preferable, but it can not be procured in pieces sufficiently long for the purpose."

On the Liverpool and Manchester Railway in England, the superstructure of the road over the embankments has been formed of wood protected by an iron rail; oak and fir are the materials used there. But I need not go far to prove the utility of the oak, its fame is so well established that it should require no advocate even if its quality is somewhat inferior in this climate. Another kind of timber equally valuable for all purposes to which wood is applied in the construction of a railroad is the long leafed pine. If properly selected it is possessed both of strength and durability and should be used wherever it can be obtained. Having thus far alluded to the superstructure of the road, I shall proceed to explain how far I design to recommend these observations to be applied to the other mechanical structures, in order to secure the requisite degree of strength without losing sight of the durability or unreasonable expenses. The bridge to be built across Bayou Sara Creek on the proposed lattice plan should be constructed of white pine timber mainly. This valuable wood is peculiarly adapted to bridges of this description, its lightness and strength renders it preferable to cypress for what is termed the lattice work. The flooring plank as well as all other plank required upon the line might be of cypress wood. In the trestle work I am desirous of having all cap pieces and mud sills as well as any timber in general, which from its position in the construction of frames, requires mortices into which tenons

of other timbers are to be inserted, all such should be of a kind of wood not liable to be easily split, and oak would be preferable on that score. Again such timbers as are liable to receive pressure in a direction perpendicular to the length of the stick, such as string pieces and sleepers which are to be supported at this extremity, should be of oak or pine in preference to the kind of wood specified in the contract.

The capacity of the railway for transportation, when it shall be completed has no doubt already been fully investigated and reported to you by my predecessors, and would at all events most properly be laid before you, when the whole line of road is finally located, but presuming that no grade will be required of greater steepness than that already adopted a few remarks on this subject will not be out of place.

Eleven years ago the best locomotive engines manufactured in England had a power equal to convey forty tons at the rate of six miles an hour, it was then admitted that these engines were susceptible of great improvements but the idea was divided that "any possible improvement" could enable them to proceed at double the velocity named. Four years after this the average rate of traveling was fifteen miles an hour on the Liverpool and Manchester Railway. Thrice the velocity first named has been attained five years ago and is now daily performed on some of the railways in this country. The original design of having stationary engines on the Liverpool and Manchester Railway at the Sutton and Rainhill planes was abandoned and locomotive engines were found capable of surmounting their grade of fifty-five feet per mile. The progressive improvements in the construction of these engines in our own country have attained to such a degree of perfection, that they are under all circumstances capable of generating an adequate

power of steam to overcome the adhesion of the wheels to the surface of the rails, while those of English construction are unable to keep up a sufficient supply. On the Columbia Railroad in Pennsylvania, where an inclination of forty-five feet per mile has been introduced the "Canal Commissioners" have reported that "the majority of the American engines in their ordinary trips, draw a gross load of seventy-five tons. One of them has drawn one hundred tons and several others from eighty to ninety tons over the highest grade on the road." More was done in December, 1834, on the Baltimore and Ohio Railroad where a locomotive engine passed over the planes at Parr's Ridge ascending two-thirds of a mile at the average rise of 264 feet per mile, with two cars full of passengers, making with the tender, eleven tons exclusive of its own weight of seven and a half tons. Applying the known power of engines at the same construction as those intended for this road, namely that they have drawn seventy-five tons up an inclination of forty-five feet rise in a mile, such an engine would be capable of ascending the steepest grade upon this road with a gross weight of forty-eight tons. This would enable such an engine to take more than nine loaded cars from the Mississippi River towards Woodville. In the opposite direction I am unable to make any calculations of the quantity of burthen an engine will move; I presume, however, that eighty tons gross or more than seventeen loaded cars may be brought in a train from the interior to the Mississippi River by one locomotive engine, as the steepest grade of the road in this direction has an ascent of but thirty feet and four-tenths to a mile, and it is to be presumed that the remaining distance to be located will offer no obstacles to a grade under forty feet to a mile.

The annexed estimate of the cost

of completing twelve sections of the rail road, at the prices for which the line is now under contract, will exhibit that eleven miles and sixty-three chains of the road will cost \$152,138.03. It will be observed that some items for which prices are specified in the contract, do not apply to the part of the line now estimated, as for instance rock and hardpan excavation, neither of which, I presume, will be found at the depth to which the cuttings will extend. I have, however, met with indications of both on Section of No. 8 and 9, but situated more than twenty feet below the grade of the road. It is also to be remarked, that comparatively a small amount of excavation and embankment will require an extra price to be estimated on account of transporting it over the distance stipulated in the contract, and that the removal of two buildings constitute the only items not provided for in that paper. The estimated cost of the iron rail will be found to differ from the price contracted for, on account of the additional expense of having it delivered at Bayou Sara in the place of New Orleans, as stipulated in that contract—the other iron including the castings, for which no contract is yet made, is estimated at the usual prices given for such articles and are therefore liable to the mutations of the market. Two sidelings or turn-out two hundred and sixty-four feet in length each, are designed to be placed at the commencement of the road at Bayou Sara, and another, one hundred and ninety-eight feet long, will be constructed on Section 7, making seven hundred and twenty-six feet of sidelings included in the above estimate.

All which is respectfully submitted.

(Signed) HOTHER HAGE,
Engineer.

Engineer Office, St. Francisville, La.
May 24th, 1836.

*Natchez
Hospital*



Elks' Home



*The Old
Natchez Club*



City Market



Natchez, Miss.

Court House



Prentice Club





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 ▲ ▲ ▲ ▲ ▲

Exercise

DEVELOPMENT of the muscular and nervous system is the prime function of properly undertaken exercise. This physical training cannot be sharply differentiated from ethical or moral training, as proper training in one direction involves the others.

The first result of exercise is development of the muscular system, but in obtaining this muscular development the whole body is benefited; and benefits to nervous system, lungs and stomach in improved functioning are as noticeable as the increase in size and strength of the muscles.

When proper exercise is taken—a long walk, prolonged dumb-bell exercise, calisthenics, or even passive exercise, the first thing noticed is increase of appetite for food as well as for air. This increase in food and air is utilized and both are carried by the blood to the muscles where, with the production of heat, they are transformed into movement. Waste products are thrown off by the muscles into the blood to be carried to the excretory organs of the body, kidneys and sweat glands.

This increase in production of the body stimulates the whole organism, and by a condition of artificial stimulation makes the body able to do more work. This increase is one of degree only. The lungs by freer respiratory movement show greater capacity. The blood by higher concentration of itself and loss in fluid is able to carry more oxygen to the tissue, and the active muscle tissue itself becomes more able to do work.

By active practice in transmitting

impulses, the nervous system, whose work this transmission is, becomes better trained and more efficient in impulse transmission. Of course this improvement cannot be carried on indefinitely, but the degree to which training of one kind or another can be carried is often quite astonishing, and is only limited by the time and patience of the one undertaking the training.

The habit of taking the proper amount of exercise is not easy to acquire, nor is it easy to determine how much should be taken. It is quite safe to say, however, that the tendency is to fall well below the average than over it. Only serious heart troubles should constrain exercise.

Some of us unfortunately have to take quite enough exercise in the pursuit of a living to make any artificial methods unnecessary, and this was once and should be the normal method. Many, however, particularly those who's work is sedentary or indoors, permit the physical laziness bred by more or less mental activity to get the better hand and neglect any exercise whatever. They should develop the habit of daily exercise. When possible this should be outdoors, for the elimination of waste is much more effective in out-door exercise than in-door. Evaporation of excretion by lungs and skin is more rapid out-doors. Long walks, golf, swimming, tennis, base ball, or any kind of out-door work at a wood pile or garden will benefit the bodily activity necessary to a proper physical standard. This standard is neglected at a sacrifice in feelings,



"Stanton Hall"

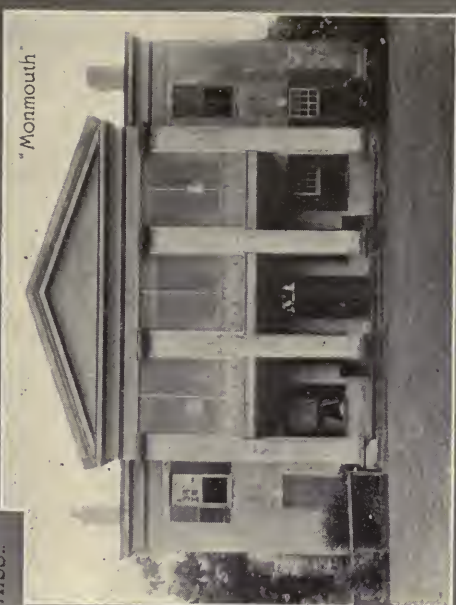


"Stanton Hall"

*Ante bellum Homes
Natchez Miss.*



Court-yard, "Monmouth"



"Monmouth"

health, well being and efficiency. The complaint that there is no time for exercise is not valid, for time can be found by even the busiest.

The actual habit of taking exercise is as readily acquired as any other habit. The time of day determined, the kind of exercise selected, there is only left the actual performance. As an aid in performance one can hitch the exercise stunt on some other act of the day's routine. The formation of the actual habit of exercise is an act of performance, and when the exercise is done daily the path is made in the plastic nervous system in the same fashion that a path is made any other place. The habit once formed will require extraordinary ingenuity to avoid, just as any other habit needs ingenuity to break.

Attention has been called to the similarity of the nervous system to plastic material of other kinds; in other words, the nervous system can be moulded to act as desired. Once the habit of exercise is well established, to keep the attention upon it, or in it, the amount should be increased and the type varied, for if the same exercise is taken daily it soon loses its value, for it becomes too easy and is no longer an effort.

When an unusual amount of muscular work is done or excessive exercise taken soreness of the muscles often result. This muscle soreness comes from either the presence of irritating waste products of muscle activity which have not been properly eliminated or from small ruptures in the sheath of the actual substance of the muscle cell, which was exercised too violently without proper preparation. Elimination of waste from the muscular system is increased if the muscle is kept warm. The practice of warming up in the base ball pitcher or in the college runner is based on this fact. The sudden strain on cold muscle tissue would more quickly cause fine breaks in sheath and muscle than when properly and carefully warmed up by preliminary mild exercise.

Too severe strain on muscles should be avoided. This subjecting a muscle group to over-strain also causes the fine sheath ruptures and ultimate fibrosis of the muscle or sclerosis at least causing a muscle binding.

We are all quite fond of watching others exercise and the more movement shown upon the moving picture screen or stage, the more popular the piece. Base ball playing as indulged by most of us consists of critical observation of others exercising. This is to a large extent true also of most other athletic performances. The few do the exercising and the large number do the critical observing. This watching of games is excellent relaxation or diversion, but is a poor substitute for real exercise.

An excellent index of race is the character of the exercise taken by its members. English devote themselves to cricket and outdoor sports needing endurance. Americans excel in those sports requiring speed, dash and skill. The Japanese have developed the art of Jui Jitsu—an art of exercising in which advantage is taken of the opponent's position, to skillfully put ligaments upon the stretch or dislocate a joint by pressure upon the proper place. The Chinese have developed a few rather fat wrestlers only. The Germans exercise together in groups as Turnverein Societies and often 5000 go through wand or marching exercises together.

No especial attention to diet is necessary. The best diet for one who is doing more than the usual amount of muscle work is the general diet. This has been proven by the abolition of training tables and special diets for athletes.

Everyone whose work is sedantary should devote a certain amount of time each day to outdoor exercise; and they will find themselves amply repaid for the special effort required, both through increased mental and physical efficiency, as well as a lessened susceptibility to disease.

Letter of Appreciation of Treatment Received at the Hands of the Hospital Department

Clinton, La., May 8, 1915.

It is with pleasure that I wish to call the attention of the readers of the Magazine to, in my opinion, one of the greatest works done by the railroad company. I am just from the I. C. Hospital in New Orleans, and I, like many others, thought of that department as a great thing for others, but never connected it with myself. Brought up in a family of doctors, thirty years having my own brothers, and during that time knowing personally many of the eminent physicians of New Orleans, I feel when I tell you ladies and gentlemen of the I. C. R. R. Co., of the wonderful Hospital we have at our disposal, you will readily believe it.

Many, many of you know me, and for you I can say, never in my life did I have such treatment at the hands of doctors and hospitals, and I have had experience. It is not an experiment, nor an institution, it is a home for each of you where you will receive the tenderest care, coupled with the most skilled medical attention. I recommend it to you, not only for yourselves, but for your families, when you need more skilled help than can be had at home. Go to our own hospital and our doctors can and will do for you all that any skilled physician can. They stand at the top as do all connected with the hospital.

Yours truly,

MRS. F. W. ROSS,
Agent.



From the *Law Department*

Recent Commerce Decisions

ALLOWANCE for labor performed or material furnished in preparing cars for loading with grain.—Upon complaint of shippers of grain owning elevators at country stations in Illinois, Iowa, Minnesota, Nebraska, North Dakota and South Dakota, alleging that carriers fail to furnish cars in suitable condition for the transportation of grain in bulk, and asking that they be required either to furnish cars suitable in all respects for carrying this traffic, or make an allowance to shippers for work done and materials furnished to prepare the cars for loading; it was HELD: (a) It is the duty of carriers to furnish cars suitable to transport in safety traffic which they hold themselves out to carry, and this duty is not fulfilled when a carrier furnishes a car upon reasonable request of a shipper, which requires repairing to prevent leakage of grain in transit; (b) it is not unreasonable to expect shippers to do a limited amount of cleaning or to make minor and inexpensive repairs on such cars; (c) it would be impracticable to fix by order any allowance that should be paid shippers for labor performed or materials furnished; (d) suggestions are made that carriers specify in their tariffs what they will furnish in the way of materials, which must be uniform and adequate; and (e) the carriers' practice at terminal points with reference to preparing cars for loading grain in bulk is not found to be unjustly discriminatory against complainant's members.—National Council of Farmers' Co-operative Assn. vs. C., B. & Q. R. R. et al., 34 I. C. C. Rep. 60.)

Vegetable rates, Louisiana to Chicago.—Rates and minimum weights on

vegetables in carloads from New Orleans to Chicago and other northern markets not found unreasonable; those from New Orleans to Kansas City and Buffalo-Pittsburgh territory found unjustly discriminatory to extent they exceeded by more than 5 cents per 100 lbs. those maintained from Southport Junction, La. (New Orleans Veg. Growers' Assn. vs. I. C. R. R. Co., 34 I. C. C. Rep. 32.)

Canton versus Peoria rates to south.—Discrimination at present existing against Canton in favor of Peoria in rates on agricultural implements to local points on Illinois Central in Kentucky, Tennessee and Mississippi is not found to be undue. (Parlin & Orendorf vs. I. C. R. R. Co., 34 I. C. C. 90.)

Stopping through trains at small towns.—In C. B. & O. R. Co. vs. Railroad Commission of Wisconsin, 35 S. C. R. 460, the Supreme Court of United States held the requirement that every village having 200 or more inhabitants and a Post Office, and being within one-eighth of a mile of a railroad, must be given by such railroad the accommodation of at least two passenger trains each way each day, if four or more passenger trains are run each way daily, which is made by the Wisconsin statute, without regard to the adequacy or inadequacy of the passenger service afforded such stations, amounts to an unlawful burden upon interstate commerce as applied to a railway running only interstate trains.

Misquotation of rate.—The first case taken to the Supreme Court of the United States where an undercharge



*Ante-bellum
Homes
Natchez Miss.*



on passenger tickets was involved is *L. & N. R. Co. vs. Maxwell*, 35 S. C. R. 494. The railway agent had made a mistake in quoting the rate and routing the passenger; suit was brought to recover the undercharges, and the Supreme Court held:

"Under the Interstate Commerce Act, the rate of the carrier duly filed is the only lawful charge. Deviation from it is not permitted upon any pretext. Shippers and travelers are charged with notice of it and they as well as the carrier must abide by it, unless it is found by the Commission to be unreasonable. Ignorance or misquotation of rates is not an excuse for paying either less or more than the rate filed. This rule is undeniably strict, and it obviously may work hardship in some cases, but it em-

bodies the policy which has been adopted by Congress in the regulation of Interstate Commerce in order to prevent unjust discrimination."

A SOMEWHAT unusual accident happened in a Texas case. A man plowing in a field was struck by a railroad spike, which had been picked up and thrown 50 feet by a rapidly moving train. The court held that such an injury could not be reasonably anticipated and that although it was negligence to permit spikes to lay upon the track, nevertheless the railroad company was not liable. *Trinity & B. V. Ry. Co. vs. Blackshear*, 172 S. W. 544, decided by the Supreme Court of Texas, January 13, 1915.

Loss and Damage Bureau

BILLING OF FREIGHT.

ONE of the most important features in connection with prompt and proper handling of freight is correct billing.

When consignee is shown on the waybill to be other than that shown on the shipment, confusion is caused at transfer platforms and at destination, causing the agent to check over one shipment and short another. If the same number of articles that has been actually delivered us for movement is not shown on waybill, unnecessary work is again caused all concerned, and in case of shortage and placing of short notation on consignee's expense bill, we are inviting a freight claim and laying ourselves open for payment of same, when no shortage actually exists.

The bill of lading is the shippers receipt for delivery of his property to us for transportation, and all information is shown thereon as to routing, etc. We should therefore fulfill our contract made

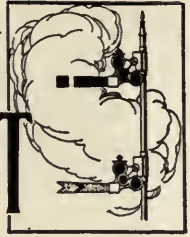
with shippers and see that the freight is billed to conform with bill of lading, and if later found that bill of lading cannot be complied with, get hold of shipper and make necessary changes. Special attention should be given to icing and ventilation instruction, shown in spaces provided, on all freight moving under refrigeration, as an omission on waybill as to re-icing might be the cause of an entire car becoming worthless. All billing for perishable or semi-perishable freight should be checked back against shipping ticket or inbound billing reference.

Incorrect routing shown on waybills has proved very expensive, for sometimes it is responsible for long back hauls necessary to place in correct route.

All billing should be plain and legible, showing all articles enumerated on bill of lading, correct junction points, consignee, final destination, icing and ventilation instructions, weights, etc., and when this is done, there will not be 3½ per cent of the total claim payments charged to "Errors of Employees in Billing."



JEFFERSON MILITARY COLLEGE, NATCHEZ, MISS.



ALWAYS SAFETY FIRST

Safety Meeting, Mississippi Division

Held at Water Valley, Miss., Monday, April 12, 1915

PRESENT

- A. D. CAULFIELD, Superintendent.
- N. W. SPANGLER, Trainmaster.
- C. Q. MAGEE, Trainmaster.
- J. T. QUINNELLY, Chief Dispatcher.
- R. L. HAZLEGROVE, Roadmaster.
- S. R. MAULDIN, Master Mechanic.
- C. E. SEIBER, Traveling Engineer.
- F. P. DUGAN, Division Storekeeper.
- G. H. GREER, Storekeeper.
- G. H. PEACOCK, Supervisor, Grenada District.
- J. J. DESMOND, Supervisor, Grand Junction, Tenn.
- G. R. WILKERSON, Supervisor, Sardis, Miss.
- G. M. HUBBARD, Supervisor Bridges and Buildings.
- M. S. TERRY, Agent, Batesville, Miss.
- M. L. HAYS, Agent, Kosciusko, Miss.
- J. T. NEELY, Agent, Durant, Miss.
- J. W. TARVER, Chief Clerk.
- J. T. WESTBROOK, Assistant Engineer.

THE second quarterly division safety meeting for the year 1915 was called to order after the close of Quarterly Staff Meeting.

Statement showing claims paid for seven months ending January, compared with seven months of year previous, read and discussed in detail. Number of other statements showing individual cases on each division discussed. Letter from the General Superintendent, dated March 23rd, addressed to all Superintendents, calling attention to minutes of meeting held on the Tennessee Division, pertaining to motor car accidents, taken up in detail and discussed fully with all present, especially Road Department employees.

Attention was called to the recent change in location of fire extinguishers from warerooms to waiting rooms at stations. The change is not considered a good one, due to the fact that the extinguishers are too low and children playfully can reach them and are liable to sustain personal injuries by being burned with the acid from the charges. Extinguishers should be raised five or six feet from the floor, where they cannot be reached by children.

Mention was made of the pen stocks on the Mississippi Division being two or three inches low for tanks of the super-heated type passenger engines, spout not clearing coping of tank, necessitating trains making a second stop in a great many cases, which was considered undesirable, and also would reduce the rough handling of trains at water stops if the matter was remedied. Roadmaster will investigate with a view of remedying.

On account of the number of accidents occurring on various railroads recently, at road crossings, an attractive "Safety First" sign has been furnished and placed at important crossings on this division, which it is believed will be the means of eliminating some personal injuries and accidents.

Attention was called to a case where gravel plow loaded on the Kentucky Division at Gravel Pit, Kentucky, for shipment to New Orleans, was not placed a sufficient distance in the car to prevent end of plow sticking over end of car, causing a violation of the instructions. Car was handled from Gravel Pit to Water Valley, where it was put in proper position.

Attention was called to recent fatal injury to two employees at Memphis who were chaining up cars without notice to the Engineman of the yard engine. No blue flags displayed. Enginemen of all trains should be personally notified when necessary for the crew or any other employees to chain up cars in trains and instructions given to not move until personally notified by the Conductor of the train.

Attention was called to the storing of Aberdeen District passenger train laying over at Durant at night on a track used for placing north-bound loading. Car repairers have been placing blue lights on each end of passenger train while cleaning equipment, which has been at times disturbed by trains picking up at Durant. The practice of placing cars on this track is not considered an "Always Safety First" move. It is the opinion of the members of this committee that passenger equipment, where men are required to work around, should be put on a track separate from freight cars. Recommendations will be made to put in a track taking care of passenger equipment of the Aberdeen Branch laying over at Durant at night.

STOCK CLAIMS

A vigorous campaign is being made and is still being conducted with a view of reducing the number of stock claims and eliminating the killing of stock, due to the risk involved in killing stock and large amount of money paid out without any return in the payment of stock claims. New fences are being erected and old fences repaired. Division officers have been personally interviewing all Town and County officials, asking their aid in this campaign. A number of the farmers have co-operated with the road department in building of fences and are assisting in numerous cases. During the months of February, March and April, the condition is bad in Mississippi on account of all the stock being turned out for grazing before the new crop is planted and comes up.

Safety Meeting, New Orleans Division

Held at Vicksburg, Miss., March, 13, 1915

PRESENT

J. W. MEEHAN, Superintendent.

E. W. BROWN, Roadmaster.

C. LINSTROM, Master Mechanic.

J. B. YELLOWLEY, Trainmaster.

JERRY CRONIN, Traveling Engineer.

W. O. BLAIR, Chief Dispatcher.

E. D. MEISSONNIER, Division Storekeeper.

H. W. DOYLE, Claim Agent.

MARTIN QUINN, Special Agent.

W. H. SHIELDS, Dispatcher.

H. B. CUNNINGHAM, Gen. Yardmaster, Vicksburg.

J. D. HAUSEY, Gen. Yardmaster, Baton Rouge.

A. H. DAVIS, Agent, Vicksburg.
 R. L. MONTGOMERY, Agent, Natchez.
 GEO. WILDES, JR., Agent, Baton Rouge.
 H. D. HOLDRIDGE, Supervisor B. & B.
 J. M. HARPER, Supervisor.
 H. D. CUNNINGHAM, Supervisor.
 W. T. ELDRIDGE, Supervisor.
 C. M. GODARD, Supervisor.
 R. D. DAY, Supervisor.
 S. C. HOFMANN, Supervisor of Signals.
 PAT LONG, General Foreman Car. Dept.
 T. S. BRIGNAC, General Foreman Mech. Dept.
 J. A. P. GLASS, General Foreman Paint Shop.
 L. C. WEEMS, B. & B. Foreman.
 C. PORTA, Section Foreman.
 J. F. LONG, Section Foreman.
 C. D. HALL, Claim Clerk, Vicksburg Agency.
 W. L. PASCHELL, Waterworks Foreman.
 W. K. RUST, Engineer.
 G. S. BUTLER, Chief Clerk.
ABSENT
 G. L. DARDEN, Claim Agent.
 G. S. WHALEY, Claim Agent.
 A. S. HURT, Division Agent.

VISITOR

F. R. MAYS, Trainmaster, Vicksburg Division.

THE Chairman of the Division Safety Committee called the attention of those assembled to the fact that we had probably allowed our interest in the Safety First Movement to relax, in order to take care of the winter's business, but informed them that the heavy season's business was about over, and that Staff Officers and the various Safety Committeemen should put forth every effort to renew the interest of all employees in "SAFETY FIRST."

Accidents.

Attention was called to the various causes of accidents, and the Superintendent read at the meeting, the statistics of accidents on the New Orleans Division, and it was shown that a decided improvement has been made, and that accidents account of violation of rules of the Transportation Department had been practically eliminated, and with this important cause practically eliminated, special attention should now be directed to inspection of track and equipment, and that while the showing was good, every effort must be made to completely eliminate accidents of all kinds.

Train Inspection.

Under the subject of elimination of accidents, considerable time was consumed in discussing train inspection. Three matters were brought to the attention of every one at the meeting, which, if attended to properly, would have a good effect on the elimination of accidents. These are as follows:

FIRST: Careful inspection by Car Inspectors in train yards. The Master Mechanic, being present, advised he would personally talk to all Car Inspectors as to the proper inspection of cars.

SECOND: Careful inspection of trains by train crews.

THIRD: The watching of passing trains by agents and operators on the platform of all stations, and the exchanging of signals with flagman on the train. It was the consensus of opinion that this observance, if properly attended to, would be of great benefit in the prevention of accidents.

Flagging.

Particular attention was called to this very important matter, and more particularly to that phase of flagging commonly called a "Short Flag." It was the opinion of all present that enginemen are in position to prevent short flagging by promptly reporting each case of improper flagging coming to their attention, to the Trainmaster.

Stock on Right of Way.

Particular attention was called to hazard of accidents account of striking stock on right of way.

Personal Injuries.

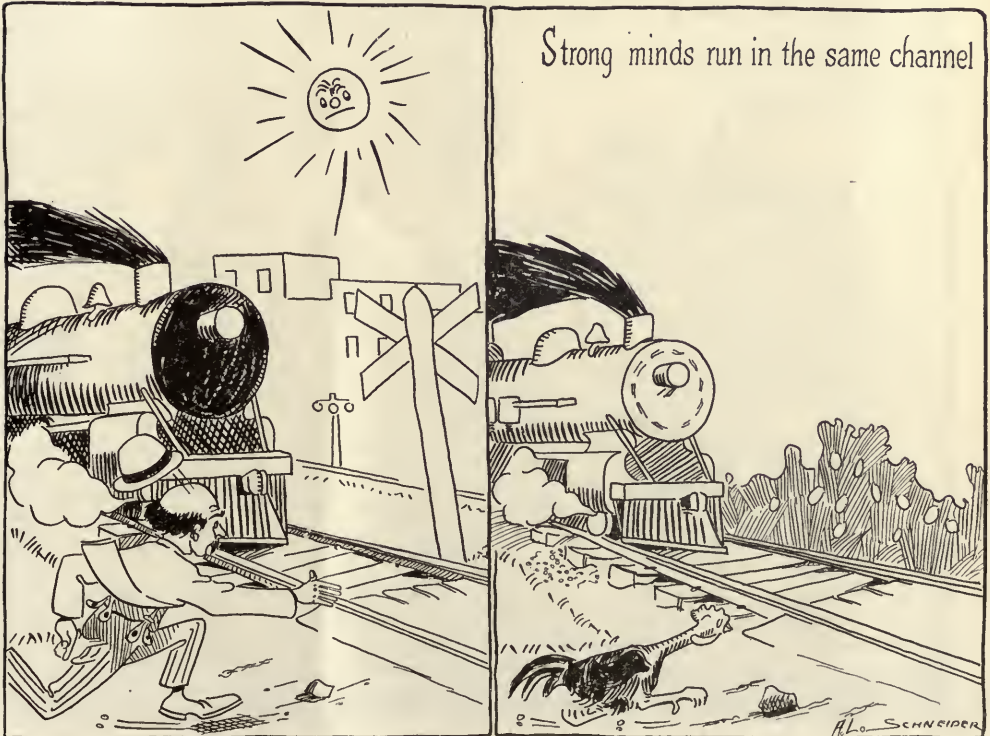
Reports of personal injuries were read by Claim Agent Doyle, and afterwards thoroughly discussed, and suggestions offered as to what could have been done to have prevented them. The suggestions will be made the subject of talks by the various Division Officers with employes from time to time.

Block Signals.

The attention of all concerned was called to the fact that we had just recently completed 79 miles of Upper Quadrant Absolute Permissive Block Signals, between Baton Rouge and Kenner Junction, and the rules governing must be strictly complied with.

Motor Cars.

This subject was brought up and thoroughly discussed, and all Supervisors and Section Foremen were instructed that they would not be allowed to carry outside parties on motor cars, nor would they be allowed to operate motor cars on main line without permission, and not then, except on business.



Public School



Natchez



M. V. R. R. Station



Lake St. John

Mississippi



Public School



Public School

Safety First Cards.

Attention was called to the fact that we had only received twelve or fifteen safety cards during the past four or five months. Each member present was impressed with the importance of seeing that all employes are supplied with these cards, and to follow up and see that each case coming to their attention is promptly reported.

Trespassing.

We are still having a great deal of this on the New Orleans Division, especially between Gramercy and Litcher. Trainmaster Yellowley will confer with the authorities at these points and see what can be done to improve the conditions.

General.

Traveling Engineer Cronin suggested that trees be cut from right of way at Oaklawn, Miss. Roadmaster Brown will look into this.

Mr. Glass, Foreman Paint Shop, suggested placing crossing sign at Klein and Levee Street crossing, Vicksburg. Roadmaster Brown will look into this.

Everyone present expressed themselves as being greatly benefited by the meeting, and would endeavor to bring about an improvement in "Safety First."



Illinois Central Officials Seem to be in Demand in Executive Positions in the Organizations of Which They Are Members

H. B. HULL.

At the 26th Annual Convention of the National Association of Railway Claim Agents, which was held at Galveston, Texas, May 12th, 13th and 14th, Chief Claim Agent Hull, of the Illinois Central, was unanimously elected president of the Association. Other officers elected were: First vice-president, W. F. Every, general claim agent, Northern Pacific; second vice-president, John S. Douglass, general claim agent, A. T. & S. F.; third vice-president, A. H. Mansfield,

claims attorney, Missouri Pacific; secretary and treasurer, W. H. Failing, Assistant Chief Claim Agent, New York Central.

T. T. KELIHER

Mr. T. T. Keliher, Chief Special Agent of the Illinois Central Railroad Co., was elected President of the International Association of Railway Special Agents and Police and third Vice-president of the International Federation of Peace Officers at their conventions held at Cincinnati, Ohio, May 25th to 28th, inclusive.



PASSENGER REPRESENTATIVES' EDUCATIONAL TRIP SOUTH—AT THE OAKS, HAMMOND, LA.

Passenger Traffic Department

Little Talks with the Rambler



Passenger Representatives' Educational Trip South

DID I ever Tell you," said the Rambler, "about the man with a pane of glass under his arm that so successfully made a trip down and up two steep ferry drops, and then came to grief out of pure relief at having saved the glass while the going was precarious? No? Well, it was at one of the Atlantic coast cities, where certain trains are taken after crossing the harbor on a ferry boat. On the particular occasion I am telling of, just as the boat was about to leave the slip a man came swaying down the drop with a large light of glass under his arm. The tide being low the drop stood at its most acute angle, and the man being sadly inebriated, he needed the entire width of the drive on the drop in which to maneuver; for he was fully conscious of the importance of keeping on his feet to save his glass. The drop tender did not see him until after he had cast off the boat, but to help he laid down the chain to allow the man to step on just as the paddle wheels began to turn. The inebriate then wound his devious way through the saloon and out on to the forward end of the boat through a crowd of standing passengers. Of course the latter became interested at once, and good naturedly got out of his way; encouraging him as they did so to hold on to that glass, not to let anybody hit it, and offering to bet with him that he'd smash it before he got to the train. When the ferry boat was made fast to the other drop not one started up the steep incline until they had given him with the glass a good start, they cheering him along as he made his tortuous way to the train. He even climbed aboard the latter and made his way down the car aisle without once hitting that glass against a single thing. Then, as he sat down in a seat he was so relieved at having saved his precious glass through all the intricacies of the ferry crossing and boarding the

train that he threw up his hands with an exultant 'aha!', and the glass was shattered on the floor."

I knew the Rambler had been south on what he had told me was to be an educational trip for our passenger representatives, and that he had returned that morning. I had rather expected him to drop into my office during the day and at least say "howdy", but as he did not do so I went to his office and learned that although he had got back on schedule time he had met with an accident since and was laid up at home with a sprained ankle. Immediately after my evening dinner, therefore, I went to his apartments, where he kept bachelor's hall, and found him propped up in an easy chair with a bandaged foot resting on another. He was apparently normal, however, except for his ankle, for with his pipe going merrily he was reading the evening paper when I was admitted. His reply to my salutation of greeting and inquiry was characteristic of his gamey mood, notwithstanding it was evident he was in some pain. It was, without deigning to reply to my direct question, the story that has just been related. I could not resist falling into his mood far enough to take advantage of the opening he had given by the story to remark with assumed severity: "I trust your being laid up is not from the same cause that wrecked the pane of glass?" I might have known better than to have tried to start anything with the Rambler. He jumped at the opening I had given him in turn, coming back somewhat forcefully with remarks to the effect that I certainly was a poorly informed man not to know that the entire country through which the party had passed was "dry" with the single exception of one large city. "But I am glad, just the same," he continued, "that you have given me the opportunity to state



ON THE KENTUCKY DIVISION, I. C. R. R.

that for the entire trip the thirty odd men composing the party might have been taken as delegates to a temperance convention as far as the use of liquor is concerned. The application of my story lies in the fact that after escaping all the vicissitudes of travel for eight days I, like the fellow's pane of glass in the car, had to get laid out on my own door step. "Which is to say," he continued in explanation, "on reaching 53d Street Station this morning on No. 10, I thought I would get off and come to the apartment to clean up and leave my grip. On reaching my front steps that pie-faced janitor of ours was washing them down, and instead of taking care of the soap he was using he left it on the top step as he had worked down to one of the lower ones. I was in a hurry and did not notice that soap. So I stepped on it and—well, they picked me up at the bottom of the steps, and here I am with a sprained ankle that the doctor says will keep me housed for a week or more. Everything helps 'though, and it's possible that my enforced rest will do me good." "That was hard luck," I said, "to escape the dangers of travel only to be floored after they had all passed; but let's hear of your little junket!" "Junket!" he fairly roared, as he reached out over his library table as if in search of something to throw at me, but evidently thinking better of it as he settled back again in his chair. "As for 'the dangers of travel,' they were about on a par, to my notion, with sleeping in bed at home; and hasn't our janitor here helped to prove that it is

the little every day accidents that are more liable to happen than those caused by traveling on a railroad? Look up the statistics on that," he said reflectively. "I believe you will find them interesting. But as for that word 'junket,' I resent it. It's true we were a jolly, good natured crowd through it all, and we had some rational fun by the way. It's also true that seeing a country, cities and people has its pleasurable side and is not the kind of work that exhausts like the ordinary routine of one's usual occupation. But even at that, do you think traveling 2,838 miles without cessation is a snap? How about eight consecutive nights in a sleeping car and all meals in a dining car for seven days? How about leaving the train and taking from one to four automobile trips every day for a week, then back on the train to the next stand? And finally, do you not think we were using our brains and eyes every minute while the daylight lasted?" I saw that he had mistaken what I intended as a jocose allusion to his trip as being my real estimate of what he and his associates had been doing, and hastened to apologize for my carelessness. "Well," he said, "if you have a proper appreciation of the serious nature of our trip, I will give you a detailed account of it, as it will not only be a pleasure for me to review what I have seen and learned, but will perhaps give you a broader comprehension of the system for which you work than you now have. Know, therefore, that the trip was made over the Southern Lines and the Y. & M. V. for

the purpose of enabling passenger department representatives to familiarize themselves with the territory covered by the lines referred to in a general way and to learn the salient features of the principal cities therein. In particular, of course, the underlying thought in this was to give our men working in outside territory first hand information to impart to tourists, home-seekers and others in soliciting business, aside from possibly imbuing them at the same time with an increased enthusiasm and loyalty for the road they work for through their more intimate knowledge of what it really is and what the country through which it passes has to offer. The party was confined to Passenger Department representatives only, except that it was accompanied by the Industrial and Immigration Commissioner and two of his assistants, the Manager of Baggage and Mail Traffic and the Official Photographer. You may be interested to look over the list at your leisure," he remarked in an aside as he passed the document over. "The number in the party varied slightly," he went on, "but at its maximum was thirty-eight and at its minimum thirty-one, the representatives coming from as far east as New York, from Omaha and St. Paul in the West and North, and from New Orleans and Birmingham in the South. The rendezvous was at Louisville, Ky., where the minimum number mentioned concentrated on Monday, May 3. Others joined us later at Birmingham, and at Jackson, Miss., and a few of necessity dropped out on the return at New Orleans and other points. Those from Chicago and the North and West concentrated at Chicago on Sunday evening, May 2nd, and went in a chartered sleeping car, seventeen in number, to Louisville over the Big Four; that car being their home and that of others for the next eight days, until the return to Chicago was made on Monday, May 10th. From Louisville around the circle to Memphis the round trip was made according to the following itinerary," and he also passed me the itinerary which I glanced over as he talked. "It was, of course, a special train from Louisville to Memphis, the train consisting of a baggage-library car, an Illinois Central dining car, two Pullman sleeping cars, and Inspection Car No. 7; the latter being very generally used throughout the entire trip both for consultations and correspondence in its office room, and for viewing the country in its large observation compartment. At Louisville, according to the time at the disposal of the various individuals of the party after their arrival, a somewhat general knowledge of the business portions of the city was gleaned by many who had never been there before. Opportunity was also taken to familiarize one's self with city ticket office and Union Depot facilities at that point, and to make

calls in the various offices of the passenger and other departments, to become acquainted with our working force in that city, particularly the officials of the operating department."

"The special left Louisville Monday, May 3d, promptly at 10:00 A. M., and from the very start an atmosphere of geniality, goodwill one toward the other, and of anticipated enjoyment made itself manifest; which goodfellowship prevailed throughout the entire trip. In fact, I might say right here," he remarked as he refilled his pipe, "that it was spiced with the healthful spirit of a lot of good fellows having a good time together. Before we had been together a day it was 'Bob,' 'Doc,' 'John,' 'Fred,' 'Giles,' 'Brick,' 'Jessie,' and the like, and continued so to the end. It certainly was a family party in the full sense of the term. On leaving Louisville," he continued, "our first thoughts probably concentrated on the physical characteristics of the division (Kentucky) over which we were running. Many who had never seen it, and many who had seen it from time to time in the past but not recently, carried the traditional knowledge that, while picturesque and running through a most interesting section of the country, it was famous for its curves and grades. Fortunately, we had 'Larry,' as he is familiarly called, that is, Superintendent Downs, with us and his trainmaster and roadmaster, Messrs. James and Glenn, respectively. These gentlemen went with us for the length of their division, Mr. Downs even continuing on to Fulton, and made themselves extremely welcome members of the party by their geniality and constant explanations of matters pertaining to the section of the great I. C. over which we were going. In brief, I may say of that portion of it traveled before dark, that its high physical standard was a surprise to the most of us. We had not been aware of the immense amount of work that has been put into that division in eliminating curves and grades and in double tracking. It was interesting for us to know that the long stretches of double track did not necessarily follow side by side as you would expect to find them, but that the two tracks would often be found some distance apart and at varying grades. During the past year, we were told, the grades have been reduced between Princeton and Paducah to 0.5% southbound and 0.75% northbound; and we understood the reason for some of the distances between the double-tracks when it was explained to us that the ruling tonnage is southbound, and that by these different grades we are enabled to increase our train load within that territory 100%. That is, to 3,000 tons, by the use of Mikado engines. Considerable curvature and a slight shortening of the total distance have been made between the Cumberland River and Kutta-

wa, and between Eddyville and Dulaney, and at the Princeton Yard grades have been reduced, the length of tracks increased and some new tracks laid, as well as ten and one-half miles of double track having been constructed between Princeton and Eddyville. We had it forced home on us," he smilingly added, "why economy is so constantly drilled into us when we learned that the work being done for the betterment of the Kentucky Division alone will cost approximately \$800,000.00.

"But," the Rambler remarked, as by the look in his face I knew that he had felt a twitch of pain in his ankle, "I must not go too closely into detail in my story or I will not get to bed at the time I was charged to do so by my doctor. So I will just outline the salient points from now on, with perhaps a little extension on particularly interesting features. Our first stop was for half an hour at Dawson, Ky., but as the principal medicinal wells of that famous health and pleasure resort, as well as its stores and prominent hotels, are on one street and near the station, it was time enough to get a general idea of the place and to shake hands with W. I. Hamby, of 'Hamby's Well' fame and the man who has done so much for Dawson. Dawson Springs, its incorporate name, is a town of about 1,500 inhabitants, and during the summer season has from 1,500 to 2,000 visitors at one time. It is also visited the year 'round by a considerable number of those seeking benefit from its waters. Some of us who knew the place boarded our train

somewhat reluctantly at 3:00 P. M., for we knew the attractions of nearby Padwater River and of Arcadia Cliffs, two features of much interest to the sojourner there. However, some of the beauties of the cliffs we saw from the train soon after leaving the station; and a few miles below, at Standing Rock, the train made a stop to enable the Official Photographer to make the first of many group pictures of the party that were obtained during the trip. It was at this point," the Rambler remarked with a smile, "that he who later became known as 'Snapshot Bill' first made his appearance as such, and his kodak was much in evidence for the remaining days of our journey. From Standing Rock a quick run was made to Paducah, Ky., one of the old cities of the state and one of about 23,000 inhabitants; we arriving there at 4:45 P. M. A Board of Trade delegation met us at the station with automobiles and took us for a most interesting ride to all parts of the city, including its retail and wholesale districts, its manufacturing district and to the Country Club. During this trip we all gained an extremely good fund of general information as to Paducah's historic features, its interesting location at the junction of the Tennessee and Ohio Rivers, and its industries; the latter including lumber mills, wood-working manufacturing and other lines of general manufacture, as well as tobacco interests. Its homes were attractive, and its public buildings, such as the City National Bank Building, the high school building, the Illinois Central Hospital, custom house



THE AUTOMOBILE TRAIN AT JACKSON, MISS.

and postoffice, Country Club House, First Baptist Church and others, were suggestive of the substantiality, material prosperity and progress of the community. Among its historic features to which our attention was called were the old home of Jack Lawson, who brought from England and ran on the B. & O. R. R. in 1827 the first locomotive in this country; the headquarters of General Lew Wallace during the civil war; the grave of the Indian chief 'Paduke,' Fort Anderson, and the statue of General Tilghman, who raised the first confederate regiment in western Kentucky. From Paducah, which we left at 6:30 P. M., it was not on the itinerary to make any stops until Birmingham was reached the next morning, but on arriving at Fulton in the early evening and having to stop there about twenty-five minutes for operating reasons, we were surprised to be met by a delegation of merchants and the Business Men's Association who had a line of automobiles held awaiting our arrival at the station. They said good naturedly that they knew that they were not on the list but that they were not going to let us get by without at least looking us over and showing us something of their flourishing little city of nearly 6,000 people. So they spun us around the city in their automobiles and, although dark, from the lights within the houses and the street lamps we were able to gather a more intelligent idea of the attractions of that place than any of us who had simply gone through the city on the train had ever had before. With its good streets delightfully shaded and with its pretty homes and compact but attractive looking business center, we learned, did at least the most of us, that Fulton, Ky., was 'on the map' much more decidedly than we had ever supposed. An informal smoker and a few three-minute speeches in Elks Hall, in which the Illinois Central was given nothing but praise and friendly greetings, with appropriate responses, ended our stop there, and I think it was the general feeling of all that it was the more enjoyable for being unexpected. The night run from Fulton to Birmingham was made over our own line to that city, and those who were up sufficiently early in the morning to enjoy the scenery of the road for an hour or more before reaching our destination at 7:30 A. M., Tuesday, May 4th, were well repaid, as the line, passing through the foot hills of a mountainous region is extremely picturesque. At Birmingham, that bright, hustling, new city of the South, with a population of 133,000, the party at once gathered at our City Ticket Office on First Avenue, from which, under the auspices of the Board of Trade, we started on a most delightful automobile trip lasting something like three hours. In this we were shown the business heart of the city with its numerous skyscrapers, modern

hotels and apartment buildings; we were carried to Norwood, a beautiful new suburb; we went to Ensley and to Fairfield where are located the blast furnaces and rail mills, the reduction plant of the Tennessee Coal, Iron & Railroad Company, the wire and nail mills of the American Steel & Wire Company, and other industrial concerns of magnitude. From Fairfield the return to Birmingham was made via Glen Iris Park, Highland Avenue, Milner Hights, Mountain Terrace and Altamont Road to the summit of Red Mountain. This was all through most beautiful residential sections, located on broad avenues that terraced one above the other until the summit of the mountain was reached. From the latter a most magnificent view was obtained of the entire city located in the valley below. It is a feature of Birmingham that its residential districts are universally attractive and adorned with the finest of homes set amid charming landscape effects; also that unlike most cities, the attractive homes are not confined to any one section but are scattered in all directions, on the hills, practically throughout the entire city. The roses and early blossoms, as well as the shrubbery and lawns, having donned their spring dress, added much to the beauty of our windings in and out among these residential hills. From Red Mountain a run was made to the beautiful grounds and club house of the Country Club, after which we returned to the Tutwiler, the new hotel representing a total investment of \$2,000,000, where we were most elaborately entertained at luncheon by its manager. On this last occasion some two or three minute speeches of welcome were given and properly acknowledged, after which we were carried to our train with glowing feelings of appreciation for all that we had seen and learned of the real greatness and beauty of Birmingham. Regretfully leaving the city at 3:15 P. M., we had several hours of daylight in which to enjoy the really beautiful scenery en route, and to have the physical aspects of the road and the country explained to us by Superintendent J. J. Pelley of the Tennessee Division and his trainmaster, Mr. A. W. Ellington, these gentlemen accompanying us from Jackson, Tenn., to Birmingham and return. Our particular interest in this connection was to see, before darkness shut in, as much as could be of that portion of the line built by us between Haleyville and Corinth. With a knowledge that it had been constructed through a hilly country, it was interesting to note that its chief characteristic was that it is a line of low grades and slight curvature. To accomplish this, however, there are many deep cuts and fillings. Probably the most interesting feature to the layman was the so-called Brush Creek viaduct, about seven miles north of Haleyville, where the road



DOUBLE TRACK MAIN LINE, I. C. R. R., NEAR AMITE, LA., STATION.

runs over a steel trestle 1,260 feet long and 185 feet high, spanning a little creek and broad valley. In this run from Birmingham to the next stopping place, we doubled back to Jackson, Tenn., and from thence went down over the Tennessee and Mississippi Divisions, through Holly Springs and Water Valley, to the main line at Grenada, and from there to Jackson, Miss., the capital of Mississippi, and having a population of over 21,000, where we arrived at 7:30 A. M. Wednesday, May 5th."

"At Jackson again a local Board of Trade took the party in hand and carried us in automobiles through the residential district of the city, past the old capitol building to the new capitol, which was incidentally visited, and thence out into the country past the Institution for the Deaf, Dumb and Blind, the Charity Hospital, and the new Baptist Hospital, from which we continued on into the country to the attractive new Country Club house, where we alighted, rested and looked over its picturesque surroundings. En route to the Country Club, however, a slight detour was taken to visit the Lavernet Stock Farm, where we saw the famous prize bull 'Point Comfort,' and inspected some high bred stock. On the return to the station a visit was made to the new creamery that has been established at Jackson through the encouragement given by the Illinois Central, which company is paying the salary of the manager for a year, and which creamery had in December, 1914, 17 patrons and made 1,600 pounds of butter, while in the following February it had 41 patrons and made 3,800 pounds of butter. This last is simply

illustrative," said the Rambler as he shifted his lame ankle to a more comfortable position, "of little things that we learned on this trip concerning the interest of our company in the agricultural and industrial development of the South, and in which we in various ways are aiding. Leaving Jackson, Miss., at 10:30 a. m., the run was next made to Hammond, La., over that portion of the double-tracked main line probably the most familiar to those of our party who had ever been South at all, as it is the approaching gateway, so to speak, to New Orleans. The long stretches of level, straight, double-tracked roadbed, passing through lumber districts, truck farming regions and prosperous cities and towns, and in places below Hammond through the yet unclaimed swamps, gave the party practically their first glimpse of the physical aspects of the extreme South, and the interest that was displayed in these features en route was manifest. At Terry, Miss., about sixteen miles south of Jackson, we passed one of the Illinois Central demonstration farms and, as we were accompanied at the time by one of our agriculturists, it was explained to us what was being done on that farm and what the so called Illinois Central demonstration farms meant; the company also having them at Fulton, Ky., and at Brookhaven and McComb, Miss., in the territory through which we passed on the I. C. All told, there are thirty-one of the demonstration farms along our southern lines, of which three are located in towns through which we later passed on going over the Y. & M. V., namely, at Yazoo City, O'Reiley and Clarksdale, Miss." In answer to my in-

quiry, the Rambler explained that, in brief, these demonstration farms were those where the railroad entered into contract with a farmer along our right-of-way to farm 40 acres according to instructions received from our expert agriculturalists; the farmer being protected by a certain guarantee. In three years on such farms production has been increased 300 per cent over what the farmer, in his own way, had been able to produce. "Our next stop was for a half hour at Hammond, La., a flourishing fruit and winter resort town of 3,000 inhabitants that was settled by northern people," continued the Rambler. "We only had time there to see its famous oak tree and visit the grounds of the Oaks hotel, where we again had a group picture taken in which our party is shown with its full complement; after which, at 2:30 p. m., we left that active locality of the strawberry, dairying and lumber interests for New Orleans, reaching there at 4:00 p. m. Immediately on leaving the train we embarked on sight-seeing automobiles for an 18-mile tour of about two hours around the city, and we certainly did obtain a good comprehensive idea of its varied characteristics from a tourist point of view. Of course, we saw the city's main retail business street—Canal Street, and we were carried through the famous French quarter, now so rapidly giving up its old characteristics before the march of modern progress, and saw the cathedral, the cabildo and Jackson Square; also the new court house overshadowing the once famous Hotel Royal, and other landmarks of interest. On the other side of Canal Street we saw Lafayette Square with its numerous statues of historical interest, Lee Circle and other items of note, including the blending of the old architecture of a past age with the new of the present. The aristocratic Esplanade of the French quarter was gone over, and the beautiful City Park, with its massive oaks and picturesque palms was visited. Then we pushed out beyond, through a most interesting section built up within a few years with substantial high class homes on land that has been reclaimed from a swamp, to the so called West End bordering Lake Pontchartrain. For many years a summer retreat of the amusement park order, the city a few years ago took West End over and have built a substantial sea wall about it and are making of it an ideal breathing space for its people. Returning over the 'shell road' along Bayou St. John and past the Country Club house and grounds, the way was made through Carrollton and St. Charles Avenues back to the heart of the city; the avenues last mentioned containing the modern homes of wealthy citizens. And most beautiful they certainly are," the Rambler enthused, "with their pretentious residences and beautiful grounds to set them

off, and with a wealth of rich foliage and flower-be-decked lawns and approaches. The floral display by the way," he added, "was one of the features of that ride, especially on Carrollton and St. Charles avenues. Our sight-seeing ride terminated, at the Gruenwald Hotel at 6:00 p. m., after which the boys were free until 9:30 the next morning. Many of them took advantage of the courtesy tendered us all and went to the Young Men's Gymnastic Club for a swim in the salt pool; and throughout the evening the diversions varied according to taste or acquaintance with the city. Some of them relieved the nights on the train by sleeping in a hotel, while others from choice stuck to their berths in the sleeping car, our special train having been parked at the station for the purpose. But whatever the amusement or business found by the various individuals of the party that evening, I am sure that with many of them it was but a continuation of their education along lines calculating to make them better solicitors of passenger business in the future." "What did you do that evening, Rambler?" I rather impudently asked. "Ate buster crabs and wrote picture postal cards in a hotel writing room," was the laconic reply. "But don't interrupt me. It's getting mighty near bed time and I want to finish this story so that you will not be coming at me again for more of it tomorrow night. So just listen to what occurred the next day, Thursday, May 6th."

"At 9:30 a. m., through the courtesy of the President of the Board of Commissioners of the Port of New Orleans, which gentleman and other officials accompanied us, we took the Dock Board's tug 'Sampson' for a trip around the New Orleans harbor. The latter is, of course, a river harbor, and it has a frontage of forty-one miles under control of the Port Commission. The river is from one-half to three-quarters of a mile in width and varies in depth from forty feet to one hundred feet at the wharf lines to a maximum depth of 188 feet in midstream. The harbor is located one hundred and ten miles from the end of South Pass jetties at the Gulf of Mexico. This harbor trip of two hours was replete with interest of a most absorbing nature, including as it did the sight of vessels from the typical river steamboat and the now almost obsolete sailing craft to ocean going steamers from various foreign climes; among the latter being a group of interned steamships anchored in the stream, and one from Denmark, which suggested the sad condition of affairs in Europe, as it had her name, country and flag painted large on her sides as a precaution in the now famous torpedo zone. The system of covered docks stretching along the river front, the floating dry docks on the opposite side of the stream, and last

but not least our own Stuyvesant Docks, added to our interest in the evidences we saw of the importance of New Orleans as a maritime city. It is interesting to note in passing that the Stuyvesant Docks, owned and operated by the Illinois Central, occupy one mile of river front with wharves, fire-proof export warehouses, yards with a storage capacity of 2,500 cars, and two grain elevators having storage capacity of 2,500,000 bushels, or the equivalent of 2,100 cars. Our attention was also called to the site of the \$3,500,000 warehouses and terminal, to be established by the Port of New Orleans, in which will be introduced the most modern methods of handling and storing cotton, its capacity to be nearly 2,000,000 bales. At 2:00 p. m. sharp our special train left the Crescent City for its run over the 'Valley Road,' as the Yazoo & Mississippi Valley Railroad is generally designated in its section of the country. Baton Rouge, La., was to be the first stopping place, and in reaching there we followed the Mississippi river, although that interesting body of water was not visible for the intervening levee, and passed through the rice, cane and fruit country in which were seen extensive sugar mills, an oil tank plant and a large lumber depot, as well as typical plantations and mansions and negro quarters of ante-bellum days."

"In this connection," interpolated the Rambler, "I want to anticipate and speak in general of the Y. & M. V. R. R. from a physical point of view. It being a road of 1,381 miles, I think those of us not familiar with it, influenced possibly by its relatively

small position on the map compared with the Central's lines, have associated it in mind as rather a minor class sort of a railroad. Hence, we were all agreeably surprised and impressed with the fact that it is a first class road physically, as far at least as that portion we went over is concerned. In other words, could we in the past have disassociated it from the larger road of our system, it would undoubtedly have been considered, as it clearly is, among the high class and important smaller roads of the country. The scenery that is encountered in going over it, is as a rule very attractive, particularly in its semi-tropical aspects."

"Arriving at Baton Rouge (population 15,000) at 4:20 p. m., we were taken in hand by the Chamber of Commerce and in automobiles made a trip of inspection, absorbing in a general way the attractive features of the residential and retail portions of the city and making an extensive tour out into the country over the new 'model road,' the latter being the end of the New Orleans-Baton Rouge state highway. Among the features of interest seen and to be seen there are the Historical State Capitol, City Hall, Deaf Mute Institute, Institution for the Blind, Municipal Abattoir, State Penitentiary, the beautiful grounds and unique buildings of the old colonial architectural type of the Louisiana State University, including the Government Agricultural Experiment Station, and the plant of the State Sanitary Live Stock Board where hog cholera serum is manufactured. Entraining again, we left Baton Rouge at 7:00 p. m. and passed en route,



NEW ORLEANS HARBOR—DANISH SHIP WITH MARKINGS FOR THE WAR ZONE.

a few miles north thereof, another industrial feature of the State Capital in the Standard Oil Company's plant of tanks and refinery covering several hundred acres and having 1,200 employes that are housed in a modern town forming a part of the general plant. Arriving at Natchez at 11:00 p. m., the sightseeing in that most picturesque and beautiful of old southern towns began with the daylight next morning, Friday, May 7th, our train being parked for the night in the station yards. The station is an attractive building bordering a little municipal park at the crest of a bluff overlooking the river two hundred feet below, and from which bluff is disclosed a beautiful landscape of the surrounding country. We were met early by a delegation of the citizens with their string of automobiles and given an exceedingly interesting ride around and about the city and the surrounding country. In this, among other impressive features, were the beautiful shade trees with their hanging Spanish moss, and the exquisite types of old colonial homes of ante-bellum days. I have not time," said the Rambler, "to go into ecstasies in describing the beauties and historic interests of Natchez, but will briefly say that among the attractive features that we saw was the residence of Mr. Rumble, which has been owned by that family for more than one hundred years and which was the headquarters of General Grant during the war; the location of Fort Rosalie, the first Spanish fort in Mississippi; the 'Briars,' where Jefferson Davis was married and which was later his home; and the court house, said to be the oldest official building in the State of Mississippi. We went out on the Woodville Road to Longwood, where is located the former home and grave of Sargent Prentiss, the great orator and first Governor of Mississippi, also 'Longwood,' on which estate is the unfinished octagonal thirty-two room home of the Knutt family, embowered midst the most beautiful environment of magnolia and oak trees with their festoons of hanging moss, which home, although occupied, stands incompleated since the days of the Civil War. Duncan Park, a beautiful private estate with its typical colonial mansion that has been donated to the city for park purposes by the Duncan family, was also in our itinerary. The ride was completed by a trip to the historic village of Washington, Miss., where three small buildings mark the location of the first capital of the state, where the trial of Aaron Burr was held and near which is the Jefferson College, a military school for boys. From Washington a continuation of a few miles was made to our station at Selma, where is located President Markham's plantation and where we again took the train, this time bound for Vicksburg. The scenery en route to that historic city was particularly

pleasing in general characteristics, disclosing much woodland and rank semi-tropical vegetation, the famous cane-brake in dense thickets being much in evidence and suggesting that we were passing through a good bear country. Arriving at Vicksburg at 1:00 p. m., we were again in the hands of citizens and business men of the city. They took us in automobiles up over the hills around about their beautiful city of 21,000 inhabitants, and to the National Cemetery and Vicksburg National Military Park. Perhaps in a way this was," said the Rambler reflectively, "the most impressive trip of them all. It's too long a story to tell of the features and character of that Military Park, but I might say that it probably never looked more beautiful from a scenic point of view than on that day in the freshness of its early spring foliage. It took us over two and one-half hours to make the round trip of the park. We were accompanied by Captain Rigby, Chairman of the Park Commission, the Mayor of the city and others, the former halting us at different points and explaining the salient features of what we saw. A second short respite from our educational labors, akin to that in New Orleans, was given us at Vicksburg, we having several hours in which to enjoy ourselves each in his own way, as the train did not leave that city until 7:30 p. m. When started, however, it was off to Yazoo City, Miss.—up the main line to Kelso, thence over the Silver Creek District to Silver City and then down over the Sunflower District to Yazoo City where we arrived late in the evening."

"The next morning, Saturday, May 8th, was the beginning of what certainly proved to be a busy day. Its start was in Yazoo City, which, with its population of 7,000, its metropolitan appearing business streets with brick buildings of from one to three stories, its attractive residential streets and homes, its interesting public buildings, and its wealth of foliage scattered over the hills which characterized the contour of the place, furnished material for several hours' profitable investigation and sightseeing. Its citizens took charge of us, and in automobiles showed us all these and many other things, both in and beyond the city, that proved pleasurable and profitable instruction. Leaving Yazoo City at 10:25 a. m., we next continued over the Illinois Central to Gwin and thence over the Tallahatchie District of the 'Valley Road' to Clarksdale, Miss., stopping en route, between 12:40 and 1:25 p. m. at Greenwood, Miss., and arriving at Clarksdale at 3:25 p. m."

"Immediately upon leaving Yazoo City we passed, near its outskirts, one of our demonstration farms, and from then on until the end of the day at Greenville, it should be remembered that we were in practically the heart of the famous Yazoo Delta,



AT VICKSBURG—S. G. HATCH (STANDING), PASSENGER TRAFFIC MANAGER; H. J. PHELPS (SITTING), GENERAL PASSENGER AGENT NORTHERN LINES.

which delta, broadly speaking, extends from that portion of the Mississippi River bottom lying between Memphis and Vicksburg, the whole of which is drained by the Yazoo River and its tributaries. It has a length of about 180 miles and a greatest width of about 75 miles, the area being over 7,000 square miles. Of it a noted authority, referring to its rich alluvial soil and to the animal and vegetable life with which it teems, has written that 'the delta of the Nile has never approached in productiveness that of the Yazoo River.' In this connection the Rambler remarked parenthetically that he regretted not being able to tell me more of what was seen in this and other sections pertaining to diversified farming, but that he would have to content himself with the bare statement that cotton, cane, rice, grain, corn, and so-called truck farming was much in evidence at various points; also that in all the automobile trips there was evidence of a great deal of interest in

the "good roads" movement, many stretches of new model roads being encountered. "During the stop at Greenwood," he continued, "the Business League of the place carried us in rapid automobile survey of that enterprising town of 6,000 inhabitants. We were impressed with the attractiveness of its homes, the business enterprise of its citizens as evidenced in its business and manufacturing districts, and with the nature of the model roads that we encountered in its outskirts. Clarksdale, with a population of 4,000, proved another up-to-date little city with modern homes and a beautiful outlying country which was seen, as in all cases before, through the courtesy of the citizens of the place who met us with an ample automobile corps and sped us in various directions to see in a quick space of time what their city had to offer. It was interesting to be told, as we pushed out into the country, that we were in an old river bed of the Mississippi, now from twelve to fourteen miles away, and that at one point of our ride we were on what was in the olden days an island belonging to Arkansas. Leaving Clarksdale at 4:15 p. m., we doubled south over the Y. & M. V. main line to Leland, Miss., the ride to that point being full of unique interest, as we passed through the various towns, in watching the negroes out in their full Saturday afternoon holiday regalia, the latter being in many instances astonishing and typical. One of our industrial farms, that at O'Reilly, was passed on this run. Our ultimate destination was Greenville, Miss., but we left the train at Leland, ten miles across country from Greenville, where a large and enthusiastic delegation from the Greenville Chamber of Commerce met us with more automobiles than they could use after assigning but two of our party to a machine; incidentally, but much to our gratification and profit in the matter of information, this arrangement gave to each of us the company of a citizen of Greenville. It was getting late in the day so that the automobile ride that followed was one of the most invigorating ones as to a maintenance of continued high speed that we had, for our Greenville friends were determined that we should see a typical Delta plantation. So by a circuitous route aggregating twenty-five miles back to Greenville, they took us first to the Holly Knowe Plantation of about 2,200 acres and to the adjoining Dunleith Plantation of 5,000 acres, also to the State Experimental Farm. The large plantations were typical of the old agricultural system in the South brought up to date by scientific and modern methods, and were very impressive in their vastness, their evidences of systematic working and in their diversification in alfalfa, corn and cotton. We saw the second cutting of a tract of 300 acres of alfalfa, three more cuttings being expected during the season, the entire product of the five cuttings, it was said, being al-

ready sold. The modern, up-to-date city of Greenville was reached in time to skim through its residential and business sections before dark and before going to supper on our special train which was awaiting us at the station. At the conclusion of the evening meal we went to the Chamber of Commerce, incidentally being able to note the metropolitan character of Greenville's main business street under the favorable conditions of a lively Saturday night trade. At the Chamber of Commerce rooms we were given a smoker and able addresses; it being explained on the part of Greenville what were its ambitions, accomplishments and resources, both of city and outlying country; and on the part of the railroad our appreciation of the reception given us and an explanation of what our company had been doing and was doing in the South to aid the various communities along industrial and agricultural lines. In this connection, I think an erroneous impression on the part of many of us was corrected when it was explained that the big drainage ditches, constructed and maintained at public expense, that we had seen during our ride, were for the purpose of carrying off surface water and not for the overflow of the river."

"This in theory was the end of our sight-seeing, and consequently of our enjoyable work, but from a certain point of view what followed on the spur of the moment was really perhaps one of our most effective strokes. I may not have remarked," he continued as he knocked the ashes from his pipe and placed that solace of his home hours on the table beside him, "that through all this traveling and sightseeing there were frequent conferences in the business room of our Inspection Car between the Traffic Manager and the General Passenger Agents and the various members of the party with whom some item of business arose. In line with this, after we returned from that Chamber of Commerce meeting at Greenville, although it was as late as eleven o'clock in the evening, the Passenger Traffic Manager called us together in the observation room of the car and asked for expressions of opinion from each of the thirty-one persons present as to the profit that it was felt had been gained in each individual case by the trip. The meeting lasted until long after the train was speeding towards Memphis, in fact until twelve-thirty in the morning, and was a most enthusiastic one. It was informal and unconstrained, it being evident that everyone spoke from the fullness of his conviction that from start to finish the trip had not only been a revelation in every way, but that it was bound to be of very material future help in soliciting business. Varied reasons were given for this conviction, and but echoed what had been remarked informally from time to time as points of value had been forced upon the attention during the trip. It was

an 'experience meeting' that in itself but bound the stronger the growing feeling of increased respect and loyalty to 'Old I. C.' Arriving at Memphis at 5:00 a. m., Sunday morning, May 8th, the first comprehensive educational trip of Passenger Department Representatives came to an official end after all who cared to had eaten their last breakfast in our dining car. The party then broke up, some making close connection with morning trains for their still distant territory, while others made afternoon or evening connections. The majority, however, remained long enough in Memphis to take an automobile ride about the city and to visit Riverside and Ovington Parks, thus adding to their store of knowledge for the benefit of patrons in their home territory. The Chicago delegation and those going beyond stuck to their car 'Alonso,' in which they had left Chicago eight days before, and were carried through on Nos. 134 and 10, arriving home at 8:20 on the morning of the tenth."

On thus finishing his story the Rambler asked me to bring him an orange from the buffet in the adjoining dining room, remarking as he peeled it that he had never talked so much before in his life (which was not the truth) and that it had parched his throat. "But," he added, "there's just a word more I want to say in general about those cities we visited, detailed accounts of which I could manifestly not go into this evening. That is, the character of them all was a most pleasing surprise. Those with an extended history, while bearing of necessity some evidence of that fact, but that generally in a most pleasing manner, seemed to have been brought up to date in both appearance and in the evidences on every hand of a progressive, modern commercial spirit. Those of a later generation were marvels of attractiveness in their general beauty of residences, streets, business sections and all that goes to account for an earnest civic pride. In fact, civic pride seemed to be a fetish with all of them, old and new. But I'm rather used up, old man, and if you don't mind, I'll retire. Thanks to that piece of soap I've had rather a strenuous day of it. But please do not go yet; I want you to help me get into bed in a few minutes. In the meantime here is a set of Snapshot Bill's unofficial pictures that you can look over, also those of the Official Photographer. Should you want any of them I have no doubt it can be arranged." Later, as I helped him to bed, and at his request brought him another orange from which he sucked the juice in the good old fashioned way while propped up on a pillow, he broke out of a sudden with the exclamation, "Gee! But we did live well on the dining car that went the rounds with us on that trip. But it was all right," he added reflectively, "we got no more, or nothing better, than our patrons have in our regular service, and it



AT VICKSBURG—G. H. BOWER, GENERAL PASSENGER AGENT SOUTHERN LINES.

is worth something in a business way for the boys to be able to tell of their own knowledge what may be expected by a prospective passenger. Well, good night! Switch off the lights as you go out, please," and he painfully worked himself down under the covers.

As a matter of information and record the official itinerary of this trip and list of participants is appended herewith.

The party started from Louisville 10:00 A. M. Monday, May 3rd, 1915, by special train as per following itinerary:

Lv. Louisville	Monday	10:00 A. M.
Ar. Dawson	Monday	2:30 P. M.
Lv. Dawson	Monday	3:00 P. M.
Ar. Paducah	Monday	4:45 P. M.
Lv. Paducah	Monday	6:30 P. M.
Ar. Fulton	Monday	7:45 P. M.
Lv. Fulton	Monday	9:15 P. M.
Ar. Birmingham	Tuesday	7:30 A. M.
Lv. Birmingham	Tuesday	3:15 P. M.

Ar. Jackson, Miss....	Wednesday	7:30 A. M.
Lv. Jackson	Wednesday	10:30 A. M.
Ar. Hammond	Wednesday	2:00 P. M.
Lv. Hammond	Wednesday	2:30 P. M.
Ar. New Orleans....	Wednesday	4:00 P. M.
Lv. New Orleans....	Thursday	2:00 P. M.
Ar. Baton Rouge....	Thursday	4:20 P. M.
Lv. Baton Rouge....	Thursday	7:00 P. M.
Ar. Natchez	Thursday	11:00 P. M.
Lv. Natchez	Friday	10:30 A. M.
Ar. Vicksburg	Friday	1:00 P. M.
Lv. Vicksburg	Friday	7:30 P. M.
Ar. Yazoo City.....	Friday	8:30 P. M.
Lv. Yazoo City.....	Saturday	10:25 A. M.
Ar. Greenwood	Saturday	12:40 P. M.
Lv. Greenwood	Saturday	1:25 P. M.
Ar. Clarksdale	Saturday	3:25 P. M.
Lv. Clarksdale	Saturday	4:15 P. M.
Ar. Greenville	Saturday	5:55 P. M.
Lv. Greenville	Saturday	11:15 P. M.
Ar. Memphis	Sunday	5:00 A. M.



ON THE "SAMPSON," NEW ORLEANS HARBOR—W. H. BRILL, ASSISTANT GENERAL PASSENGER AGENT SOUTHERN LINES.

The party consisted of:

S. G. Hatch, Passenger Traffic Manager, Chicago, Ill.

H. J. Phelps, General Passenger Agent, Chicago, Ill.

G. H. Bower, General Passenger Agent, Memphis, Tenn.

W. H. Brill, Assistant General Passenger Agent, New Orleans, La.

F. S. Bishop, General Eastern Passenger Agent, New York, N. Y.

H. S. Gray, Division Passenger Agent, Dubuque, Ia.

R. J. Carmichael, Division Passenger Agent, Chicago, Ill.

P. A. Marr, District Passenger Agent, Cincinnati, O.

J. M. Morisey, District Passenger Agent, Indianapolis, Ind.

G. B. Wyllie, Traveling Passenger Agent, Buffalo, N. Y.

C. H. Foster, Traveling Passenger Agent, New York, N. Y.

M. L. Whitaker, Traveling Passenger Agent, St. Paul, Minn.

J. J. McLane, Traveling Passenger Agent, Cleveland, O.

F. R. Fisher, Traveling Passenger Agent, Cincinnati, O.

W. W. Wilson, Traveling Passenger Agent, Chicago, Ill.

F. W. Harlow, Division Passenger Agent, Louisville, Ky.

R. Anderson, District Passenger Agent, Birmingham, Ala.

H. C. Webb, District Passenger Agent, Houston, Tex.



ON THE Y. & M. V., NORTH OF YAZOO CITY, MISS.

G. G. Truesdale, District Passenger Agent, Pittsburgh, Pa.

F. D. Miller, Division Passenger Agent, St. Louis, Mo.

S. North, District Passenger Agent, Omaha, Neb.

A. J. McDougall, District Passenger Agent, St. Paul, Minn.

J. H. Lord, District Passenger Agent, Springfield, Ill.

W. R. Israel, Traveling Passenger Agent, Detroit, Mich.

J. F. Beyer, Traveling Passenger Agent, Dubuque, Ia.

E. J. Weynacht, Traveling Passenger Agent, St. Louis, Mo.

W. Byrns, District Passenger Agent, Jackson, Miss.

R. H. Fowler, Traveling Passenger Agent, Louisville, Ky.

V. E. Labbe, Traveling Passenger Agent, Dallas, Tex.

G. W. Schelke, Traveling Passenger Agent, Evansville, Ind.

S. M. Spears, Traveling Passenger Agent, Little Rock, Ark.

J. C. Clair, Industrial and Immigration Commissioner, Chicago, Ill.

G. B. Harper, Assistant Industrial and Immigration Commissioner, Memphis, Tenn.

Mark Fenton, Traveling Industrial and Immigration Agent, Chicago, Ill.

H. L. Fairfield, Manager Baggage and
Mail Traffic, Chicago, Ill.
H. N. Mudge, General Advertising Agent,
Chicago, Ill.

J. K. Melton, Official Photographer, Chi-
cago, Ill.
E. H. Randolph, Secretary to the P.
T. M., Chicago, Ill.

A Letter Complimentary to the 57th Street Train- ing School

Kerrville, Tenn., April 24th, 1915.

Mr. J. J. Pelley, Superintendent, Fulton, Ky.

Dear Sir:—Referring to your letter of the 23rd, beg to advise that I was a student at the 57th Street Training School for a period of three weeks, under Mr. Barton. I am thoroughly convinced that any young men desiring to enter the railroad business, especially the agency department, will make no mistake in taking the course of instruction at the 57th Street School, under Mr. Barton.

Mr. Barton is an experienced railroad man of many years of experience in the agency work. I am proud of the fact that I can highly recommend the 57th Street School and Mr. Barton for the thorough instruction and up-to-date information that I received while a student there. Any young man on entering the Schools, if he will observe things closely and be careful when he is sent out on the road, he will not have to ask any one how to run a station, as the instructions that he would receive in school would enable him to thoroughly handle a small agency to begin with.

Mr. Barton also gives a lecture to all students each week on how to run a station after going out from school. These lectures are very helpful, as well as instructive, as he gives you the benefit of his past experience in railroad station work.

Had it not been that I was fortunate enough to take the course of instruction at the 57th Street School, I could not hold the present agency at this station, as I did not understand anything about station work. Mr. Barton and the Illinois Central R. R. Co. can not be too highly praised for the thorough and up-to-date course of instruction that they offer to any young man desiring to enter railroad work.

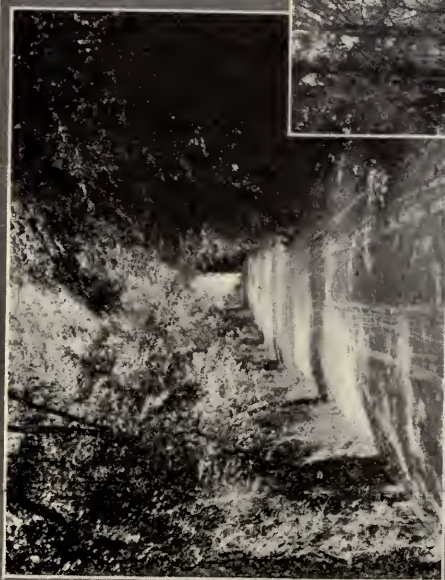
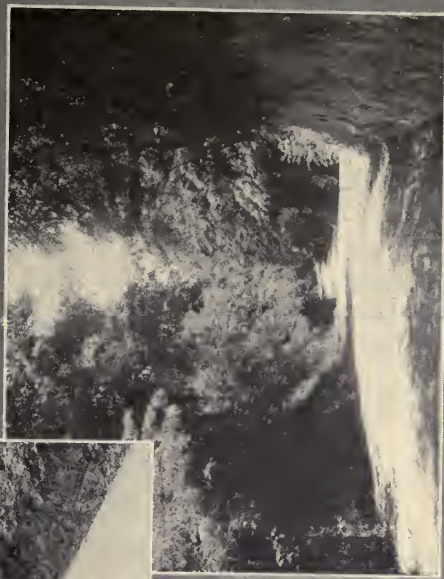
You may send this to the Editor of Illinois Central Magazine for the benefit of other prospective students if you so desire.

Yours respectfully,

E. P. Peregoy, Agent.
Leedy, Miss., April 27th, 1915.



near Natchez Miss.

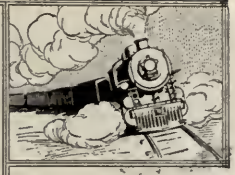


Picturesque Drives





TRANSPORTATION DEPARTMENT



The Great Concern of Railroads Today—Terminals

By J. M. Walsh, Terminal Supt.

Terminal:

Pertaining to or creative of a boundary, limit or terminus, as a terminal station.

Facilities—Railway:

A system of tracks, with other conveniences, for making up and receiving trains, and handling freight or baggage at a terminus; also, a railway system connecting various termini for the easy interchange of traffic, as in large cities.

Yard:

A system of tracks within defined limits over which movements not authorized by time-table or train order may be made subject to prescribed signals and regulations.

The practical method of defining yard limits is by yard limit boards in the nature of a fixed signal placed at such distance in both directions from a station as will indicate in operation the territory within which engines may move unscheduled, and with special orders.

The term "yard limit" is strictly an operating term employed for operating purposes, and has no reference to marking distance or mileage for the purpose of establishing freight revenue.

Design:

A terminal yard should be adapted to the rapid, economical and proper movement of cars for the forwarding of traffic. This is a vital consideration, but not fulfilled in numerous terminals now in use. The construction should be to provide facilities for the forward movement of traffic. These requirements are not only essential for economy but for competition as well. The time of high class

freight from time of receipt until departure should not exceed 1 hour—ordinary freight not to exceed 4 hours—freight requiring transfer or repairs 12 hours. Facilities that will permit such service can be considered as reasonably well designed.

In the majority of yards switching is accomplished by what is commonly known as the push and pull method. This plan is followed where yards are put in that cost the least in first construction, and in some cases effective work is accomplished. The number of cars that can be handled, however, is limited, and at a higher cost of operation, damage to equipment and lading.

A poling method was considered an improvement on the kicking method. This to increase cars handled and to lessen the damage to equipment and lading. The poling yard required an extra track parallel with the ladder leading to yard tracks, the two tracks to be tangent, and demands a more favorable location than the kicking yard. This method of handling cars increases efficiency and reduces cost somewhat.

The improved method is the gravity, or hump, yard with a grade sufficient to give the cars a forward movement to carry them into classification tracks. This method has been developed sufficiently and is the best so far for handling heavy business economically. The construction of hump yards where the entire motive power for giving the cars a quick movement into classification tracks and the force to carry them forward on same tracks has been secured by the force

of gravity, and is thought by many as the most favorable method of separating the cars in large terminals. It is thought this method of switching should be put in effect even in small yards, with sufficient riders to accompany cuts in all forward movements to conserve the equipment and avoid damage to lading, subjected to excessive strain where a push and pull method of switching is carried on.

However, yard arrangement desirable for effective operation is greatly affected by local conditions, such as lay of the ground, position of connecting railways, permanent construction and allied considerations, to all of which yard design has been subjected.

Yard Engines:

Engines assigned to yard service and working within yard limits.

Regulations:

Within yard limits the main track may be used protecting against first class trains. Second and third class trains and extras must move within yard limits prepared to stop unless main track is seen or known to be clear.

Some thought is being given the broad principle of permitting use of main track protecting against first class trains. The rule permitting yard engines to protect against first class trains may lessen the respect of yard crews for first class trains, and only in emergencies should yard crews be permitted to protect against first class trains, but not by rule. Yard crews should be permitted to use main track at all times without protection of a flag except on the time of first class trains. Other than first class trains should move within yard limits prepared to stop within one-half the distance, the track is seen or known to be clear. It is thought reasonable to expect other than first class trains in yard limits to stop within one-half the distance the track is seen or known to be clear—this to apply not only to main tracks but to all tracks within yard limits and prevent opposing yard engines meeting when moving under control under present practice of being prepared to stop within their vision.

Yard Work:

Constitutes breaking up of incoming trains and concentrating cars into outgoing trains, setting empty cars to freight houses, team tracks and industry tracks for loading and unloading, moving such cars from freight houses, team tracks and industry tracks when loaded or empty, putting them into outgoing trains or shifting and storing empty cars on storage tracks awaiting demand; switching trains from connecting lines in interchange, preparing trains and delivering to connecting lines, handling damaged cars to and from repair tracks, handling company material to and from storehouses and storage yards.

Passenger Service:

The separating and making up of passenger trains, reducing or adding to through trains, handling passenger equipment to and from cleaning, repair and passenger yards.

Industrial Switching:

Involves the handling of cars to and from industry tracks, which may belong either to the railway company or to private individuals, in conjunction with road movement; also the handling of cars from and to industry tracks for other railway companies at the same point on which the delivering road has had or will receive a road movement. Such work is known as "Reciprocal Switching."

It is not practicable for all industries located in a city or town to be reached by the rails of all the railways touching said city or town, but to afford facilities to industries railway companies make reciprocal arrangements for handling cars to and from industries at a nominal rate, because a road haul attaches thereto and the switching charges are established in connection with road haul and the charge made is not regarded as compensatory for the service performed within the yards, but on the contrary is a nominal charge. The charge for switching of this character takes into consideration the fact that the railway company will have road movement on the freight and the actual cost of the switching service is higher than the switching charge imposed thereon. The loading of cars within a

Remains of old original capitol



*For years used as office building
of attorneys.*



Natchez, Miss.,

*One of the oldest
houses in Mississippi*



Walter Springs



city or town at one point to another point within the city in which unloaded is not switching, but is a road movement to the same extent that the distance applies to any other road movement. It does not differ in any respect to a road movement, except that the cost of performance is much greater within a city than for the same distance on a road. In road movements large numbers of cars are handled by one locomotive, while a yard movement within a city may require the use of an engine to move one car, and the energy required and the number of employes is the same as for a road movement. The expense attached to yard movements, within the confines of a city, may be more easily realized when taking into consideration that the engines and cars move over Street Crossings in territory where other engines are working, and the movement consequently slower, requiring more time of locomotive and men to accomplish the same distance, more frequent stops and serious delays. In comparing terminal movements with road haul the use of the car is an important and costly matter. Railways, by rules, have practically enacted into laws in various states 48 hours for the loading and 48 hours for the unloading of a car, regardless of the length of the haul, and the railway loses the service of such car for a period of four days. A fixed switching charge on freight originating and terminating within the limits of a city or town based on named rates the railways have established for switching to and from industries on which they get a road haul or under any reciprocal arrangement with another company, would be an injustice to the railway and impose upon them the duty of performing service far below its cost for the reason that the most costly railway operation is that within yard and terminal territory. The terminal expenses of railway companies is approximately 20 per cent of their entire cost of operation and this terminal expense is bound to exist on a car moved half a mile, one mile, or 100 miles, and the terminal expense on a half mile or one mile haul is the same

as terminal expense on a car moved 100 or 500 miles. The public requirements on switching in many cases are exacting, cars being placed for one firm two or three different places on one or more tracks serving such industry. Cars and switching crews are furnished at less than cost. For example—48 hours allowed for loading, 48 hours for unloading, not including Sundays and Holidays or bad weather, movement of car to the point wanted for loading, movement ten miles cross-town, placing in a particular place for unloading, free time considered for both loading and unloading, car is detained in that service six days, revenue received by the railway company \$5.00, three for car rental and two for switching. The drayage expense for movement of tonnage handled in a car would approximate \$60.00. A higher rate should be made for such service and this loss adjusted by increasing the charge for such intermediate work. It is nothing more than local drayage. The practice of industries requiring cars set from one track to another to finish loading or unloading in order to save labor should, if performed by the railroad company entitle them to a charge for the services of the locomotive and the crew engaged in that service. To perform special switching for one firm means a delay to another firm awaiting the arrival of the switching crew to perform legitimate service.

The gratuitous terminal service being performed by railroads, for which no specific charge has been made, was not, in my opinion, in the mind of Chairman Prouty of the Interstate Commerce Commission, when he addressed the National Hay Association July, 1912, Road Rates being the topic, when he used the following language:

"No man can foretell whether in years to come it will be or it will not be necessary to allow some increases in the transportation charges of our railroads. If that time comes, it will be the duty of the commission to permit that advance. It will not only be its duty as an act of justice, but it would be its duty

to you in the highest conservation of your interests."

Some thought is in the minds of those who have to do with terminal service

that the time has arrived when it is the duty of the Commission to allow some increases in the transportation charges of our railroads.

The Glorious Fourth

By A. D. Brooks, Supervisor of Fire Protection

THE day of conflagration, injuries and human sacrifice or the day of rejoicing through practices of safety first.

How many of these days have we experienced where those dear to us have been exposed to its dangers; yet, at the approach of this day we are fascinated by that bright and ever sparkling light of the deadly explosive and again plan with enthusiasm to repeat the experience.

Sanity on this day is not expected, but why shouldn't we at least make some effort of moderation in our celebrations. Why not substitute something better for these habits of folly?

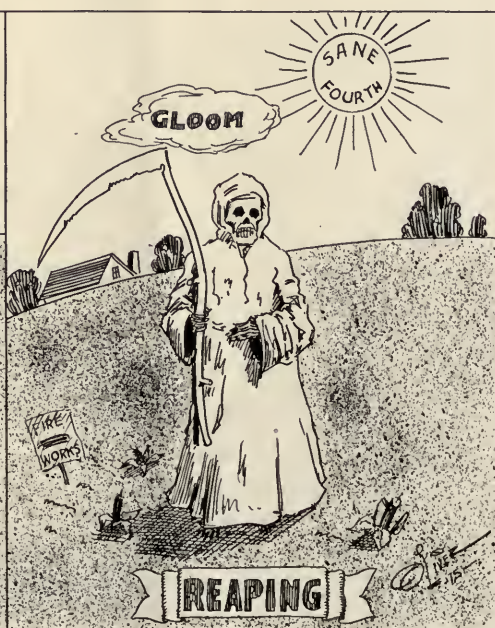
It is the duty of all parents to arrange for suitable amusements or exercises calculated to educate their children into

a rational observation of this historic day. For this purpose interesting programs should be studied so that our boys and girls will not be attracted by the deadly explosives which kill and maim so many each year.

Isn't it better to be safe than sorry? Will you help to lead them?

Your personal co-operation is urged as far as possible to celebrate the Fourth in a rational manner, so as to keep out that specter of desolation who is always standing at our door.

Through these safe and sane methods the list of injured and dead have decreased from year to year until sanity seems to be within our grasp. So let us endeavor to continue the practice of Safety First on this day with a view of reducing the suffering of those under our care.



FREIGHT TRAFFIC

DEPARTMENT



Coffee

By J. W. Rhodes, Export and Import Agent

COFFEE was selected as a subject for an article in our Monthly Magazine for the reason that New Orleans has been developing rapidly as a port of import in the coffee trade.

For instance, during 1914 New Orleans handled practically one-eighth of all coffee grown, or about 40 per cent of the Brazilian coffee arriving in the United States, and 12½ per cent of coffees grown in other countries coming to the United States. The development of the port of New Orleans is readily understood when these figures are compared to 6½ per cent for the year 1899. It is the second coffee port in the United States, New York being first.

Without doubt, the employes of the Illinois Central Railroad will be interested with a few of the details connected with the coffee trade.

Coffee has been the subject of many long discussions as to its essential value. It has been called a beverage, stimulant, and even a cure in some instances. It has many friends and some enemies, but of recent years, many of the world's greatest physicians have fully endorsed coffee and recommended its adoption.

There is grown, per year, about 19,500,000 bags of 132 pounds each, and about 70 per cent is grown in Brazil. Santos is the largest coffee port in the world, shipping yearly an average of about 10,000,000 bags, or 50 per cent of the entire world's consumption.

There are other coffee producing countries in South and Central America, but they produce in small quantities. These usually are very select coffees, selling for much higher prices than the Brazilian. However, the amount grown in such countries is so small, it affects price very little.

Mexico furnishes the world with some excellent coffee, but the supply is comparatively small.

Mocho and Java coffees are still to be had; these bring the highest prices of any grown.

Brazilian coffees, however, being the most generally used, I will endeavor to explain how they are handled.

Santos' coffee is the best grown in Brazil. It is grown in what is known as the Sau Paulo district. It is desirable looking and soft and sweet to the taste, while its neighbor, Rio, grows an inferior grade, it being harsh and bitter. The Rio coffee is generally sold to lumber camps and localities where the cheapest coffees are used.

Coffee is marketed to this country in the following manner:

In Santos and Rio there are exporters and commission men who handle the sales. The planters or farmers in the interior harvest their crops and borrow on or sell them to the commission men and exporters, who grade them. A sample is roasted and tested in the cup as to its drinking qualities.

There are many grades of coffee. These are designated by numbers running from 1 to 9. No. 1 is the highest grade and No. 9 the lowest; however, No. 8 is the lowest grade allowed to enter the United States. The grade is determined by the number of black beans, hulls, little pebbles, and other small defects. A high grade of coffee must be practically clean.

After it has been graded and its quality as to drink, roast, etc., determined, it is offered for sale through the broker in the United States in somewhat the following manner:

"One thousand bags 4s at 16c. Cost and freight terms to New Orleans. Good bean, good roasters, sweet drinkers, lightish colors, tested good cup." (This gives an idea of the way coffee is described.)

The broker, receiving an offer, submits it to the wholesale trade and, in the event of sale, cables the exporter in Brazil, the buyers' name and how payment is to be arranged for. It is customarily a commercial letter of credit on an approved London bank. The buyer here applies to his bank to issue a letter of credit in favor of the

Brazilian exporter and for the account of the house purchasing the coffee. These letters of credit are drawn against by 90-day drafts on London, payable in London by the purchaser 90 days after the exporter's draft has been accepted in London.

In the meantime the exporter in Santos is having the coffee prepared for shipment, having it weighed, bagged and marked with the buyer's initials. It is then delivered to the steamship company and the exporter receives a bill of lading. With this bill of lading, he prepares his draft for the total amount of the coffee. These drafts, as a rule, are not held for the 90 days, but discounted at some bank in Brazil which holds it until the bank in London makes payment (after 90 days). In the meantime the coffee is on the way to New Orleans, and is delivered to the buyer 60 days before his draft must be paid.

In shipping coffee, it is brought by railroad from the interior to the dock. Formerly it was lightered to the ship, but now ships come alongside the dock and are loaded direct from the wharf.

The natives, who handle the coffee, are small of stature and strong. It has been known where one has carried as many as five bags, amounting to 660 pounds, on his shoulders, the full length of the dock and on to the ship.

On arrival at the docks at New Orleans, the cranes on the steamer convey the coffee from the hatches on to the conveyor in 12 bag lots. This conveyor is operated by electricity, and has a pocket or space for each bag, which starts the coffee on its way to the covered steel sheds, built especially for the coffee trade. On arrival at the sheds, bag for bag is taken from the conveyor and

assorted, according to mark, which is a very particular job and is performed by a competent negro, who directs the laborers to the proper pile. Generally there are several hundred marks and each mark must be assorted separately. This is done by placing small flags, which represent the different marks. Such flags are of different colors and have different marks; for instance, such as white flags with a circle and J, and red flags with cross bones, etc.

These flags all have a meaning and must be handled in a manner that an uneducated laborer can understand.

When the bags are taken from the conveyor, there are a number of laborers waiting to carry them to their proper pile. There is usually one old negro, who has been long in the position, who knows every mark on the steamer and, although he can neither read or write, is capable of remembering the pile to which each mark should be taken and the color of the flags that he assigned to each mark.

The facilities at New Orleans at present are equal to or surpass those of any other port. All the latest devices for careful and labor-saving handling have been installed. It is possible for seven steamers to discharge at the docks at one time.

The majority of the coffee consumed in the south and middle west comes through the port of New Orleans.

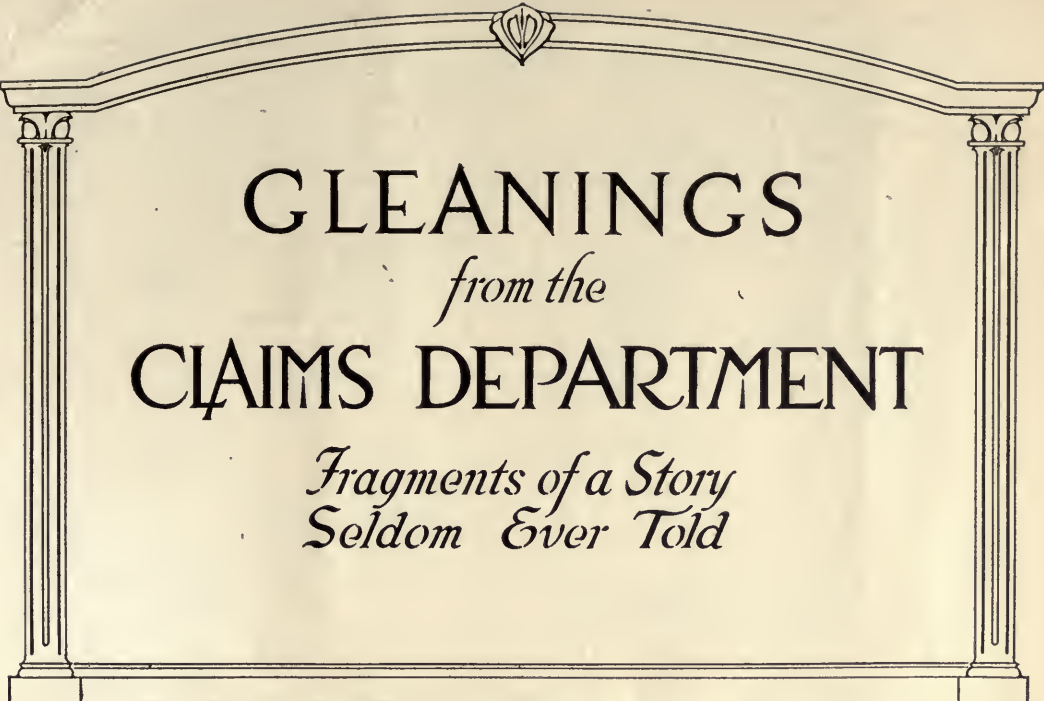
In conclusion, it will be well for everyone to understand that the Company we represent has spent a great deal of energy, thought and money to develop the existing conditions at this port and I know all are pleased that our line receives a haul on a large and valuable tonnage of the coffee moving out of New Orleans and will assist in securing and handling even more of it.

A Deserved Reward for an Usher Who Thought and Acted Quickly

On Sunday, May 9th, 1915, Usher David Giles, located at Forty-third Street station, prevented what would no doubt have been a fatal accident to a passenger who was not on the alert and did not notice a southbound suburban train, but was running across the tracks to board train No. 11, in-

tending to go to Kankakee. The usher, by acting promptly, pulled this party back onto the station platform just as the suburban train passed, and no doubt saved his life.

As a reward for his meritorious act, he was presented by the management with a check for \$25.



GLEANINGS

from the

CLAIMS DEPARTMENT

*Fragments of a Story
Seldom Ever Told*

MEMPHIS COMMERCIAL APPEAL

May 23, 1915

AMBULANCE CHASING GIVEN A BLACK EYE.

Negro Witness Procurer to Go to Penitentiary.

BRIBED FALSE EVIDENCE.

Mort Gates and Mose Harris Refused to Stand by Written Statements When Called Into Open Court—Perjury a Slimy Viper.

Too fervid and too reckless zeal in finding evidence to support a damage suit has landed J. J. Cannon at the door of the penitentiary. Judge Jesse Edgington may grant him a new trial or the supreme court might reverse the jury's findings, but the chance is slim that such good fortune will turn his way.

He had a fair trial in the first di-

vision of the criminal court. The jury in less than 20 minutes yesterday found him guilty of perjury and subordination of perjury. Judge Edgington will fix the penalty. In each case it is one to 15 years, or a combined sentence for any period of not less than two nor more than 30 years.

Cannon is a negro. He has been a familiar figure about the courts. Several damage suits he brought in his own name; twice has he been convicted in the criminal court, but saved on appeal. He claims to be a contractor.

Cannon was convicted upon the evidence of Mort Gates and Mose Harris, two negroes from whom he obtained false affidavits, but who refused to stand hitched. Maj. W. L. Terry, Pat Lyons and others connected with the law firm of Bell, Terry & Bell, Harry N. Moon and other reputable white

witnesses testified for Cannon, but they were not present at the time it was alleged Cannon hired Mort and Mose to swear falsely.

Say Perjury is Common.

In his address to the jury Harry T. Holman, assistant attorney-general, stated from many years of experience, that perjury was the most common form of crime, and the most seldom prosecuted. It was of almost daily occurrence that he had seen the perjurer, crawling like a slimy viper, into the witness box, polluting the stream of justice with his falsehoods, and wriggling away with none to say him nay. It was high time, he said, to call a halt. In many cases conviction would be well nigh impossible because the evidence could not be had, but in Cannon's case there would be no doubt in the mind of any reasonable man.

The defendant, he said, was slick-tongued and shrewd, a negro whom experience had taught a fair knowledge of the law and the practice of the courts; he knew the susceptibilities of others, and his interest, since ambulance-chasing was frequently profitable, was easily discernible. On the other hand, Mose and Mort were two ignorant negroes, farm hands, who had nothing on the top side of earth to gain by sending a member of their race to the penitentiary. They were strangers to him, and he to them.

Cannon's conviction is the outgrowth of a situation which developed in the first division of the criminal court during a trial of Virginia Hunt's suit against the Illinois Central Railroad for \$25,000 damages.

Hunt Died Unseen.

Virginia sued on account of the death of her husband, who was struck by a fast train and killed near Overton Crossing during the spring of 1914. The accident occurred at night, and so far as known no one saw it. Harry Moon and H. R. Sadler were Virginia's attorneys.

The first trial was lost on peremptory instructions by Judge J. P. Young

because Virginia had offered no eye-witnesses. A few days later a new trial was asked and granted on the ground that eye-witnesses had been found in the persons of Mort Gates and Mose Harris, as evidenced by affidavits signed by them.

A second trial was started recently with counsel for Virginia re-enforced by the law firm of Bell, Terry & Bell. It was scarcely under way before John E. Bell asked a voluntary non-suit. Mr. Bell stated to the court that he did not believe the affidavits upon which the new trial had been granted to be true, and that he would not put Mort and Mose upon the stand. He insisted, however, that since the court had awarded a new trial, it could not reverse itself. He wanted a non-suit so that suit could be revived at another time, should counsel see fit. Mr. Moon insisted upon going on with the trial and Mr. Bell withdrew from the case. Judge Young then heard the two witnesses, and upon their testimony cited Cannon and Virginia for contempt, found them guilty and passed sentence. Thereafter they were indicted by the grand jury.

Offered Them Easy Money.

According to Mort and Mose, they were at work, one stacking hay and the other picking cotton, at some distance apart when Cannon, Virginia and two or three other negroes drove up in an automobile. Cannon got out and, they said, told them that Virginia's suit with the Illinois Central was about to be compromised and that two eye-witnesses were all that was needed. Cannon talked to each one separately, but each stated he was offered "more than a year's crop was worth" to become a witness.

They all got into the automobile and went to the offices of Bell, Terry & Bell, where Mort and Mose signed affidavits—the same upon which a new trial was procured. Mort and Mose deny that they ever told Cannon or any other person that they witnessed the accident as described in the affi-

Yuh ole man was killed
by the railroad's fault —
doan you take no less
dan One Thousand Dollars —
you heah!
One Thousand —
now 'member!



I SHO
WONT.

Mammy! The railroad is aw-
fully sorry about your old man
geting killed, but, you see, he
had no business trying to
stop a freight train with his
head. We will not claim
damage to the engine —



PUZZLE PICTURE—WHAT DID HE PAY?

For this reason we
cannot pay more than
Fifteen Hundred
Dollars Cash —
You see!



Now look heah!
T'aint no use your wasting
your bres on me wid dat kind
ub talk — I aint gwine take
no less dan One Thousand
Dollars —
You heah!!



S. M. COPP
1915

davits, but, on the contrary, stated that they would refuse to state they were eye-witnesses if called upon to relate the facts in open court.

Members and employes of the firm of Bell, Terry & Bell claimed that the affidavits were in substance what Mort and Mose had stated directly and in reply to questions. Mose and Mort said that Cannon dictated the substance of the affidavits. Cannon and other witnesses, including those connected with the law firm, say he was not in the office at any time while Mose and Mort were there.

Virginia Hunt is yet to be tried for the part she is alleged to have taken in procuring the false testimony.

THE PAST.

By Miss Karin Reutervall.

How often the thoughts come o'er me
As in silence I wander alone,
And dream of the present and future
And the days that forever are gone.

I picture a home full of sunshine
Where naught but love dwells within;
Where e'en a dark dreary day seemed
brighter,
How could sorrow e'er enter therein?

So I thought, as the years passed on-
ward,
And each day more bright would seem,
That life fore'er would remain as the
present
But it was all but a fair, idle dream.

And while thus a'dreaming and mus-
ing,
I awoke from my slumber so sweet,
And I stood there in questioning sil-
ence
For a new guest I now had to greet.

A guest that to me was not welcome,
For it robbed me of all I held dear;
It robbed from me brightness and
sunshine
And filled my soul with terror and
fear.

But that guest many a lesson has
taught me,
That guest called both sorrow and
grief.

A lesson in patience and a lesson of
faith
And it has strengthened my unbelief.

It was a lesson most bitter and a les-
son sweet,
But I thank Thee for all Thou has
taught me.
For I learned not one thing is taken
away
But that something else is brought
me.

Let us therefore try and do our ut-
most,
And gather new strength each ap-
proaching day,
And abide our time in peace and with
patience
Until our work is o'er and we are
called away.

For the past is a book which is closed
forever,
With all our deeds both false and pure.
Deeds that were selfish and deeds that
were noble,
All that our Master now holds secure.

So let us live, that when the book is
completed,
And its last page is filled—containing
our best.
We may feel like a survivor after a
battle,
That we've earned a good, long, silent
rest.

HE LED IN PRAYER.

An old railroad man was converted as the story goes, and was asked to lead in prayer. Here is the way he worked it: "Oh, Lord, now that I have flagged Thee, lift my feet off the rough road of life and plant them safely on the deck of the train of sal-
vation. Let me use the safety lamp known as prudence, make all couplings

in the train with the strong link of Thy love. And, Heavenly Father, keep all switches closed that lead off the sidings, especially those with a blind end. Oh, Lord, if it be Thy pleasure, have every semaphore blocked along the line show the white line of hope that I may make the run of life without stopping. And, Lord give us the ten commandments as a schedule time and when my train shall have pulled into the great dark station of Death, may Thou, the Superintendent of the Universe, say with a smile, 'Well done, thou good and faithful servant; come up and sign the pay roll and receive your check for eternal happiness.'"

SPARE THE LITTLE CHILDREN.

The day of the Simon pure fraud case is rapidly passing into history. We refer to a fraud case as one whose essential ingredients are concerned wholly in the minds of designing persons, but which in truth are without merit and fallacious.

Such was the case of Patton, Adm. of the Estate of Thos. Mercer, against the Illinois Central, lately tried in the Circuit Court of Marion Co., Ill. Thos. Mercer was a man about 58 years of age; he had a wife and some children all of whom were of age and some of them married. Of late years the principal occupation of the deceased was that of drinking whisky and voting with great regularity. On June 6, 1912, Mercer had been drinking whisky, and about 7 p. m. of that day his body was found at what is known as Harvey's crossing, a public road crossing about 5 miles south of Odin, Ill., where the I. C. tracks cross the public road at an oblique angle. The body was buried as an unidentified person in a potter's field, no one knowing how and in what manner this man had met his death. The family missing the man and learning that some one had been found dead at this crossing caused the remains to be ex-

humed and then it was that he was recognized as Thos. Mercer, late of Salem, Ill. The body was found June 6, 1912; in September a suit was filed against the railway charging that Mercer was struck on the crossing while attempting to cross the tracks at 5:30 p. m. on a bright afternoon in June by a train proceeding at a reckless rate of speed. High weeds and high embankment prevented this man from observing a locomotive on the open roadway out in the country where the tall weeds grow, and the bell ringeth not.

The stage setting was excellent. Now for the actors. Who was he that would swear that on this day, with the sun high in the domain of heaven, at an open crossing, this man was seen to be struck by a train going at the reckless speed of 25 miles per hour, was permitted to lie there unattended and unassisted, was allowed to be buried in a potter's field, and who refrained from lisping one word to the coroner who shelled the woods at the time for some means to ascertain the cause of the death. Affidavits for continuances were made upon the ground that such witnesses were to be had. One man said that he saw this man standing on the crossing, watching a freight train go by, and that this fast and terrible train moving at the reckless speed of 25 miles an hour came down upon him while he was so standing. All this, this man swore HE SAW. But others were needed, because as against this there would be evidence tending to prove otherwise, so that it became necessary to fortify this witness in his statement so as to confirm the imaginary groundwork of the case.

But who was to do this? Originally the hired man of the individual swearing that Mercer was standing on the crossing was selected as the prima donna, but for some reason just along about court time he would take to the tall and uncut and could not be produced. Now this fast train going 25 miles an hour reached this crossing

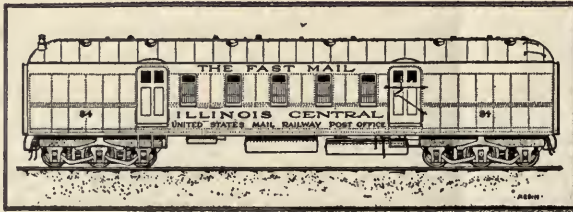
at 5:30 p. m.; that could not be disputed; this individual who saw him standing there on the crossing waiting to be struck, saw him at 5:30, so that so far the play was properly staged. But who was to sustain this man in this alleged fact? The hired man fleeth and remained fled. His mantle fell on the two little children of the individual who swore he saw this man standing on the crossing. A little girl at the time of the accident scarcely 10 years of age, bright, beautiful, sweet and as innocent as the angels of heaven who had never seen this dead man in all her life, and never knew him, was made to relate an accurate description of the dead man, and how she had met him coming down the road. A little boy, just touching the tender age of 7 at the time of the accident, the badge of sinlessness upon his countenance, was made to say that little sister had seen this man coming down the road that bright June afternoon and that he was the same man their papa saw standing on the track when he was struck. Who would distrust the innocence and unalloyed purity of childhood?

Serving well the two little blameless ones stumbled; they forgot to place the time properly and got it 4:30 instead of 5:30 p. m., thereby getting the victim of the tragedy to the scene of the accident one hour too soon, seeing him at the crossing one hour before their father had arrived

and one hour before this fast train going 25 miles an hour had had a chance to kill him.

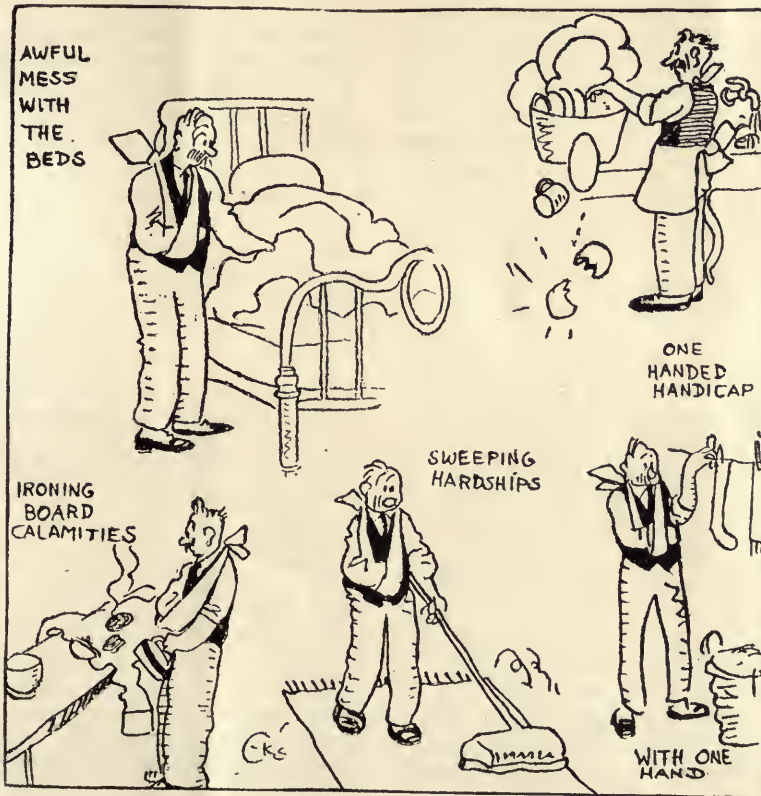
And so it was shown that Mercer was still in Salem, Ill., when they had him on the crossing, and that he rode from Salem to Odin with a friend and that he was drunk, and that he left the B. & O. train at Odin and about 5 p. m. shook hands with those in Odin who knew him, and that he attached himself to the outside of train No. 23 at 5:23 as it left Odin and was seen hanging on to the train and was found dead at Harvey's crossing later that same day. One jury gave a verdict for \$1,500 in this case which was promptly set aside by the court; the last jury found for the defendant within an hour.

Occasionally it has been recorded where men of evil and perverted minds with the visionary hope of reward have surrendered their manhood upon the altar of mammon, the dark and the vicious have come and gone, the godless and the immoral we shall always have with us, but in the name of God and His kingdom let us be forever spared the spectacle of the degradation of childhood, the debasement and corruption of those just beginning to lisp the tender names of papa and mamma, and never again may we witness innocent children bearing the garb of treachery and fraud, even though it shall be a railway that is made defendant.



• Can't Make Beds, Man Asks \$3,000

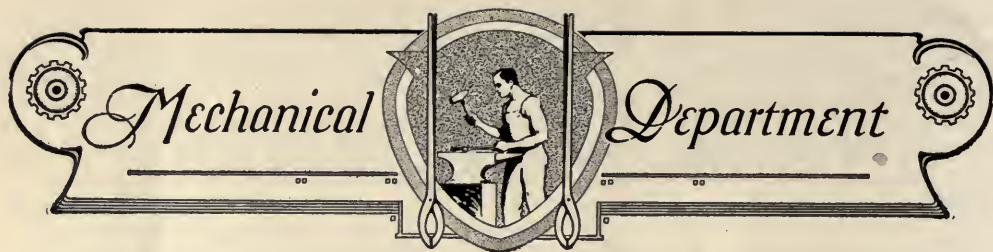
The following cartoon, with explanatory story about an Illinois Central law suit at East St. Louis, appeared in the St. Louis Globe-Democrat in its issue of May 3rd:



St. Louis men may be pleased to know, or rather their wives will, that there is a man in East St. Louis, who says his customary chores comprise washing dishes, sweeping, making beds, splitting kindling and carrying in coal.

This information was brought to light in a suit brought by United States Marshal A. H. Cohimeyer of East St. Louis, against the Illinois Central Railroad in the City Court.

The suit alleges that while the marshal was coming to East St. Louis from Cairo, Ill., April 7, a window in the car fell on his right arm, fracturing his arm. As a result, the bill sets forth, the marshal is unable to perform his customary chores. The suit asks for \$3,000 damages.



Shop Motors

By J. H. Wickman, General Foreman, Electrical Department

VERY few of the employes of the company are familiar with the shop motor equipment that has been installed by the electrical department during the past three or four years other than those that have had some connection with the several installations. At Burnside, Waterloo, Memphis, Centralia, Paducah and several other smaller points and terminals where new shops have been built or reconstructed the electric motor has been installed in all cases as a means of driving the shop machines, cranes, coal hoists and turntables, and in fact in several places it has replaced the steam engine for shop use.

In nearly all cases it has been found advisable to buy the current which runs these motors from the central station, however at Burnside and Centralia the company has installed its own generators. At each of these points there has been installed over 100 motors of the alternating current, 60-cycle type. In most cases individual motors have been applied to the several machines, but in such places that are in constant operation one motor will drive several machines.

It might be of interest to some to know that during this very short time the company has installed nearly 600 motors, including all makes and types which operate at different voltages, some on alternating current and some on direct current. The total horsepower of these motors amounts to nearly 8,000, while the sizes of the motors vary from one-half to 100 horsepower.

The squirrel cage constant speed alternating current motor has been most used for all places and machines that require steady speed, for example, line shafts, lathes, punch and shears, threading machines, etc. This type of motor is so designed that they will not vary their speed over one or two per cent or in extreme cases 5 per cent from no load to full load which gives very remarkable speed regulation for shop machinery. The slip ring variable speed alternating current motor has been applied to such machinery that requires different speeds, as the cranes, hoists, turntables, part of the coal chutes, etc. The stator element of both of the constant and variable speed motors are identical as far as the winding connections are concerned, the marked difference being in the frame and the rotating element. The rotating element of the squirrel cage or constant speed motor is made up of a number of short-circuited insulated alloy bars embedded in the laminations mounted on the motor shaft. These laminations are nothing more than very thin punchings of Sicilian iron compressed on the shaft and fastened to it by means of a key in most case of small motors, while in the larger motors the laminations are mounted on what is known as the spider, the spider being keyed to the shaft as a means of holding same. The rotor element of the slip ring or variable speed motor is made practically in the same manner as the squirrel cage motor rotor as far as the laminations are concerned, but in-

stead of short-circuiting the bars or winding all together the different phases are insulated from one another except one end of each phase is connected to a common wire, while the other three ends are brought out to the end of the shaft and connected to three insulated rings upon which collecting brushes are placed.

The direct current motor has been and still is in use at several points, but the general tendency of nearly all operating electrical companies has been to install alternating current apparatus on account of the cheapness of transmitting the current and the maintenance costs and simplicity of alternating current motors and apparatus as compared with direct current machinery. However, at some of the shops the direct current motor has been installed for variable speed work, and on cranes, as it is more economical for variable speeds than the alternating current because a certain amount of the current that would be taken from the supply by a variable speed alternating current motor is wasted in the resistances of the rotor circuit.

Starting of Motors.

The constant speed alternating current motors of 5 horsepower and under require no special starting device other than a switch for closing the circuit, but all motors of greater horsepower are usually provided with some type of starting device or compensator which is in reality a type of transformer that cuts the voltage down less than the supply voltage when the connection is made through the starting device in the starting position, after the motor gets nearly up to speed the starter or compensator is thrown to the running position where it locks itself automatically for operation until tripped for shutting down the motor.

The variable speed alternating current motor is started by means of a controller that is so wired that it opens and closes the stator circuit of the motor and at the same time cuts out and in resistances that are attached to the brushes heretofore mentioned that are a part of the

rotor. The principle being the more resistance that is in series with the rotor circuit the slower the rotor will revolve thus affording the variable speed element of this type of motor.

A new type of alternating current motor has been introduced on the market during the last few years known as the multi-speed motor; that is, it will operate at two different speeds if so designed, or four speeds if wanted; but its operation will be identical to the constant speed alternating current motor after the switches are set for operation. This company has installed several of these motors on wheel lathes at Paducah, Waterloo, Centralia and other points. The speeds above, below and intermediate that are required on these lathes are obtained by shifting the gearing of the lathes. In appearance and mechanical design this motor resembles any other squirrel cage constant speed motor, the rotor being identical. However, a very marked difference is found in the connections of the windings of the stator element. The speed of any alternating current motor in revolutions per second is equal to the frequency or the cycles per second divided by the number of pairs of poles, so that by doubling number of poles the speed is decreased by one-half. For alternating current motors having two speeds, for example, 900 and 1,800 R. P. M., the number of poles in the stator corresponding to the two speeds is 8 and 4 respectively, with the frequency of the supply being 60 cycles per second. The term poles that is used herein with reference to alternating current is only spoken of to mean the instantaneous values of the several groups of coils that compose the windings of the stator element of the machine and not in a sense that it would be applied to the poles of a direct current machine as would be understood by those not familiar with electrical terms.

The two speed motor does not require any special compensator or starting device as it would seem at first thought, but it is provided with a special wired double throw switch that changes the number of poles in the stator connections

when thrown to the two different positions; that is when placed in one position the motor will operate at 900 R. P. M. and in the other position at 1,800 R. P. M. The high speed of the motor also produces a proportional horsepower; that, is a motor that is designed for two speeds will also have two rated horsepower available.

It has been found in the shops that the high speeds can be used for turning down journals and small engine wheels, while the slow speed is used for engine drive wheels having a greater radius, thus in both cases a great amount of time is saved by simply throwing the switch for the speed desired instead of changing the gearing on the lathes as was necessary with all older types of machines.

There are three kinds of direct current motors in use, known as the shunt, compound and series, the names designating the form of windings on each. The shunt and compound wound motors are similar, with the exception that the compound wound motor has one additional winding on the fields known as the series windings which compensates automatically for all loads and keeps the speed within a very small per cent of being constant; therefore this type of motor is adaptable for heavy loads and will withstand a heavy overload with a constant speed for a short time without damage, while the shunt wound motor

will drop its speed under like conditions.

Both of these motors are the most adaptable for variable speed work of any kind because by inserting a small amount of resistance in the shunt fields the speed can be readily changed over a very wide range without the loss of any current to amount to anything because the current that passes through the shunt field is a very small part of the current that is supplied from the line.

The series motor, as its name implies, is so connected that the current takes a path through the fields and then through the rotor or armature. This motor is used for cranes, gas-electric cars and on such shop machinery that require a very heavy starting torque.

All direct current motors are started under the same principle, that being, by inserting a resistance between the motor and the line and slowly removing it, or cutting out part of it as the motor comes up to its rated speed, thus applying the full line voltage to the motor windings.

When the motor equipment was first installed at the several different shops it seemed impossible to make all understand that it cost considerable to run the machinery idle while the operators were away from their work, but the operation has been improved to quite an extent until now this is seldom done which shows that all are taking an interest in the equipment which is appreciated by all, more so by the company.

Thoughtful and Effective Work by Mr. Castner of Anita, Ind.

A SPARK from a passing train early Sunday morning, May 16th, set fire to an overhead bridge one mile north of Anita, Ind. The fire was discovered by Mr. R. L. Castner, who resides near Anita. Assisted by his wife and neighbors, Mr. and Mrs. Alva Eaton and Mr. Zack Tague, Mr. Castner succeeded in extinguishing the

flames before serious damage resulted.

But for the interest and prompt action of Mr. Castner and his neighbors, the bridge would probably have been totally destroyed.

The management of the company desires to express its appreciation of the kindness of these friends in preventing damage to property.



"Clarence"

*Residences
Natchez
Miss.*





OW Employes may become stockholders in the Illinois Central R.R. on the installment plan.

For the information of employes 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 I. 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 \$5.00 or any multiple of \$5.00, 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,

Local Treasurer,

Chicago Ill.

Date.....

Will you please send me an application blank for the purchase of I. C. Stock on the installment plan.

Signed.....

Employed as.....

..... At Station.....

Roll of Honor

Name	Occupation	Where Employed	Service	Date of Retirement
Addison C. Cook (Y. & M. V.)	Yard Clerk	Memphis	14 years	1-31-15
John Gray	Engine Dispatcher	Aberdeen	20 years	5-31-15
Alexander Wilson	Switchman	Du Quoin	33 years	5-31-15
Alphonse E. Clermont	Engineman	Freeport	27 years	2-28-15
Tom Bomont	Section Laborer	Gates	30 years	4-30-15
Fred Reid	Carpenter	Memphis	33 years	2-28-15
Norman McLeod	Machinist	Mattoon	27 years	4-30-15
Louis Hagedorn	Engine Cleaner	Freeport	20 years	5-31-15
John C. Ferrell	Car Repairer	Paducah	26 years	6-30-15
Joel D. Olinger	Carpenter	Water Valley	18 years	3-31-15
Roldin A. Brown	Trainmaster	Mattoon	30 years	3-31-15
Martin V. Ham	Engineman	Water Valley	17 years	4-30-15
C. W. Gardner	Engineman	Fort Dodge	33 years	4-30-15
Wm. R. Thompson	Switchman	Du Quoin	35 years	4-30-15
Frank Cumings	Engineman	McComb	21 years	12-31-14

C. W. Gardner, Engineer

MR. GARDNER entered the service of the Illinois Central Railroad Company as round house helper at Fort Dodge, Ia., in February, 1882. He was promoted to the position of fireman March 17th, 1882, and continued in that capacity until October 20th, 1885, when he was made locomotive engineer.

In a letter dated Santa Ana, Calif., May 23rd, concerning his 33 years of service, Mr. Gardner says:

"On October 20th, 1885, I was promoted to the position of locomotive engineer, running on the Iowa Division until April 30th, 1915, when at my own request I was placed on the retired list with a pension.

"I was so situated that I came in close relationship with the general officers of the company, during most of the time of service, and I found them always considerate in their dealings with the employees.

"I wish to express my gratitude for the kindness shown me always, also for the pension system of the company."



C. W. GARDNER.

Roldin A. Brown

By Helen Lee Brooks

AMONG the names recently added to the Roll of Honor is that of Roldin A. Brown, formerly train master on the Indiana Division, who quit the active service of the company April 1 on account of ill health. Almost a year ago Mr. Brown was stricken with sudden illness, necessitating a serious operation, from the effects of which he has not yet fully recovered. Some six months ago he was granted a leave of absence in the hope and expectation that his health would be fully restored. Though greatly benefited by the rest and wearing his fifty-three years with a jaunty air, Mr. Brown did not feel that the state of his health warranted his resuming the arduous duties of train master, and therefore, made application to be retired. His request was granted by the company and his name placed on the pension roll, entitling him to a substantial annuity for the remainder of his life.

Though still a young man, as men count years, Mr. Brown has given to the Illinois Central Railroad thirty-two years of faithful, active service. When a mere lad of twenty-one, soon after leaving his native state of Ohio, he entered the service of what is now known as the Springfield Division as agent and operator. From thence, in the latter part of 1895, he was transferred to the Minnesota Division, and later, in 1900, he came to the Indiana Division as Chief Dispatcher. Mr. R. B. Starbuck was then superintendent of the division, and upon his retirement in 1904 Mr. Brown became train master; Mr. Otto Schilling, was the train master, being promoted to the position of superintendent.

During his eleven years' service as train master Mr. Brown gave his undivided attention to his work, putting forth his best efforts to further the interests of the company. Personally and in his official capacity, he had the respect



R. A. BROWN.

and esteem of all his associates. A hard worker himself, he had slight tolerance for the quitter or the maligner, but the man who was honestly doing his best could always rely on Mr. Brown to give him a square deal.

For the past three years Mr. Brown has resided in Mattoon and he expects to continue to make his home here. Therefore, in severing active connection with the road we do not feel that he is entirely lost to us. We who have enjoyed the privilege of Mr. Brown's acquaintance and friendship feel confident that he will always hold in affectionate remembrance his old associates on the Indiana Division.

And as expressive of the sentiments of Mr. Brown's many friends—both on the Indiana Division and elsewhere—the writer can think of no words more

applicable than Rip Van Winkle's immortal toast,

"Here's to you and your family,
May you live long and prosper."

William R. Thompson

WILLIAM R. THOMPSON, for thirty-five years an employe of the Illinois Central Railroad Company, was retired May 1, 1915. Mr. Thompson was born on a farm near DuQuoin, Illinois, May 8, 1853, on which he spent his boyhood days, receiving his education in the public schools. At the age of 27 years, or in 1880, he entered the service of the St. Louis, Alton & Terre Haute Railroad Company in the capacity of locomotive fireman, which road was later taken over by the Illinois Central. A year later he was transferred to the position of brakeman, and two years later promoted to conductor. In 1897 he was appointed yardmaster at DuQuoin, which position was abolished in 1898, at which time Mr. Thompson was placed in charge of switch engine in DuQuoin yard, in which capacity he continued until his retirement.

Mr. Thompson is indeed proud of the honor of being placed on the pension list, and in commenting on his retirement says: "My praise for the good old Illinois Central will be long and loud, and while I have always tried my best to be loyal and work for the interest of the company, I feel that my efforts have been small compared with the honor and recognition they have just bestowed upon me. I have a boy working for the Illinois Central and I only hope that he



WILLIAM R. THOMPSON.

will round out as many years as I have and then receive his pension." His son is A. W. Thompson, a conductor on the Eldorado District of the St. Louis division.

Acknowledgment of Pension

Oak Park, Ill., Mar. 25, 1915.

Mr. H. Battisfore, I. C. R. R. Co.
Dear Sir:

I received your check sent to me as pension and I wish to thank you and the other officers for their kindness in this matter. After my long service I feel gratified to think that all has not been in vain and that my employers have seen fit to place me on their pension roll.

Yours sincerely,
JAS. H. ALLEN, 310 S. Wesley Ave.

Contributions from ✠ Employes ✠

“History of the Law Merchant”

Graduation Thesis, Walter Perry Kirksey, Chicago-Kent College of Law, June 3, 1915

THE Law Merchant, which originated in the unwritten customs of merchants, and was at first confined to mercantile transactions between merchants residing in different places, is a body of law relating to certain mercantile transactions and instruments of widespread use now incorporated into, and regarded by us, as a part of the common law.

The Law Merchant is of very ancient origin, and about the first account we have record of, is found in Genesis, twenty-third chapter, Abraham buying the cave of Machpelah from Ephron for a burial place for Sarah, his wife, for which he paid four hundred shekels of silver, current money at that time with the Merchant.

Chancellor Kent defines it to be: “A system of law, which does not rest essentially on the positive institutions and local customs of any particular country, but consists of certain principles of Equity and usages of trade, which general convenience and a common sense of justice have established to regulate the dealings of merchants and mariners in all the commercial countries of the civilized world.”

Most of the usages and customs of trade have originated in a like manner in all countries, and many of the rights and duties accruing from the various mercantile transactions are founded on the dictates of natural law. What is technically called the Law Merchant, is the body of laws enacted at different times by commercial nations.

There is very little known of the commercial laws of the Tyrians, Phoenecians, Carthaginians, and the Assyrians. Only from tradition do we learn that the Rhodian Law acquired the highest rank, and this must have been true, because we find the Rhodian law embodied by the Romans in their legislation. There are but few distinct traces of the Grecian laws, and about all that is known of them is spoken of in the works of Demosthenes and other writers. It remained for the Roman law in all the branches of commerce and navigation, to become a system of universal jurispru-

dence, and it is at the present time a part of the law of the state of Louisiana, in our own country.

In about three-fifths of the United States, however, the unwritten Law Merchant, as incorporated into the English common law, still governs, although it has been modified in various ways by judicial construction and statute in the several states.

From the beginning the Law Merchant was not so much a part of the municipal law of any state as a part of the *Jus Gentium*, owing to the fact that its chief provisions apply as well to foreign merchants as to natives.

In the middle ages, the merchants were the suitors or doomsmen, and they found the judgment or declared the law. The Law Merchant administered in the fair courts. In certain boroughs, from the year 1353 onward, there was a court of the Staple, in which justice was administered by the Mayor and constables of each staple, according to the Law Merchant. The Statute 27, Edward III, Chapter 8, enacts, that all merchants coming to the Staple, and their servants, shall be ruled by the Law Merchant as to all things touching the Staple, and not by the common law of the land or by the usage of cities, boroughs or other towns, especially in actions of debt, covenant, and trespass.

At first the merchants in the Fairs administered in the Court of Fairs a special law based on the customs of merchants, of which, unless you were a merchant, you received no benefit, and we find that the Law Merchant administered in the Fair Courts, and the merchants attending the Fair were active in declaring the law and in finding verdicts.

Each mercantile court had a clerk, a seal and plea-rolls, and there was no limitation as to the amount involved in the suit.

After it became recognized as an integral part of the common law, the Law Merchant began to exercise a liberalizing influence on the general law. Many of its doctrines were adopted by the Courts of Chancery, and

thereafter applied as principles of equity, rather than as rules of the Law Merchant, and Sir William Blackstone calls it "The lowest, and at the same time, the most expeditious court of justice known to the law of England."

Important commercial laws were enacted as early as the reign of Edward 1st. This monarch granted extensive privileges to foreign merchants trading in England, especially to the merchants of Gascony, Hamburg, and the Hanseatic League.

The greater part of this foreign trade of England, and in fact the whole of Europe, at that time was conducted in great fairs held at fixed places and at fixed times in each year, to which merchants of all countries came. Fairs similar to which are still held at the present time in Russia and at other places in the east. In each of these fairs a court sat to administer speedy justice by the Law Merchant to the merchants who congregated in the fairs, and in case of doubt and difficulty to have that law declared on the basis of mercantile customs by the merchants who were present. The court was called the court Piepondrous or Pieponder, so-called because the court was frequented by chapman with dusty feet who wandered from mart to mart.

The jurisdiction of the Court of Pieponder was limited to things happening in actions arising within the precinct of the fair, and during the continuance of the particular fair at which the court was held, the plaintiff being obliged to take an oath that the contract or deed was made or committed within the fair and within the time of the said fair where he taketh his action. Judgment could, however, be deferred until time of another fair or market.

Then the Kings Courts began to administer the Law Merchant, not as a law, but as a custom on proof that the parties were merchants, and it was a good plea in an action on a bill of exchange, that the defendant was not a merchant, but a gentleman. The evolution of the English Law Merchant is similar to that of the commercial law of the continent.

In England it went through three stages of development. The first stage ended in the year 1606, when Coke was appointed Lord Chief Justice, and prior to that time it was administered by special courts for a special class of people.

The second stage lasted from the year 1606 to the year 1756, when Lord Mansfield became Chief Justice. Lord Mansfield, with a Scotch training, was not too favorable to the common law of England, and many of the principles of mercantile law he derived from foreign jurisprudence as embodying the customs of merchants all over Europe.

At the outset cases involving the Law Merchant were decided rather on their special facts than on any general principles of

law. While Lord Mansfield obtained his legal principles from those sources, he took his custom of trade from, and his facts from mercantile special juries, whom he very carefully directed on the law. He was on terms familiar with them, and from them he learned the usage of trade.

It is a curious fact that, if you read the law reports of the 17th century, you will note that hardly any commercial cases are found reported, and one would be led to infer that either Englishmen of that day did not engage in commerce, or else were not litigious people in commercial matters, each of which appears improbable. The reason of this was that such cases were dealt with by special courts, and under a special law. That law was an old established law and based largely on mercantile customs, and approved and agreed to by all nations, and held to be a part of the law of England, which decided the causes of merchants by the general rules which obtain in all commercial countries, and that often, even in matters relating to domestic trade, as in the drawing, the acceptance, and the transfer of bills of exchange. Later Lord Mansfield lays down "Mercantile Law, as not the law of a particular country, but the law of all nations."

Bills of exchange came to England from continental cities where their use is traced to the twelfth or thirteenth century, and it is said that bills of exchange at first extended only to merchant strangers trafficking with English merchants, and afterward to inland bills between merchants trafficking the one with the other in England, and afterward to all traders, and then to all persons whether traders or not, and there was then no need to allege any customs of merchants.

In the seventeenth century the law of bills of exchange was codified in France, but in England no general codification took place until the year 1882.

In the United States the earliest general codification is found in the California Civil Code of the year 1872, but this has been followed within the last decade by a more widespread adoption of the "Negotiable Instruments Law," on the general lines of the English bills of exchange act.

The English common law, including the Law Merchant, has been extended to most of the British dominions and protectorates, and in the United States the accepted legal theory is, that the law of England, both statute and common, was brought by the first settlers to the English colonies. Commerce everywhere is directed toward the achievement of the same results, and the laws governing it are within a given period of the world's history, fundamentally the same. Great Britain has unified her laws regulating bills of exchange, sale of goods, companies and partnerships, and the ex-

ample has been followed by the commissioners for uniform state laws of the American Union. States of independent union, such as Denmark, Norway and Sweden, have adopted uniform laws on bills of exchange and of the principal continental countries, are bound by a convention. The mission of commercial law may be thus characterized to be a two-fold task, imposed upon the nations of the earth. They must develop their own national greatness, as well as fit themselves to be members of a greater world state and lend their aid in the development of ideas. The law of commerce brings the nations of the earth together and furthers the cause of universal peace.

In the year 1883 Lord Blackburn said in the House of Lords: "The general Law Merchant for many years has in all countries caused bills of exchange to be negotiable, and there are in some cases, differences and peculiarities which by the municipal law of each country are grafted into it, but the general rules of the Law Merchant are the same in all countries."

It is the general opinion that the commerce of the ancients was carried on without the use of bills of exchange, and there is no vestige of them in the Roman law. A passage in the Pandects shows it to have been the practice with the creditor who lent money on bottomry, or respondentia, to a foreign merchant, to send his slave to receive the loan, with maritime interest, on the arrival of the vessel at the foreign port. This certainly would not have been necessary, says Pothier, if bills of exchange had been in use. But however the fact may have been with the Romans, it would seem, from a passage in one of the pleadings of Isocrates, that bills of exchange were sometimes resorted to at Athens as a safe expedient to shift funds from one country to another.

In that interesting forensic argument which Isocrates puts into the mouth of a son of Sopaeus, the governor of a province of Pontus, in his suit against Pasion, an Athenian banker, for the grossest breach of trust, it is stated that the son, wishing to receive a large sum of money from his father, applied to Stratocles, who was about to sail from Athens to Pontus, to leave his money and take a draft upon his father for the amount. This, said the orator, was deemed a great advantage to the young man, for it saved him the risk of remittance from Pontus, over a sea covered with Lacedaemonian pirates. It is added that Stratocles was so cautious as to take security from Pasion for the money advanced upon the bill, and to whom he might have recourse, if the governor of Pontus should not honor the draft, and the young Pontian should fail.

A bill of exchange derives its name from

a phrase, familiar in the language of continental Europe, and most probably derived from that of France, in which it is called "Billet de Change," or "Lettre de Change." In the middle ages the word "Concambium" was used to express the particular contract, known in our law by the name of exchange, that is to say, a transmutation of property, from one man to another, in consideration of some price or recompense in value, such as a commutation of goods for goods, or of money for money.

Bills of exchange are of such indispensable use in the remittance of the value of money between distant places, without risk and expense, that foreign commerce cannot conveniently be carried on without them. Bills of exchange grew into use on the coasts of the Mediterranean, in the fourteenth century. In the year 1394, the city of Barcelona, by ordinance, regulated the acceptance of bills of exchange; and the use of them is said to have been introduced into western Europe by the Lombard merchants, in the thirteenth century. Bills of exchange are mentioned in a passage of the Jurist Baldus of the year 1328. M. Boucher received from M. Legon Deflaix, a native of India, a memoir showing that bills of exchange were known in India from the most high antiquity.

But the ordinance of Barcelona is, perhaps, the earliest authentic document in the middle ages of the establishment and general currency of bills of exchange. The first bank of exchange and deposit in Europe was established at Barcelona in the year 1401, and it was made to accommodate foreigners as well as citizens. M. Merlin says the edict of Louis XI, of the year 1462, is the earliest French edict on the subject; and he attributes the invention of bills of exchange to the Jews, when they retired from France to Lombardy. The Italians and merchants of Amsterdam first established the use of bills of exchange in France.

After long usage, the custom of traders finally ripened into the Law Merchant, and this law gave to notes and bills of exchange their present character, in which they, in a sense, become a part of the circulating medium of the whole country, and it is exceedingly important that state lines should not mar the symmetry of the rules governing such paper. The negotiability of foreign bills of exchange has been left in general, as it was by the Law Merchant.

Promissory notes, however, have been enlarged in some states to include notes which are payable in property or work, and which include other additional agreements and conditions, and in some their negotiability has been conditioned on their being made payable in bank or on their recital of "value received."

Negotiability in its enlarged signification applies to any written security transferable

by indorsement or delivery, so as to vest in the indorsee the legal title, and a right to sue thereon in his own name.

The principal distinguishing feature of commercial paper is its negotiability, which means not only that the instrument may be assigned and that the assignee may sue upon it in his own name, but also that he takes it free from equities that may exist between prior parties, and that out of the acceptance and transfer of the paper (often by mere signature or delivery), shall arise the well-established relations and liabilities that are created by the law merchant. Negotiability is not, however, essential to the validity of a bill of exchange. Non-negotiable bills and notes have a validity and an effect of their own as common law contracts, and it is a question of law whether they are negotiable or not, except where the *lex mercatoria* is uncertain.

As between the maker or drawer and indorsee, the indorsement of non-negotiable paper does not render the former liable at common law to the latter, as in case of negotiable paper.

The adoption in recent years of the "Negotiable Instruments Act" by so many of the states, has been in response to the general desire for uniformity in respect to commercial paper. This statute is the outgrowth of many years of effort on the part of bar associations, jurists, publicists, bank-

ers and citizens generally, to secure uniformity in the law relating to commercial paper. The act was drafted by a committee appointed by the State Boards of Commissioners for Promoting Uniformity of Legislation, at the National Conference held in Detroit, Michigan, in August, 1895. At the conference held in 1896 the draft of the committee was considered, amended in some particulars, and recommended to the legislatures of the states for adoption.

Prior to the adoption of this act by the various states in which it is in force, there was a great lack of uniformity in the statutes of those states and in the decisions of the courts with reference to the Law Merchant. The act was formulated and adopted not with a view of making any radical changes in the law, as generally understood and administered, but to remove the doubt, as well as conflict, that had in some instances come into existence from the difference in statutory laws as well as court opinions. In its provisions it pursues and largely reproduces the British Bills of Exchange Act of the year 1882, which was drawn by His Honor Judge Chalmers, and submitted to recognized authorities on the commercial law and practice of England. The Act has become the law in all but a small number of the states of the Union. In Illinois it bears Chapter 98 of Hurd's Revised Statutes of 1913.

Second Roseland Heights

By W. J. Pinkerton

IN the April issue of the magazine a brief general review of what could be accomplished in home building was given, notably economy in construction and heating, it might be of interest to record how this activity commenced so far as concerns this particular project. In the fall of 1914 a number of Illinois Central employes seeking relief from high rents, concluded to obtain desirable locations in the suburbs. After thorough discussion the conclusion was arrived at that property values are created by the character of people locating in a vicinity. It was therefore decided to secure a tract of land and apply such conditions as seemed suitable. An extensive tract could not be obtained convenient to work and to the business part of the city except at prohibitive figures,

for which reason it was decided to obtain two blocks of the Sprague property at 155th Street, Harvey, Illinois. After making all preparations it was considered advisable to request the I. C. management to investigate the title and other matters. Later it was suggested that a more convenient location might be found, and after a lapse of a few months it was learned that B. B. Jones, formerly an I. C. train master, purchased 106 acres, now known as "Second Roseland Heights," lying west of the Burnside shops. After investigating the proposition, Vice-President Park of the operating department, authorized arrangements for payroll deductions. Employes have now complete control of this subdivision and can bring their friends, but all must conform to

certain rules in helping to make this tract of land one of the most beautiful in Chicago. Judging from past history railroad men are not credited with aiding in creating a city beautiful, but when Second Roseland Heights is under way other exclusive districts will be glad to pattern from this part of the city.

On Indiana Avenue lots are 160 feet deep, the driveway will be 26 feet from curb to curb, with a parkway on each side 28½ feet, making the total width of street 83 feet. The building line for all resident property is 20 feet from sidewalk. It is hoped that railroad employes will influence desirable persons who will be acceptable neighbors and good patrons for the suburban service to locate on this subdivision. It has been suggested by several business men that should the I. C. operate trains from a station at 97th or 99th Street and South Park Boulevard, they would be only too glad to locate on the property. This would mean the livening up of all the territory from which no revenue is desired because of shop grounds, and would aid in developing the entire vacant ground from 95th Street to Palmer Park.

In suburban service, however, immediate results could not be expected, yet in order to obtain patronage it is necessary to have a desirable residence district and such a district demands rapid transportation. Employes in this service can in many cases aid in developing a desirable community thereby creating business for the railroad and employment for themselves.

In freight service a large volume of business is already in sight, a part of which at least will be obtained for the Illinois Central and determines

HOW ILLINOIS CENTRAL EMPLOYES CAN HELP THEMSELVES.

It is estimated that an average house will take 40,000 brick and 24,000 feet of lumber, and as it is intended to build 600 houses this will aggregate 14,400,000 feet, or 960 carloads to be purchased in Mississippi or Alabama and

24,000,000 or 1,200 carloads of brick in Illinois.

Should asphalt macadam pavement be used, the estimate is 14,666 cubic yards weighing 43,998,000 pounds or 1,099 carloads. Roughly and conservatively estimated over 3,000 carloads of material will be needed and this does not take into consideration building material for business, purposes, cement for sidewalks and brick for sewers.

When the magnitude of this development became apparent it was a duty to secure this business for the Illinois Central. Employes and contractors were informed that all things being equal first consideration must be given the Illinois Central for the hauling of the material. This might appear a discrimination, but the reason is just because an Illinois Central employe is handling this subdivision on which a number of fellow employes are building homes, and it would have been great lack of foresight were contractors permitted to purchase material at points where the haul would be over foreign roads, the employes of which might have no interest in developing this property, such neglect would deprive Illinois Central employes of wages for handling over 3,000 loads or 60 trains.

This volume of business can be more thoroughly appreciated from a practical point of view when it is taken into consideration, that material for Second Roseland Heights will fill a yard having a capacity of 650 cars 5 times over, to make a study of the entire benefits accruing to Illinois Central employes would make an endless chain as it is necessary to take into consideration the hauling of coal to handle this material, food supplies to men in coal mines, sand, and gravel pits, as well as the permanent business from the neighborhood when built up.

Illinois Central employes had this property put on the market. They are going to make of it a city beautiful, and should reap all benefits from handling the traffic. The Illinois Central management not having any interest in the property ordered an investigation for

the purpose of safeguarding and protecting its employes' interest. It was therefore to the mutual benefit of employer and employe that this business be obtained as it compensates in a measure for the kindness of the management on one hand, and gives employment to employes on the other. Every employe has

a friend; a home sold on the liberal terms given by this company means several carloads of material will be handled by the Illinois Central, so that if employes would exert a little influence with friends and investigate what we have to offer it would be an act of reciprocity for all concerned.

Legislation

By A. L. Chapin

WE are continually reading accounts in the papers about legislation, state supervision and government ownership of railroads and public utilities.

Is it not a fact that a good share of the stock of all public utilities, whether railroad, gas or electricity, as well as other large corporations, such as packing houses, steel industries and other industries, are held by the people who only have a few hundred dollars to invest and buy this stock because it pays a better dividend than 3 per cent that they would obtain in the bank?

With reference to corporations and trusts. A great many of us can look back to the time when if we wished to travel for more than a couple hundred miles, it would be necessary to change cars from one to three times, whereas now, by the railroad absorbing the smaller lines, we have the great trunk lines that a man can travel at a reduced rate of fare from one point to another without change of cars or inconvenience.

In the old days before we had packing houses, the local butchers killed the meat with which the tables were supplied and immediately put it on the market, instead of putting it in cooling rooms and put in shape to eat.

Our good wives and daughters, if they went to the city to purchase anything, instead of making all purchases at one store, were compelled to run all over town to find what they wanted and at a price they could afford to pay,

and chances are they did not get what they wanted but had to take a substitute.

The compiling of forces, both men and money, has enabled this country to arrive at its present stage and the man that goes out and talks against corporations and trust companies is simply talking against his own good.

The holders of stocks and bonds in any corporation are entitled to a certain dividend upon their money invested and if the officials at the head of this corporation do draw a large salary, it is because they earn it the same as any one else who had the responsibility of the position or adaptability to hold the position.

If it was not for our large industries and factories, the large consumer would be unable to secure his material at a price whereby he could turn it over and make legitimate profit, therefore, the working man or woman would be obliged to pay the difference. If it was sold at a smaller profit every faithful workman engaged in this business would receive a lower wage scale and would be unable to pay the price for some other commodity.

It simply resolves itself into the old saying that "you cannot get something for nothing," and if we wish to live in the right minded, clean manner we must not try to follow the chap who puts in his time on the corner, hallooing for bread and smoking a ten cent cigar.

Meritorious Service

FAVORABLE entry has been made on the records of the following conductors 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, advise 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.

Suburban Flagman O. Lindquist, on train No. 240, April 30th, lifted employe's suburban pass account having expired and collected cash fare.

Conductor F. A. Hitz, on train No. 526, April 6th, lifted trip pass calling for transportation in the opposite direction and advised passenger to take up with passenger department for refund of fare paid on return trip.

On train No. 125, April 11th, he lifted expired card ticket on which passenger admitted having previously secured transportation and collected cash fare.

Conductor F. A. Shugart, on train No. 22, April 22nd, declined to honor card ticket account having expired and collected cash fare. Passenger was referred to the passenger department for refund on ticket.

St. Louis Division.

Conductor A. N. George, on train No. 22, April 11th, declined to honor card ticket account having expired and collected cash fare. Passenger was referred to the passenger department for refund on ticket.

Conductor W. C. Walkup, on train No. 205, April 18th, lifted employe's trip pass account being in improper hands. Passengers refused to pay fare and were required to leave the train.

On train No. 201, April 19th, he declined to honor card ticket account having expired, and collected cash fare. Passenger was referred to the passenger department for refund on ticket.

Conductor J. H. Lewis, on train No.

23, April 21st, lifted employe's trip pass calling for transportation in the opposite direction. Passenger declined to pay fare and left the train.

Conductor A. E. Reader, on train No. 22, April 27th, lifted expired card ticket on which passenger admitted having previously secured transportation and collected cash fare.

Conductor R. A. Peak, on train No. 605, April 26th, lifted card ticket account date of sale having been altered and collected cash fare.

Indiana Division.

Conductor E. N. Vane, on train No. 303, April 24th, lifted two half tickets on which passengers admitted having previously secured transportation, and collected cash fares.

Wisconsin Division.

Conductor B. Lichtenberger, on train No. 123, April 8th, lifted trip pass account returning portion being missing and collected cash fare.

On train No. 120, April 24th, he lifted expired card ticket on which passenger admitted having previously secured transportation, and collected cash fare.

Kentucky Division.

Conductor C. O. Sims, during April, declined to honor several card tickets account having expired and collected cash fares. Passengers were referred to the passenger department for refund on tickets.

On train No. 301, April 27th, he declined to honor mileage ticket account having expired and collected cash fare.

Conductor I. B. Farrington, on train No. 835, April 19th, declined to honor mileage ticket account having expired and collected cash fare.

Tennessee Division.

Conductor J. W. Robertson, on train No. 133, April 23rd, declined to honor card ticket account having expired and collected cash fare. Passenger was referred to the passenger department for refund on ticket.

Mississippi Division.

Conductor J. Sitton, on train No. 143,

April 1st, lifted 46 ride monthly school ticket account having expired and collected cash fare.

Conductor B. B. Ford, on train No. 2, April 30th, lifted employe's trip pass account being in improper hands. Passenger refused to pay fare and was required to leave the train.

Conductor O. A. Harrison, on train No. 33, April 26th, declined to honor Sunday excursion ticket account having expired and collected cash fare. Passenger was referred to the passenger department for refund on ticket.

Louisiana Division.

Conductor M. Kennedy, on train No. 304, April 4th, and train 332, April 6th, declined to honor mileage tickets account having expired and collected cash fares.

On train No. 331, April 19th, and train 314, April 20th, he declined to honor Sunday excursion tickets account having expired and collected cash fares. Passengers were referred to the passenger department for refund on tickets.

On train No. 303, April 25th, he lifted expired card ticket on which passenger admitted having previously secured transportation and collected cash fare.

Conductor L. E. Barnes, on train No. 6, April 8th, lifted mileage ticket account being in improper hands and collected cash fare.

On train No. 6, April 24th, he lifted identification slip Form 1572. account being in improper hands. Passenger presented other transportation to cover trip.

Conductor G. O. Lord, on train No. 32, April 18th, declined to honor Sunday excursion ticket account having expired and collected cash fare. Passenger was referred to the passenger department for refund on ticket.

Memphis Division.

Conductor G. I. McLaughlin, on train No. 13, April 5th, declined to honor card ticket account having expired and collected cash fare. Passenger was referred to the passenger department for refund on ticket.

On train No. 14, April 11th, he lifted trip pass account being in improper hands and collected cash fare.

Conductor J. W. Chambers, on train No. 522, April 25th, lifted mileage ticket account being in improper hands and collected cash fare.

Conductor P. D. Richards, on train No. 331, April 30th, lifted employe's term pass account being in improper hands. Passenger refused to pay fare and was required to leave the train.

New Orleans Division.

Conductor R. E. Cook, on train No. 12, April 29th, lifted employe's term pass account being in improper hands and collected cash fare.

Illinois Division.

Errata.

In the issue of April an account of the recovery of a suit case by employe C. L. Gordon was printed. Am informed that this statement was in error. The employe who actually recovered the suit case was Mr. A. Tomsheck, and in justice to that gentleman this correction is made.

Favorable entry has been placed on the service record of Conductor William Scott for discovering and reporting I. C. 97794 with no light weight shown. Arrangements were made to have car stencilled.

Favorable entry has been placed on the service record of Conductor H. F. Carroll for discovering and reporting T. & P. 11544 with no light weight stencilled on same. Arrangements were made to have car stencilled.

Favorable entry has been placed on the service record of Conductor Carroll for discovering and reporting I. C. 119344 improperly stencilled. Arrangements were made to correct same.

Favorable entry has been placed on the service record of Conductor E. M. Winslow for discovering and reporting I. C. 32475 improperly stencilled. Arrangements were made to correct same.

Favorable entry has been placed on the service record of Conductor I. R. Martin for discovering and reporting I. C. 112478 improperly stencilled. Ar-

rangements were made to correct same.

Favorable entry has been placed on the service record of Conductor I. G. Bash for discovering and reporting I. C. 105399 improperly stencilled. Arrangements were made to correct same.

Favorable entry has been placed on the service records of Caller M. Flynn, Clerks R. Kinnie, C. Carey, R. Sweeney and H. E. Shannon for extinguishing fire on platform north end of the Dauphin Park depot.

Favorable entry has been made on the service record of Night Ticket Clerk C. M. Carbaugh, at Belleflower, for discovering I. C. 48623 off center and notifying section foreman who made repairs.

Favorable entry has been made on the service record of Assistant Night Yard Master James Marmion for discovering and reporting broken rail on the southbound main track north of depot at Champaign, thereby preventing possible accident.

Favorable entry has been placed on the service record of Engineer J. J. Kral for discovering and extinguishing fire on the Bradley lead.

Favorable entry has been placed on the service records of Agent Dobbins and Section Foreman H. Green for discovering roofs blown off I. C. 36693, 21504, 25388 and 48390, box cars, and obstructing the track at Del Rey, May 15, and making necessary arrangements to clear track.

Favorable entry has been placed on the service records of Conductor T. Newell and Brakeman T. Rowe for stopping train No. 17 in their charge at Glenarm, May 7, when they discovered car on fire on siding and separating car in order to prevent fire from spreading to other equipment.

Favorable entry has been placed on the service records of Yard Clerk H. Gensh and Car Repairer M. Gugle for discovering M. C. Car 42473 on fire May 17, and taking such action to extinguish same, thereby avoiding heavy loss.

St. Louis Division.

Favorable entry has been placed on

the service record of Agent I. C. Barbee for interest displayed in extinguishing fire in refrigerator car on another division; broke glass in depot and notified the dispatcher.

Indiana Division.

Favorable entry has been made on the efficiency record of Conductor John W. Curtis for discovering a car on side track with chipped flange and making a prompt report, which possibly avoided a derailment.

Favorable entry has been made on the efficiency record of Brakeman Charles Earlywine for discovering broken rail on side track and making prompt report to the road department, thereby preventing a possible accident.

Favorable entry has been made on the efficiency record of Engineer William Bosley and Fireman Henry Rann for discovering switch set wrong and taking prompt action to prevent a train from running through same.

Favorable entry has been made on the efficiency record of Operator John B. Manion for discovering car on fire and taking prompt action to extinguish the fire before serious damage occurred.

Wisconsin Division.

Favorable entry has been made upon efficiency record of Conductor S. B. Mabey for finding broken rail on main track, Woodford, Ill., train No. 131, May 6. He made immediate report to dispatcher, thereby removing the possibility of an accident.

Favorable entry has been made upon efficiency record of Conductor C. J. McDonald for extinguishing fire in car which had been started by tramps before any damage was done to the car.

Favorable entry has been made upon efficiency record of J. V. Metzger, Operator East Junction, for discovering and immediately reporting broken rail in crossover leading from westbound main track to east lead, East Junction, Freeport 6:35 p. m., May 4, and protecting same until repairs had been made, thereby preventing possible accident.

Favorable entry has been made upon efficiency record of H. E. Kiester, operator East Junction, for discovering brakebeam dragging under train No. 156, 9:20 a. m., May 18, and immediately attracting attention of engineman, who promptly stopped train and removed the brakebeam before any damage was done.

Favorable entry has been made upon efficiency record of W. Baughman, brakeman, for finding broken rail between Burlington and Plato Center, May 7, and protecting against same until repairs had been made by section foreman, thereby preventing the possibility of a serious accident.

Favorable entry has been made upon efficiency record of S. A. Franks, agent at Seward for extinguishing fire on right of way near overhead bridge east of Seward 10:15 p. m., April 24.

Minnesota Division.

Favorable entry has been placed on the service record of Conductor C. A. Slack, Brakeman M. T. Spencer and Brakeman W. H. Bush for assistance rendered train No. 29, May 2, when draw bar was pulled out of mail car No. 280 east of Charles City, thereby making it possible to handle car next to engine.

Favorable entry has been placed on the service record of Conductor J. J. O'Hern for discovering and reporting brake beam down on I. C. 97675 in extra 911 east May 18. Brake beam was

removed before damage was encountered.

Favorable entry has been placed on the service record of Brakeman W. W. New for discovering and removing brake shoe lodged in end of switch west of Stephenson Street crossing, thereby eliminating possibility of a derailment occurring.

Memphis Division.

Favorable entry has been placed on the service record of Section Foreman J. F. Fortner at Cruger who reported finding an entire flange of wheel, where he was working on track, immediately after train No. 352 passed. At time message was received the train was by Sidon, and inspection was arranged at Greenwood, where flange was missing from I. C. 67175. The car was set out at Greenwood for repairs. This action undoubtedly prevented serious accident.

Favorable entry has been placed on the service record of Flagman J. G. Parks for discovering brake rod down under mail car in train No. 304 at Gwin and notifying the crew to take down the rod, thereby preventing possible accident.

Favorable entry has been placed on the service record of Engineer L. D. Nichols for stopping on the morning of May 18 at 4:15, north of Tchula and extinguishing fire which started in a gin adjacent to our track.

Division News

Vicksburg Division.

Engineer C. H. Burnell layed off for a few days, being relieved by Engineer Forrest King.

Flagman J. W. Clarke, who has been working regular on trains 440-445, is laying off for a few days, giving Flagman G. C. Jeter "a chance."

Conductor D. C. Parker has returned to work after absenting himself from duty for a couple of weeks.

Chief Dispatcher J. M. Chandler, and Division Storekeeper E. D. Meissonnier went on a fishing expedition to Erwin,

Lake Washington, the early part of May, and it is reported that they took with them 78 minnows for baiting purposes, and brought back 108 fish.

Second Trick Dispatcher R. H. Mays is on a short leave of absence and expects to visit New York, Washington, D. C., and other Eastern cities. Mr. Mays was relieved by Extra Dispatcher B. M. Childress.

Chief clerk to Trainmaster S. J. Phillips made a "flying trip" to Corinth, Miss., visiting his mother.

Mrs. H. W. Ecker, agent at Stovall, is

reported doing nicely after having undergone an operation at the Kings Daughters' Hospital at Greenville. The many friends of Mrs. Ecker hope for her speedy recovery.

It is also noted that Agents Q. S. Goen and E. H. Barwick are on the sick list at the Kings Daughters' Hospital. Both are reported doing nicely.

Stenographer to superintendent, Miss Walter McClain and chief clerk to roadmaster, Miss Mattie Roach, took in "Dollar Day," at Greenville, May 19. They have not mentioned what they purchased.

Assistant Accountant B. F. Simmons is away on a few days vacation, which time will be spent with his sister and friends at Denver, Colo.

File Clerk W. B. Marks was called to New Orleans on May 13, on account of the serious illness of his father.

Harry Hartnett has accepted a position as clerk in General Foreman McClen-don's office at Greenville, relieving W. B. Kilbourn.

Division Accountant E. R. Lee, of Vicksburg, Miss., spent Sunday in Greenville recently, mingling with friends and "loved ones."

Flagman John McClain has accepted a position as flagman on trains 111-114, with Conductor Lawrence.

Louisiana Division

COMMERCIAL INDOOR BASE BALL LEAGUE,
NEW ORLEANS, LA.

Standing of Teams.

Name	Won	Lost	Per Cent
Illinois Central	6	1	.857
Ramsey-Danziger	5	2	.714
Bruce Poultry Co.....	4	2	.667
E. G. Awcock Co....	3	3	.500
Wm. Frantz & Co....	2	4	.333
A. Vittur & Co.....	1	5	.167
Penick & Ford.....	1	5	.167

May 26th, 1915.

Illinois Central, 4; Ramsey-Danziger, 2.

STANDING OF THE TRANSPORTATION LEAGUE.

Name	Won	Lost	Per Cent
Queen & Crescent....	2	1	.667
Illinois Central	1	1	.500
So. Pacific S. S. Co..	1	1	.500
M. L. & T. R. R. & S. S. Co.	1	2	.333

Memphis Division.

There has been organized at Memphis, the Illinois Central Baseball League, composed of the following clubs:

Superintendent's Office,
Local Freight Office.
General Freight Office.
Power Plant.

League officials were chosen who have been long identified with amateur baseball, i. e.,

L. Mehr, president.

L. F. Scott, vice-president.

A. E. Lawler, secretary and treasurer.

Grounds were secured near Grand Central Station and the teams are well started on a 21-game schedule.

Managers for the teams are as follows:

Superintendent's Office, A. E. Lawler.

Local Freight Office, C. B. Stovall.

General Freight Office, L. F. Scott.

Power Plant, Grover Lemm.

The several clubs have many players who will be recognized in the box score below by a large number of fellow employees.

The following is team standing and most recent score:

Team	Won	Lost	Pct'g
Supt.'s Office	6	0	1.000
Gen. Freight Office..	2	3	.400
Local Freight Office..	2	4	.333

Box Score.

Supt's Office	A.B.	R.	H.	O.	A.E.
Crutchfield, r. f....	2	2	1	0	1 0
Ruby, c.	5	1	3	18	2 1
Harrison, 3 b.....	4	0	2	2	3 0
Wilmot, s. s.	4	0	0	2	2 0
Titley, c. f.....	4	1	1	0	0 0
Cannon, 1. f.....	4	0	0	0	0 1
Lawler, 2. b.....	2	0	0	2	2 1
Phillips, p.	4	0	1	0	19 0
Scharber, 1 b.....	4	1	1	3	0 2
*Concklin, 2 b.....	1	0	0	0	0 0

Total45 5 9 27 29 5

*Hit for Lawler.

General Freight	A.B.	R.	H.	O.	A.E.
Straton, 1. f.....	4	0	1	2	0 0
Morris, 2 b.....	4	0	2	2	1 1

Ramsey, 3 b.....	4	0	0	1	3	3
Scott 1 b.....	4	0	2	10	1	0
McKenney, s. s....	4	1	1	0	2	0
House, r. f.....	3	2	0	0	0	0
Vance, c. f.....	4	1	1	1	0	0
Hanson, c. f.....	4	0	1	9	0	0
Ownings, p.	4	0	0	1	9	1

Total35 4 8*26 16 5

*Two out when winning run was scored.

By innings:

Supt. Office ...	1	0	0	1	2	0	0	0	1	—5
Gen. Freight ..	0	1	0	0	0	0	3	0	0	—4

Summary—Two base hits, Ruby, Harrison, Stratton; sacrifice hits, Crutchfield, Lawler; stolen bases, Crutchfield, Ruby, Titley, Phillips, Scott, Vance; double play, unassisted, Lawler; struck out, by Phillips 17; Ownings 5; base on balls, off Ownings 1; hit by pitcher, House. Time 1:45. Umpires, Smith and Brown.

Local Frt. House	A.B.	R.	H.	O.	A.E.
Maher, 2 b.....	2	2	0	2	1 1
Kelly, l. f.....	4	0	1	3	0 0
Ransom, 3 b.	4	2	2	0	1 1
Taylor, c.	4	1	0	6	0 1
Weber, s. s.....	4	1	1	2	2 1
Lawrence, 1 b....	4	0	1	6	0 2
Hurt, c. f.....	2	0	0	0	0 1
Chase, p.	0	1	0	0	3 0
Reasonover, r. f..	2	0	0	0	0 1
Kleinman, r. f....	1	1	1	2	0 0

Total27 8 6 21 7 8

Power Plant	A.B.	R.	H.	O.	A.E.
Stiles, 2 b.....	4	1	2	3	1 1
Nixon, p.	4	1	0	1	3 2
Trout, 3 b.....	4	1	0	2	0 1
Lemm, c. f.....	4	2	2	1	0 0
Page, s. s.....	3	1	1	0	2 0
Barrett, c.	4	0	0	8	1 1
Gallager, r. f....	3	1	2	1	0 0
Lagerwald, 1 b....	3	0	0	5	1 1
Barnes, l. f.....	3	0	0	0	0 1

Total32 7 7 21 8 7

By innings:

Local Freight ...	1	0	0	0	0	0	1	6	—8
Power Plant	1	0	0	4	1	1	0	0	—7

Summary: Two base hits, Lawrence, Gallager 2; home run, Lemm;

stolen bases, Maher 2, Ransom 2, Weber; struck out by Chase 5, by Nixon 7; base on balls, of Chase 1, off Nixon 2; hit by pitcher, Chase; wild pitch, Chase. Time 1:30. Umpires, Smith and Brown.

TO THE BOYS OF THE SPRING-FIELD DIVISION OF THE ILLINOIS CENTRAL.

Lima, Ohio.
May 17, 1915.

I wish to acknowledge receipt of your beautiful present, and to express to you in a small measure my great appreciation of same. Words would not express what I really feel. It brings back to my memory old associations, and scenes of my active work among and with you.

I shall always keep it with the tenderest love for each one of you all. Again thanking you for this great mark of esteem, which you have shown me, I beg to remain, yours very truly,

Your Old Comrade,
L. R. Carpenter.

MINNESOTA DIVISION.

On May 7th, the Division Staff started out on an inspection trip, one day being spent on each district. A thorough examination was made of every main line switch, of every switch lamp, blind checks were made at each station of all stationery on hand, also of all freight houses, reports were checks and O. S. & D. matters carefully investigated, in fact each station was scrutinized for defects, errors and uncleanness. It certainly is a pleasure to all concerned to be able to say that with but a very few exceptions, everything was in apple pie order and the agents and employees of the Minnesota division are to be congratulated on their thoroughness and interest in keeping their stations and accounts in A1 condition. Division Passenger Agent Gray and Claim Agent Tait entertained the members of the staff between stations.

About 5:30 a. m., May 17, Arthur Groul, a farmer, residing near Albur-

nett, discovered bridge Z-27-4 on fire. He called Section Foreman Allen and his gang who extinguished the flames. Mr. Groul's prompt and efficient work is very much appreciated by the company.

Claim Agent Copp at Fort Dodge, being copped for the general office, they went to work and took A. L. Williamson of Dubuque and sent him out on the wild and woolly West End. His successor is Mr. F. S. Munson of Louisville and the Sunny South fairly radiates from his smiling countenance. Glad to have you with us Mr. Munson.

General Foreman Kuhns is a very, very happy man these days. The stork left a bouncing boy at his home on May 22.

Herbert A. Mead, first trick operator, KB office, for some time, has been cutting up antiquated forms for his message blanks. Such things help, and in these days when it is of the utmost importance that expenses be kept down to a minimum, such thoughtfulness on the part of employees is very much appreciated.

H. B. Holbert has been appointed joint agent at Albert Lea, vice J. H. Runge. We are glad to welcome Mr. Holbert to the I. C. ranks and wish him every success.

Effective June 1, L. W. Larson, assistant accountant, master mechanic's office, Waterloo, is transferred to the superintendent's office at Dubuque. Mr. Bell and Mr. Fish are beginning to think they are running a railway training school the way their men are being grabbed by the various offices along the line.

The Minnesota division drew two of the new superheater switch engines from the last consignment. One for Dubuque and the other being sent to Waterloo.

"The Ole Reliable" still continues to be a magnet for its old employees. Former Master Mechanic F. W. Taylor, visited his old stamping grounds, the Waterloo shops the 23rd of May. Mr. Taylor is now superintendent of motive power of the International & Great Northern.

We wonder why Bert Patrick, di-

vision claim clerk, blushes every time we mention his going to Chihuahua and Senora on his vacant. The Land of Manana (We'll do it tomorrow), is so unlike Bert's disposition.

On Sunday, May 23, the K. of C.'s of Dubuque, ran a special train of steel equipment to Cedar Rapids and their general verdict was that it was "some train."

Assistant Engineer Coates and his force were working near Warren one day this last month when a farmer living near our right of way stopped them and asked them what they lost. "We are looking for contours," Mr. Coates told him. "Contours, contours. Umph! I have lived in this neck of the woods since '62, and I ain't seen no contours around here."

Did you notice where we stand and have stood for some time in regard to conductors' repair cards? If not look at the bulletin boards right away and keep up the good work.



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Ask your Dealer for Murine—accept no Substitute, and if interested write for Book of the Eye Free.

**Murine Eye Remedy Co.
Chicago**



Iowa Division.

Traveling Engineer S. B. Chapman is out and around again after being confined on account of smallpox.

John Sullivan, brother of Supt. T. H. Sullivan, residing at Sioux City, died Thursday. Mr. Sullivan was formerly employed as conductor on the old Dubuque & Sioux City line. The remains were taken to Fort Dodge for burial.

Miss Marion Gibson, telegraph operator in G.D. office, is spending her annual vacation.

T. G. Gadbury is off on a 30-day leave of absence. Foreman John Keller is on the job now.

Sig Anderson, ticket clerk, is spending his vacation in various cities.

CHALLENGE.

Mrs. J. H. Brockenbrough, expense clerk at Fort Dodge, Iowa, made 86 legible, four-fold expense bills on a typewriter in one hour.

Who can beat it?

Wisconsin Division.

Interstate Commerce Commission Valuation Party occupying ICC car 24, now located at Polo. This survey party, to-

gether with Pilot Engineer W. P. Black from the Chicago Offices, left Freeport May 1st and will take inventory of all bridges, buildings, etc., between Freeport and Centralia.

Three of the new super-heater switch engines recently received from the Locomotive Works, assigned to the Wisconsin Division, have just arrived at Freeport.

Forreston Gravel Pit was opened up on May 13th. Gravel is at present being shipped to Illinois and Springfield Divisions. Also to Broadview for use

Dixie Taxicab Co.

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C. F. Patterson, Cashier

in constructing double track to be used in connection with the speed-way.

Effective May 15th, F. F. Munson was appointed Claim Agent, Wisconsin Division, succeeding A. L. Williamson, who was transferred to Fort Dodge. Mr. Williamson succeeded S. M. Copp, who was appointed Chief Clerk to the Chief Claim Agent at Chicago.

Leo Lonergan has been employed as Clerk in Agent's office at Freeport during the absence of Walter Prince, who has a leave of absence of six weeks.

Miss Martha McKee, Clerk of Bridge and Building Supervisor, has taken a two months' leave of absence and is visiting with relatives at Aitken, Minn.

Mr. John Keay, of Seatonville, Ill., is acting Bridge and Building Department Clerk during the absence of Miss McKee.

Road Supervisor L. Conley was called home on the 14th of this month owing to the serious illness of his father at Arcola, Ill.

Instrumentman E. H. Lewis is a frequent visitor to Rockford. He informs us he has become a gold enthusiast. We wonder.

Mr. Lawrence Boland, Clerk to Roadmaster of the C. M. & St. P. at Sanborn, Iowa, and a nephew of Roadmaster E. J. Boland, was a Freeport visitor for the past several days.

All stock yards in Green and Fayette Counties, Wisconsin, were disinfected May 13, 14 and 15.

TOURIST TAKES ELEVATOR FOR ROBINSONVILLE, MISS.

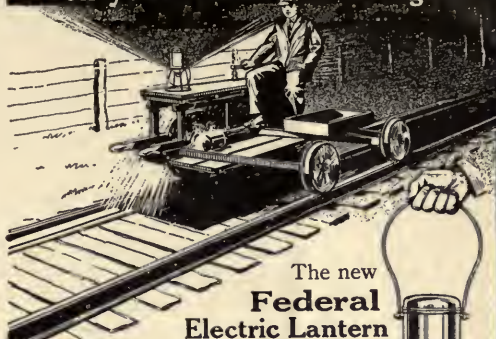
A tourist wearing a battered derby hat, a gray suit of clothes and a genteel little "stew" boarded one of the elevators in Grand Central Station recently. He was whisked up to the eighth floor, the top of the building, but made no effort to disembark.

"Where you want to go to?" the negro operator asked.

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 Sealy Eyelids and Granulation

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Dealers and Agents Wanted Everywhere (6)

"I'm goin' to Robinsonville, Miss.," the passenger replied.

"Dis car don't go dar, boss," the elevator man replied.

"Well, I got a Y. & M. V. ticket to Robinsonville and I'm not goin' to get off till we get there." The tourist showed his ticket in proof of his assertion and settled himself complacently for the journey.

The elevator descended and ascended many times, but the passenger stuck to his place in the corner of the car.

After an hour's more or less continuous travel, the elevator stopped at the main floor.

"Robinsonville, Robinsonville!" the operator called. "All out for Robinsonville!"

The passenger awakened from a short nap and walked out of the car.

"You're a bum conductor," he called back. "You forgot to take my ticket."

Then he passed out into the street and doubtless marveled at the sudden growth of Robinsonville.—Commercial Appeal, Memphis, Tenn.

St. Louis Division.

BASEBALL CLUB ORGANIZED AT CAIRO—ARE READY TO MEET ALL COMERS

The employes of the local freight office and Cairo Revising Bureau, at Cairo, Ill., have formed a baseball club, and have purchased the new suits of the Cairo Club of the K. I. T. League, which will be utilized by them.

At a meeting of this club, J. M. Winstead was elected captain; R. Y. Duquesnay, chief clerk of the Cairo Revising Bureau, manager, and B. W. Sullards, stenographer of the Cairo Revising Bureau, treasurer.

Active practice is being performed each evening, and the players are in first-class condition, and challenges are being received from other I. C. baseball clubs along the line.

Any club that has not sent their challenge in to this newly organized club ought to do so, so that necessary arrangements can be effected.

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Have 300-acre tract of hardwood cut-over land—Rusk County, Wisconsin. 40 acres cleared. On county road, spring creek, 3 miles out. Sell all or part.
C. H. PARIS, Conrath, Wis.

Tobacco Habit Easily Conquered

A New Yorker of wide experience has written a book telling how the tobacco or snuff habit may be easily and completely banished in three days with delightful benefit. The author, Edward J. Woods, 189 L, Station E, New York City, will mail his book free on request.

The health improves wonderfully after the nicotine poison is out of the system. Calmness, tranquil sleep, clear eyes, normal appetite, good digestion, manly vigor, strong memory and a general gain in efficiency are among the many benefits reported. Get rid of that nervous feeling; no more need of pipe, cigar, cigarette, snuff or chewing tobacco to pacify morbid desire.

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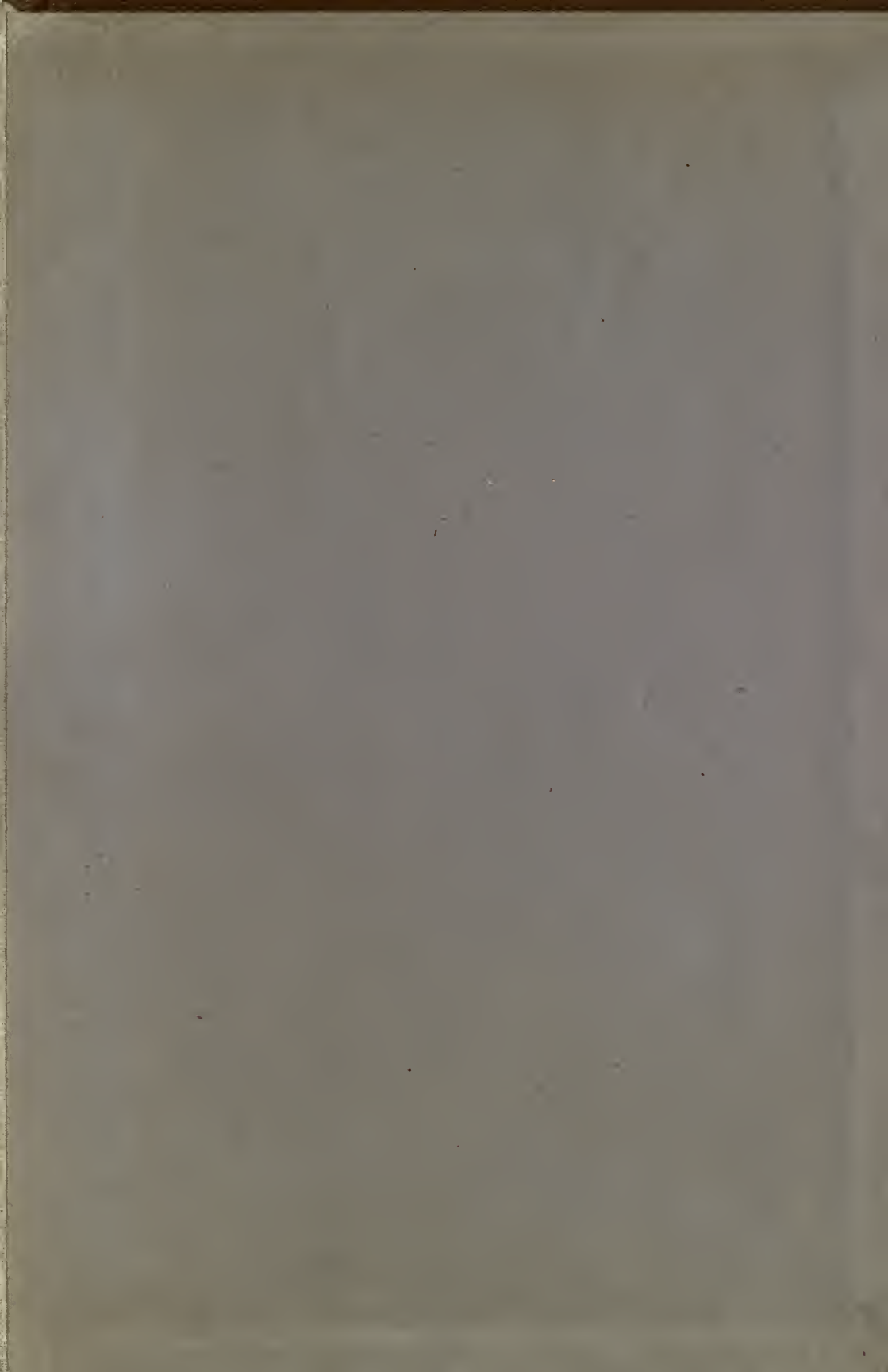
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