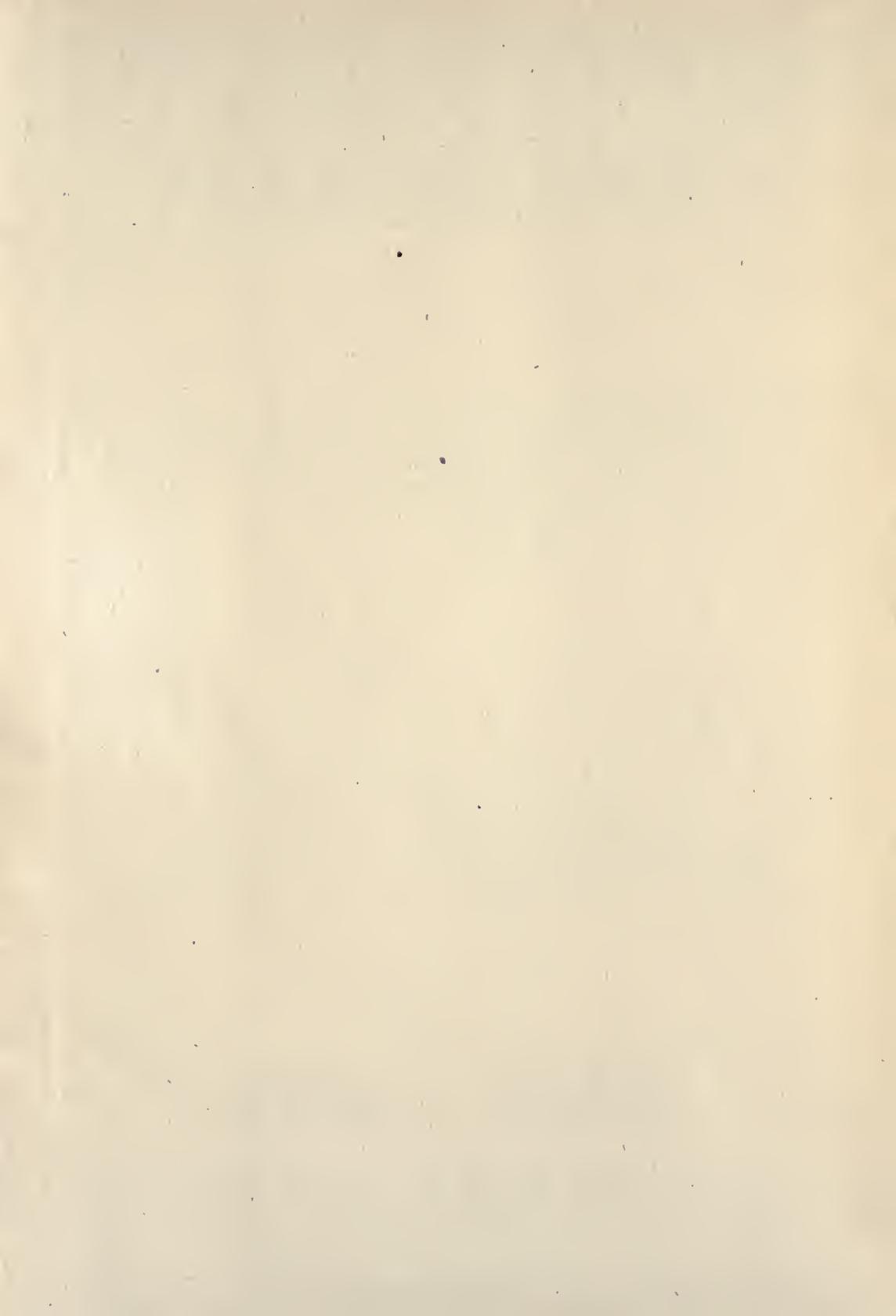


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VOL. 7

JULY 1918

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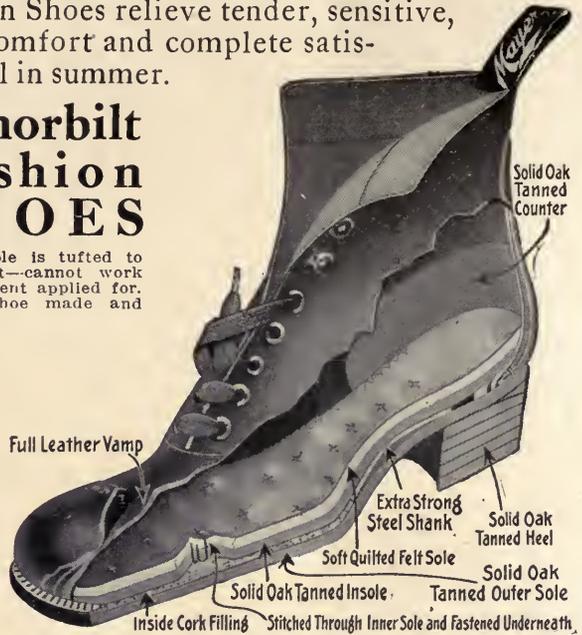
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T. E. HILL,
Superintendent, Kentucky Division.

MR. T. E. HILL was born in Lynchburg, Va. Graduated from the Virginia Military Institute, Lexington, Va., in 1892. Entered the service of the Illinois Central Railroad Company as track apprentice, Amboy Division, April, 1897; promoted to Chainman, St. Louis Division, September, 1897; Rodman, Tennessee Division, September, 1898; Assistant Engineer, Construction Department, September, 1899; transferred to the Louisiana Division as Assistant Engineer engaged in second track construction, July 1900; acting Road Master, Tennessee Division, June, 1903; promoted to Road Master, October, 1903; transferred to the Louisiana Division, June, 1906; promoted to Superintendent Louisiana Division, June, 1907; jurisdiction extended over New Orleans Terminal when the Louisiana Division and the New Orleans Terminal were consolidated under the name of the Louisiana Division in May, 1910; transferred to the Kentucky Division as Superintendent in November, 1917.

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ILLINOIS CENTRAL Magazine

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JULY 1918

Vol. 7

JULY, 1918

No. 1

Mr. Markham Honored by Officials of the Illinois Central System



THE officers of the Illinois Central and The Yazoo & Mississippi Valley railroads gave a dinner in the Crystal Room of the Blackstone Hotel, Chicago, on the evening of the 29th ult., in honor of their former President, Mr. C. H. Markham, who is now Director of the Allegheny Region, with office at Philadelphia.

It was an exceedingly happy affair—happy because the officers of the Company, for that one evening, had Mr. Markham with them again, and they had him all to themselves. They enjoyed it to the full. However, there was a sad side to it all, which those present felt in their hearts, and that was the realization of the fact that their idol, (for it is true that no man was ever idolized by his subordinates more than was Mr. Markham), was leaving them for the period of the war, and perhaps forever, because he said himself that he had accepted his present position with the Railroad Administra-

tion of the Government with no thought in mind except the thought of doing his utmost to help in winning the war. Beyond that he had made no plans. He had no time now to think of anything except the one job which he had in hand, and which every man had in hand, the job of helping to win the war. To this job he had given up everything and intended to let the future take care of itself.

The idea of giving a dinner in honor of Mr. Markham seems to have been in the minds of all of the officers of the Illinois Central system at the same time. They wanted very much to do something to show their appreciation of the man who had done so much for them, and for the property. They wanted to do a very great deal, but knowing the simple tastes of Mr. Markham, and his democratic spirit, they concluded that a reunion, and a dinner, would be the best means of expressing their feelings.

Federal Manager Kittle was selected by the Committee on Arrangements for the position of Toast-Master.

The invited guests present were Director Carl R. Gray, of the Division of Operation of the Railroad Administration; Director Hale Holden, of the Central Western Region, and Monsignor Edward A. Kelley, who delivered the invocation.

Toast-Master Kittle read letters of regret from Regional Directors B. L. Winchell and R. H. Aishton; President C. A. Peabody; Secretary D. R. Burbank and Mr. Markham's two assistants, Messrs. M. P. Blauvelt and L. W. Baldwin; Judge C. L. Sivley and Messrs. R. S. Charles, F. T. Mooney and others.

A moving picture apparatus had been installed in the Crystal Room, and immediately following the dinner the lights were lowered and lines were thrown upon the screen showing the various locations of Mr. Markham during his business life; also some short, pithy paragraphs expressive of the feelings of the officers of the Company concerning Mr. Markham and his work on the Illinois Central, some of which are quoted, as follows:

Mr. Markham: We have given you to our Government with the distinct understanding that you are to return to us after the war.

The battle for Democracy on the Illinois Central was won under the leadership of President Markham. Officers and employes pull together in the common interest.

A railroad President whose trips over the road were always looked forward to with pleasure by all classes of employes: C. H. Markham.

Publicity as a railroad policy was introduced to us by President Markham. The publicity child rapidly developed into a full-grown man.

President Markham was the first to discover that damage suit lawyers hated and feared publicity more than any other thing.

The policy of the Railroad Administration to-day in regard to claims was always the policy of President Markham. It can be explained in one word: FAIRNESS.

Who is the greatest railroad man on earth? Markham.

What railroad President bought steel rails, locomotives and cars in great quantities when they were cheap? Markham.

Why was the Illinois Central able to take high rank among railroads in rendering service to the Government? Because of the foresight of President Markham in building up the road-bed and supplying it liberally with equipment before the war.

The bulls which were given away by President Markham in Illinois Central territory have done fine service in winning the war.

The head of one of our Departments thought that President Markham devoted the

major portion of his time to his particular department. The heads of all others Departments, it seems, had the same idea about their respective Departments.

Where are the hearts of the officers and employes of the Illinois Central system? With Mr. Markham, wherever he may be.

Mr. Markham: The love, confidence and respect of the officers and employes of the Illinois Central system will follow wherever duty may call you.

Following the slides were moving pictures of improvements along the Illinois Central lines for which Mr. Markham was responsible.

TOAST-MASTER KITTLE'S SPEECH.

At the conclusion of the picture show, Toast-Master Kittle spoke as follows:

"We are here tonight to honor a man who, in a few fleeting years, accomplished wonderful things for the Illinois Central system, and who did more for the officers and employes of the property than any man, or group of men, ever connected with it. That is a broad statement, but it is not exaggerated in the least.

"Here was a matchless railroad property which awaited only the touch of touch of the man of genius to shape its course and place it in a position of front rank among American railroads.

"Here was as fine a body of men as the sun ever shone upon, but they needed leadership and encouragement.

"The man of genius and the great opportunity were face to face when there came to us as our President, our honored guest tonight, Mr. C. H. Markham.

"Most of us here tonight saw Mr. Markham for the first time at a dinner given in this very room on the night of January 12, 1911. On that occasion he won our confidence and esteem and a feeling of security rapidly spread over the entire system. Instantly we saw in Mr. Markham the leader whom we needed, and from that moment we have followed him with a confidence and a devotion seldom accorded to a man of business.

"The seven years that followed were busy ones on the Illinois Central. They were crowded with achievements which by far surpassed our most sanguine expectations.

"We are proud that our friend, and our benefactor, whom we honor tonight, has been called to occupy one of the powerful positions in the Railroad Administration of the Government. We have a keen appreciation of all it means to the Railroad Administration. We also have a keen appreciation of the loss which we have sustained on the Illinois Central. During his absence we shall endeavor to apply his policies, which have done so much for the property, and the policies of the Railroad Administration.

"We pledge our unstinted and enthusiastic support to the constituted authorities of the Railroad Administration and to the success of Government control of the railways during the period of the war.

"I cannot trust myself to speak of Mr. Markham as a friend. My thoughts of him in that respect cannot be expressed in words. It would require music.

"Mr. Markham, my fondest hope is that the next dinner given by the officers of this Company will be one given after the war to welcome you back to your friends and to your home on the Illinois Central."

VICE-PRESIDENT BOWES' SPEECH.

In introducing the first speaker, Vice-president Bowes, the Toast-Master mentioned the fact that Mr. Bowes, although yet comparatively a young man,

had been in the service of the Company for forty-two years; that the officers of the Company were justly proud of the Traffic Department and of the Vice-President in charge of traffic. Mr. Bowes spoke of the construction, development and extension of the Illinois Central and of the men who had made its history. He said the original Illinois Central was chartered to be built from Cairo, Ill., to Galena, Ill., and while under consideration the charter was amended to include the construction of a branch line to Chicago. The amendment to construct the branch line to Chicago met with considerable opposition but the complete charter was very strongly supported by that great Illinois Senator, Hon. Stephen A. Douglas, and was finally approved, so it may be said that Mr. Douglas was really the man who put the Illinois Central on the map. The construction was completed prior to the war of 1861-1865 and it will be particularly interesting to the Illinois Central officers to be told that the Illinois Central occupied even at that time a geographical position of great strategic importance. Mr. Bowes read from the annual report of 1864, as follows:

"The local traffic upon the Illinois Central line in the year 1864 was much disturbed by the requirements of the Government; the forage and other supplies for the armies in the South-west were taken to a large extent from Illinois, and the preference which the Government had a right to demand, prevented the Company from doing the private business of the line with regularity. Great dissatisfaction has existed on the line of the road. Although the rolling stock has been largely increased in the past two years, we have not kept pace with the increasing volume of our business and require more motive power. Our expenses are much larger than in previous years. You will observe from the superintendent's report that the increase of traffic over 1863 was 38 percent, while the gain in net earnings is only 18.4 percent. We are exposed to very expensive labor in the machinery and repair department while the war is in progress."

Mr. Bowes said this situation was not dissimilar to that existing on our road today, and that it was, no doubt, most pleasing to the Illinois Central people to know that their road, more than fifty years ago, was in a position to serve its country and did serve it faithfully and well, and its men in those days were imbued with the same spirit to do as is true of its men of today.

The road has a great deal more mileage now than in 1865 but nevertheless it was a surprising fact Mr. Bowes brought out when he made the statement that the passenger earnings per mile of road in 1865 were greater than in 1916. He described the acquirement of the Southern Lines; the building of the Cairo bridge; the purchase of the St. Louis, Alton & Terre Haute, giving us a line into St. Louis; of the Chesapeake, Ohio & Southwestern, giving us a line into Louisville, Evansville and Paducah; of the Louisville, New Orleans & Texas, now our Yazoo & Mississippi Valley, giving us a line through the great agricultural country of Mississippi; of the Mississippi & Tennessee road, which, with the C. O. & S. W., connected our line between the Ohio River and New Orleans through Memphis. He spoke of the impulse given the road, beginning in the early nineties, by the spending of millions of dollars in double tracking, increasing terminal facilities, passing tracks, etc., buying more and better locomotives, additional cars, providing better organization and acquirement of the connecting lines previously referred to.

He said the road appeared to be traveling in a satisfactory way towards its destiny of being one of the great railroad systems of the country, but in 1910 it received a set back, resulting in a weakening in the organization and moral. Such was the situation when Mr. Markham came with the Company in January.

1911. Mr. Markham necessarily set out to build up the road and its organization according to his ideas and ideals and this he did with characteristic ability and energy and with a delightful attitude of courtesy and encouragement toward every employe. Then came the machinists' strike in 1911, and the floods, which were certainly occurrences calculated to try a man's soul. Mr. Bowes said: "I am not going to say that Mr. Markham did not have his hours of worry and apprehension, but these situations did not cause him to falter. He just tightened his physical and mental belt and went forward with a courage that never weakened and a judgment never at fault. It is a monument to him, of which we all should be very proud, that he came through these troublous and mind-racking times with success and the flag of his administration still held aloft untouched without scar and without taint. These battles won, Mr. Markham had to rebuild some more. How well he accomplished this we all know. I am sure we may be forgiven if we say that in our opinion we doubt if any other man could have done so well. We know that no other man could in the doing of it have so endeared himself to his employes and brought about the good fellowship and co-operation among the men of the Illinois Central. We have a right to, and we do, take pride in the honor that has been conferred upon him by the United States Railroad Administration, and while our prayers for his well-being follow him, at the same time we are praying just as strongly at home that the day will not be far distant when he will return to us and our road." In concluding Mr. Bowes said it was not necessary to say to Mr. Markham that he had the best wishes of his officers. He knew that. Nor was it necessary to say that he would make a great success of his latest and most important activity. "We know that, but what the Illinois Central officers do say is that they want him to come back to them just as soon as Uncle Sam will let him."

"ACE OF ACES IN RAILROAD OPERATION."

The Toast-Master introduced Vice-President Foley in a most happy vein. He said: "The head of the operating department occupies a commanding position on every railroad. He cannot escape responsibility for things that go wrong any more than he can be covered up and deprived of his just share of the credit for things that go right. Consequently, our operating vice-president has been, and is, principally the recipient of bouquets of flowers. He is a trump card, an Ace of Aces in railroad operation." Vice-President Foley spoke as follows:

"Upon looking over the faces here this evening, I find there are no strangers. We are among a lot of good fellows, who are gathered together here tonight for a good cause. I can say for the 'good fellows' here tonight that they are a bunch that are striving to run a railroad that will be satisfactory to patrons, satisfactory to its owners, and satisfactory to the Government that is regulating its operation.

"Any reference I may make to our most honored guest this evening will be based on what is actually due him. Many years ago there was taught us an adage reading:

"If you think some praise is due him,
Now is the time to give it to him,
For he cannot read it on his tombstone when he is dead."

"Speaking for the employes in the operating department, we all think some praise is due Mr. Markham. We all think unstinted praise should be bestowed upon him for the organization that he perfected on the Illinois Central, a harmonious organization, one that he dealt with firmly, justly and considerately, and that organization appreciated and responded to the consideration shown it, and

gave him in return for his good treatment the best there was in it. The employes in the operating department most distinctly praise him because he always insisted on liberal expenditures on the track, bridges and buildings, and other property under the direction of the chief engineer and engineer maintenance of way. In many instances he insisted upon greater expenditures than it was possible for them to make; therefore, he left that part of the property in most excellent condition. Very great praise is due him for the new locomotives, hundreds of them; new cars, thousands of them, and new mechanical facilities all over the system, the providing of which showed great wisdom and foresight and understanding of the necessity for a transportation plant to be successful. However, the greatest praise due Mr. Markham is because he displayed a sense of sympathy for the men who did the work. He was strong for eradicating the vicious and incompetent, the disloyal and dishonest, but he believed in the retention of those who were honest and loyal, even though they occasionally made mistakes.

"Mr. Markham believed in officials accepting responsibility befitting their positions, and, as I understood him, he believed that the officials should decide matters, should act even though they made occasional mistakes, his motto being, that it was preferable to face the certainty of occasional mistakes, rather than by a machine-like system destroy the sense of responsibility and check all inducements to economy.

"This meeting tonight prompts us to look at this whole matter retrospectively, and in looking backward over it all, it recalls to our minds that we have lost Mr. Markham's leadership on the standard railroad of the south. When I refer to losing him, I realize that it is not where one comes from that counts, but where one is going, and the thing that counts is, that Mr. Markham has been selected to be the regional director of the standard railroads of the east.

"We have no fear for him because he will succeed, and we know that he will bring the eastern roads up to a very high standard, perhaps up to the Illinois Central standard. Our fear is that without his wise administration and advice we may have some difficulty in maintaining the Illinois Central standard, but I predict the staff officers and line officers and the rank and file will so well remember the lessons taught them, that they will be able to keep the Illinois Central going through the Government control of operations, so that it will go through known as the railroad that contributed largely in bringing up the weaker lines and of making them real assets rather than liabilities to the Government.

"It is our sincere wish that each and everyone of those present here tonight will continue their railroad career through the period of Government control of the railroads, and lend their full support to making it a success, and, further let us hope that you will all be hereabouts when peace is restored and when the operation of the railroads is turned back to their owners."

SPEECH OF GENERAL SOLICITOR BLEWETT LEE.

At the conclusion of Mr. Foley's speech, the Toast Master turned his eyes toward General Solicitor Blewett Lee and those present knew that a treat was in store for them. The Toast Master said: "We have with us tonight a gentleman whom we are always delighted to hear from on these occasions, a man whom we all love and respect, and who possesses to a marked degree the ability to play upon our heartstrings, to lead us into tears, or laughter, at will. I take very great pleasure in introducing General Solicitor Blewett Lee."

Mr. Lee spoke as follows:

"I appear before you in a corporate capacity, and I respectfully notify all present that pursuant to general orders any bill you may incur in protect-

ing yourself from this speech cannot be charged to operating expenses. Demurrage will be payable on all oratory exceeding ten minutes' free time. Anecdotes which might be regarded as highly meritorious and necessary, when viewed from the separate standpoint of a particular speaker, may not be equally meritorious or necessary under existing conditions. The construction of new stories, or branches or extensions of existing yarns shall not be entered upon without the Federal Manager's approval, and no new speeches or songs shall be ordered or constructed without the like approval.

"Perhaps some of the older men here will recall a play by Steele Mackaye a good many years ago, called "Paul Kauvar." If so, they will remember that there was in it a scene where the hero dreams that his sweetheart is sent to the guillotine. You can see the guillotine on the stage, the crowds of people all around, the carts full of victims coming up, the prisoner lashed to the plank by the executioner, the great knife suspended in the air, all ready to fall at a touch. It was enough to set a man seeing things at night. The other night I was seeing them. I saw all that I have described, and particularly a great big basket where the heads would fall after the knife descended. I had the greatest curiosity to see what was in that basket; it is only in dreams that a man can see his own head in a basket without any trouble at all. I did not want to walk right up to the basket so as to put notions in people's minds, but I kept edging up to it. I thought there might be a tag on it, "Reserved for Presidents and General Counsel" or something of that sort. When I got up pretty close, the executioner hailed me and said, "Are you trying to look into that basket?" I said, "Yes, I thought there might be some knitting in it, or something interesting; I just love baskets; I collect them; and I never buy a basket until I see how it looks inside." He said, "Aren't you one of Mr. Markham's people?" "Yes," I said, "He has been standing for me all this time." "Well," he said, "there is no use of your looking into that basket; I have been running it for six months, and have not seen any of his people in it yet."

"The history of Mr. Markham's life has been shown on the screen much better than any description, so that I shall not again rehearse what all know so well, that wonderful record of rapid and great achievement.

"I wonder if any of you ever read Wolfville Tales. I think there are three volumes of them which tell about the doings at a certain interesting Western town which may now be identified as Deming, N. M. Many of the characters in these books were well known to Mr. Markham, and he won his first considerable success as Agent for the Santa Fe at Deming. It is more interesting than any book to hear him tell of his early experiences in the extraordinary community that Deming then was.

"He served as Agent at Fresno, Cal., and he probably did more than any other man has ever done to revolutionize the loading of freight ears, while serving in that capacity.

"For a time he was stationed at San Francisco, the bright particular jewel of the Southern Pacific System, but I never heard any tradition of him on the Barbary Coast.

"Then he went to Texas, altogether the most distressful place a railroad man could be sent to; that place where they eat 'em alive. Afterwards, as President of the Gulf Refining Company, I am told that Mr. Markham exerted a very refining influence on the State of Texas.

"As Vice President of the Southern Pacific Company he was so successful that an oil company came along and gobbled him up. For a period of seven years he was in the oil business at Pittsburgh, Pa., but he never lost his hair

by sitting in the front row, or made any changes in his family. I suppose after Reno, Pittsburgh was easy.

"He came to the Illinois Central Railroad Company at a large personal sacrifice because he loved the railroad work. The screen has already shown you much better than I can hope to do Mr. Markham's great services to the Illinois Central. When the President of the United States took control on December 28, 1917, he found the railroad splendidly equipped and in the highest state of efficiency. If the other railroads in the country had handled their traffic as well as the Illinois Central, there would have been no occasion for Federal control. While we claim Mr. Markham peculiarly for the Illinois Central, we must not forget his great services to the Central of Georgia and the Ocean Steamship Company, properties which were held in comparatively little esteem when he became President, but which have become among the most valuable assets of the Illinois Central system. There is one thing that I want to mention, however. Mr. Markham settled with the Park Commissioners the intricate problem of the Lake Front lands. He secured for Chicago a location of the Field Museum down-town. Its marble walls will stand as a perpetual monument to his skill as a negotiator and his public spirit as a citizen.

"In the account of Mr. Markham's services, it is my duty to tell you, however, in the interest of historical accuracy, that it is not true, as commonly believed, that when our system suffered so much from the great floods on the Mississippi River, Mr. Markham went down to Dyersburg and rescued the Chicago, Memphis & Gulf with a fishing pole. The fact is that the Chicago, Memphis & Gulf was saved by getting tangled up with a trot-line.

"Now that we are all together, I am going to impart to you confidentially the secret of Mr. Markham's success. It is a marvelous thing for a man to enter railway service at the foot of the ladder, without any pull whatsoever, and make his way through every grade of the service to the very highest position. On a rough estimate, I would say that Mr. Markham has moved about thirty-five times since he entered railway service. I am making no charge to you for conveying the secret of his success. It is all in three words: He made good. If any of you would like to follow the same route, all you have to do is to make good to the same extent.

"At one time in my life I was very near to Mr. Markham; very near to him until he saw me. I hope he will not blush, when I tell you that physically he is one of the best men I ever saw. He has one of the biggest places for a heart that you ever saw, and it is filled up. If any of you have the idea that Mr. Markham would be a good man to play horse with, or towzle about, let me advise you on your own account to think of something else. He plays very fine golf and is a beautiful dancer. You will remember that at one time he was in the oil business, and I am convinced that some of that oil soaked into his joints; it is still there whenever he plays or when things are not going well on the road. He is a human dynamo; he not only moves himself, but anything he is geared up with has to move too, and move fast. He has a very quiet and inconspicuous way of getting results that gives what camouflage artists call "low visibility." That same oil that I spoke of before exudes from his personality and puts an end to friction wherever he goes. There is never any unnecessary trouble when he is about. If there is any necessary trouble, there is a great deal of it, and it does not last long.

"Mr. Markham came to the Illinois Central Railroad Company without any string of followers; he took the same men who had been here before, and he obtained these great results that I have been telling you about by using the human material which was already here. He gave the men his

confidence and trusted them; he found out what each man could do, and let him do it; he took the same old organization and made it a splendid new organization, because he put his own spirit into it, and when he leaves the Company, he leaves it with the affection and confidence, the loyal support and enthusiastic admiration of every man on the system. He has left a monument of steel, in a great railroad which he mastered and brought to the highest efficiency, and he has also left a monument of gold in the affections of the rank and file, in the gratitude of every man with whom he had to do, from the lowest to the greatest.

"Recently I heard something about Philadelphia, which has stolen Mr. Markham from us. There is a hotel in Cincinnati which is famous for the way it cooks snails. I was telling a Philadelphia man about these snails. He said, "We have snails in Philadelphia too, but we never eat them." "Why not?" I asked. "Because," he said, "we can't catch them." Before Mr. Markham has been in Philadelphia a month, every one of those snails will be sprinting along under a maximum load of traffic.

"Naturally, on an occasion of this kind we feel sad to think that we are losing our chief, but it is not as if he were being shelved; instead he is really being told to come up higher. This is not a wake, this is a christening. It is when his brilliant services as the Regional Director of the Southeast have caused the Government to select him for the position of the greatest difficulty and danger in the whole railroad world. The Nation has taken the greatest traffic center in the world and put it into his hands and said:

'Look after this for me. Here are the munitions upon which the success of the war depends; here is the coal to keep alive the industries of the Nation; here is the food for my soldiers in France; here is the material without which the ships cannot sail. You must see that these things move in due season, and if you fail, the cause of freedom will languish all the way from Venice to the North Sea. I am sending you to lead the forlorn hope of the railway world. Conquer Pittsburgh for me and the lines will hold fast in France and Italy.'

"Will he do it? If flesh and blood can do it, it will be done. Here is a man who never sought the easy thing, or the soft place. His back was built for great burdens, and when our country looked for her strongest man to bear her greatest burden in the railway world, this is the man she chose, and she chose well.

"Mr. Markham's going to the Allegheny Region reminds me of an incident in one of the wars in India. There was an Irish regiment that had been right mutinous. You know an Irishman is born to command, and being ordered about is not his forte. This regiment had made so much trouble that the Colonel had taken away their colors. In the course of the campaign against one of the fierce tribes in the hills, the enemy were fortified at the top of a mountain. The whole summit glittered with guns and shining steel. The prospect of charging the hill was enough to blanch the bravest cheek. The Colonel came to the front of the regiment and said, "Your colors are at the top of that hill." Did the Irishmen take it? They would have taken Hell and hung the Devil over the edge of the Pit. Is Mr. Markham going to succeed in the Allegheny Region? Well, he is an Irishman, isn't he?

"This occasion when he leaves us to take up his new responsibilities and enter upon the greatest adventure of his adventurous career, has reminded me of the time when Ulysses, the much experienced man, set sail upon his last great expedition, and I have turned to those lines in which Tennyson

describes the departure of the brave Greek. As Ulysses turns to his son, who is to take his place in Ithaca, he says:

'This is my son, mine own Telemachus,
(That is Mr. Kittle)

'To whom I leave the sceptre and the isle—
(That means the Lake Front)

'Well-loved of me, discerning to fulfil
'This labor, by slow prudence to make mild
'A rugged people,

(That means the people of Chicago)
and through soft degrees

'Subdue them to the useful and the good.
(Some job, believe me!)

'There lies the port;
(That's Philadelphia)
the vessel puffs her sail:

'There gloom the dark, broad seas. My marines,
'Souls that have toiled and wrought and thought with me—

'That ever with a frolic welcome took
'The thunder and the sunshine.
(That is us, that is just our style)

'Come, my friends,
'Tis not too late to seek a newer world
'Push off, and sitting well in order smite
'The sounding furrows; for my purpose holds
'To sail beyond the sunset, and the baths
'Of all the Western stars, until I die.
(You know some Western stars get a cold bath when they go East)

'It may be that the gulfs will wash us down;
(This must mean the Penn. R. R. which has been washing down
some pretty good men lately)

'It may be that we shall touch the Happy Isles,
(That's Washington)

'And see the great Achilles, whom we knew.'
(The great Achilles is Mr. McAdoo, and if things don't go right
in the Allegheny Region, Mr. Markham will see him sure.)"

GENERAL SOLICITOR BURCH PAYS HIGH COMPLIMENT TO MR. MARKHAM.

The Toast Master next called upon General Solicitor Burch, of The Yazoo & Mississippi Valley Railroad. He spoke of Mr. Burch's great ability as a lawyer and fine qualities as a man and ventured the assertion that the legal affairs of no railroad in the country had been managed better than had the legal affairs of The Yazoo & Mississippi Valley Railroad under the jurisdiction of Mr. Burch. The address of Mr. Burch was substantially as follows:

"Mr. Chairman, Mr. Markham, and Gentlemen—I include all of you, those who are employed by the Government, those who are employed by the Corporation and I include also those, if any, who in this time of rapid changes, may not be employed by either. I first give you a word of comfort—my time is limited to five minutes, absolutely no more.

"I heartily concur in all the well-deserved tributes which have been paid the honored guest of the evening. However much has been said complimentary to Mr. Markham, enough has not yet been said. The speakers who have preceded me have said much, but they have not yet said enough in honor of our retiring President. This reminds me, if I may digress a moment, of an old negro preacher in Memphis, who has a unique method of conducting collections in his church. When the time for taking up the collection arrives, he closes the windows and locks the door, and directs the stewards to take up the collection. The minister then counts the money and announces 'Brethren, you is done good, and you has done noble, but you ain't done enough. Take up another collection.' So I say that however many noble and good things have been said about Mr. Markham this evening, enough has not yet been said or can be said.

"We have watched with interest the life history of Mr. Markham as it has been thrown on the screen tonight, and I am sure that his history has been correctly portrayed. State pride, however, compels me to add a few words to the biographical sketch which we have read on the screen. It was not stated where Mr. Markham was born. He was born in Clarksville, Tennessee, and we claim him as a Tennessean. True, he left there when quite a child, being separated for many years from an older brother who had marched away from Clarksville with the late Senator Bailey and with Mr. Justice Lurton, and other young men of that city into the Confederate army. I knew this brother during the last years of his life, and while he had not attained the public prominence of the guest of this evening, yet he was a man held in respect and high esteem and possessed all of the qualities of a true and manly man. I mention this to let you know the Markhams are of good stock—we, as Tennesseans, are proud of them, and claim them as our own.

"Mr. Markham came to this company when the company was sorely beset by many troubles. He came at a difficult time and under difficult conditions. It is unnecessary for me to repeat, for you well remember, with what apparent ease he took charge of the situation, and in what a short time everything was moving just as if the company had never had any trouble at all. Undoubtedly the manner in which the property was built up and strengthened attracted the attention of the Federal Government as the reason he has been taken from the Company to serve the Government—and this governmental service, I know, he is rendering entirely from a sense of patriotism and duty. If personal inclination had been consulted, I am sure he would have preferred to remain right here.

"It has been said tonight that Mr. Markham was closer to the operating than any other department, and also that he was closer to the traffic department than any other department, but I want to say that the gentlemen are mistaken. He was closer to the law department than any other department. I have never known an executive who kept in as close touch with the affairs of the law department as did Mr. Markham. He not only kept himself informed of everything of importance in the law department, but he was extremely helpful to the law department. I have never known such unerring and infallible judgment of men and measures as Mr. Markham possessed. It was almost uncanny how correct his judgment turned out to be. Personally I feel under the greatest obligations to him. I feel deeply grateful for the uniform consideration and kindness with which he always treated me and for the help which he always so willingly gave in the many difficult matters in the law department. I may be pardoned for mentioning one instance. Reference has already been made this evening to a case in which a judgment of \$100,000 was rendered against the Company. I had charge of and tried that case. You can well understand

that it was not an agreeable mission for me to report the loss of this case to Mr. Markham. I felt at the time that he would be entirely justified in saying that The Company has sustained a great loss. 'You handled this case and are responsible for it, and in view of your failure, your services will not be needed any longer.' Instead of saying anything of that kind to me, he very kindly said 'A law-suit is a battle—one side must win and the other side must lose. I know that you have worked hard and faithfully on this case and have done your best. All I ask is that you keep on fighting. We will come out all right yet, as we know that we are right and the right will prevail.' He reminded me that he had lived a long time in Texas and knew well many of the famous Texas Rangers, and said that he believed in a saying of one of these Rangers who had had many desperate encounters with the bad men of the west of an earlier day. This saying was, 'If you know you are right and keep a goin', no man can stand agin you.' Permit me to say that the kindness which Mr. Markham showed to me on this trying occasion, or what was to me a very trying occasion, was an intensely greater gratification than the gratification which I later felt when an appellate court reversed the \$100,000 judgment. This will illustrate to you the type of man under whom you have been serving. I could say much more, but my time is nearly exhausted.

"Mr. Markham, I shall miss you more than I can say, I shall miss you more than you can possibly know. Your kindness and help to me will always be gratefully remembered. I feel that my life has been enriched and my energies stimulated by having known you. I shall attempt to carry on the work of my department according to the high ideals and principles which you have set for us. I speak not only for myself but for my associates. May God bless you in the great undertakings to which the Government has called you."

JUDGE TRABUE SPEAKS.

The next speaker was Judge Trabue, of the firm of Trabue, Doolan & Crawford, District Attorneys for the Illinois Central in the State of Kentucky. Judge Trabue spoke of the high qualities of Mr. Markham and his successor, Federal Manager Kittle, and paid a compliment to all of the officers of the Illinois Central. He explained that very little had been left for him to say, because the ground had been so well covered by those who had preceded him.

DISTINGUISHED GUESTS.

At the conclusion of Judge Trabue's talk, the Toast Master announced that there were present some very distinguished guests, who had patiently listened to the Illinois Central family talk and he felt sure that they had been interested and that when they left the banquet hall that they would carry away with them pleasant thoughts of the Illinois Central official family, one of which would be that it was a very happy family, cemented together with bonds of friendship and sincere interest in each other.

Regional Director Holden and Director of Operation Gray were both introduced and made deep impressions upon those present. They talked about the great part being played by the transportation machine in the war and how this fact was being impressed upon the country. Regional Director Holden has charge of the Illinois Central lines north of the Ohio river. It was a fine opportunity for him to see the men who will serve under him. They were delighted with him and what he had to say. The assertion is made here, without fear of successful contradiction, that the Illinois Central will measure up to Mr. Holden's expectations.

Mr. Gray spoke of the heavy burden upon Mr. Markham as director of the

Allegheny region and predicted that his efforts would be crowned with success. He dwelt upon the great importance of the prompt handling of coal. He explained that coal was the very foundation of everything needed for the successful prosecution of the war. Munitions could not be manufactured without coal. Ships could not be built without coal. Everything depended upon the prompt transportation of coal, which had to come from the Allegheny region. Mr. Gray impressed all the officers of the Illinois Central as a big, brainy, broad-gaged patriot. The Toast Master had introduced him as a man who had for his territory the whole of the United States and as the most powerful railroad operating man in the world, directing from his office in Washington the operation of the railroads of this entire continent. Mr. Gray said that the Toast Master evidently had in mind, not him, but the Director General of Railroads, Mr. McAdoo, who was the most powerful railroad man in the world. He said he wished it were possible for the officers of the Illinois Central to personally know Mr. McAdoo; that it was a fortunate thing for the railroad men, and also for the country, that Mr. McAdoo had been placed in charge of the railroads, because undoubtedly he was, of all men, best fitted for the place.

Mr. Gray said the men of the Illinois Central had a right to take great pride in the honor which had been conferred upon Mr. Markham by Mr. McAdoo. He explained that one of the things which had entered into Mr. Markham's selection had been the wonderful success he had achieved with the Illinois Central, and that the officers of the Company were entitled to share in the credit for that success and that they ought to feel that the honor conferred upon Mr. Markham was also an honor conferred upon them.

MR. MARKHAM'S ADDRESS.

The hour had grown very late when the honored guest of the evening, Mr. Markham, was called upon. All eyes were upon him. All hearts were with him. He spoke feelingly of his high regard for the men of the Illinois Central and the support they had given him during his administration as the President of the Company. He mentioned the fact that during the seven years he had been at the head of the Company's affairs, that there had not been brought to the property, through his instrumentality, a single outside man. What had been accomplished on the Illinois Central had been accomplished by Illinois Central men. He spoke of the great strides made on the Illinois Central in the number of car miles per day and said that as Director of the Allegheny Region he was working along the same lines that he had worked on the Illinois Central. He was doing everything that he could do to move cars. He was trying to do, as well as he knew how, the part assigned to him by Mr. Gray, who, he said, was responsible for the position which he was occupying with the Railroad Administration.

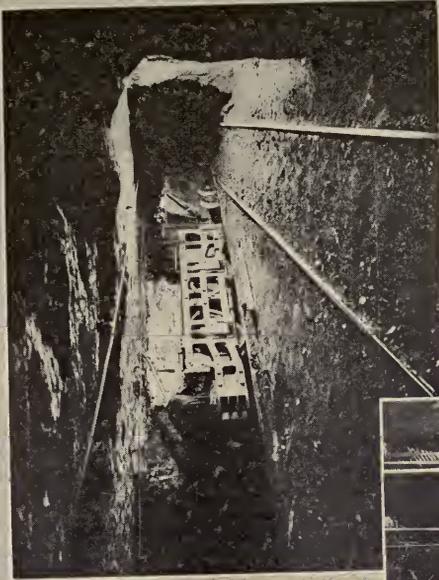
Much had been said during the evening about Mr. Markham returning to the Illinois Central after the war. To all of that he replied that he had made no plans for the future. He was only concerned now with the job which he had in hand and which was occupying all of his thoughts.

That Mr. Markham appreciated the compliment paid him by the officers of the Illinois Central System was most apparent. That they were devoted to him and felt that they owed him much permeated the very atmosphere that filled the room.

S. G. Hatch is Dead

AS we are going to press, it is our painful and sad duty to announce the sudden death of Mr. Samuel G. Hatch, Passenger Traffic Manager of this company, while conversing with General Passenger Agent Phelps in the latter's office at eleven o'clock a. m., 12th inst.

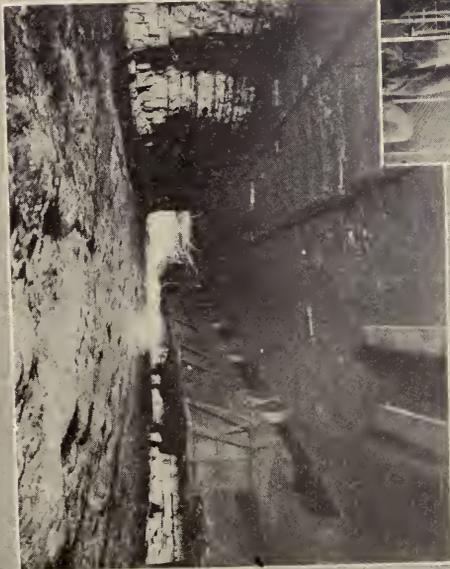
Particulars of his railroad service will appear in the August number of this magazine.



Providence Ky.



Modern wash and locker room



Coal Mining

Providence, Kentucky

PROVIDENCE, the largest and most important city of Webster county, was formerly in Hopkins county, and was incorporated February 18, 1860, and in the year 1912, raised to fourth grade city. In 1877, it had a population of one hundred and fifty; today it numbers fifty-five hundred inhabitants and is rapidly growing, and within the past ten years the population has increased nearly three hundred per cent.

No attempt shall be made in this article to set forth in detail the various industries that go to make Providence the splendid commercial and business point that it is admitted on all sides to be. We shall content ourselves with making a brief general statement of facts.

A simple statement of setting forth the city of Providence as it is today, giving salient features chiefly, and modestly pointing to what seems possible conjectures as to future prosperity may not be amiss in this edition. The city of Providence, with its fifty-five hundred inhabitants, thriving and prosperous, is located in the southern part of Webster county on the great Illinois Central, and Louisville and Nashville railway systems.

Since its incorporation, it has never experienced any fictitious growth, but has developed slowly, surely and steadily as the country around and about it has made advances in coal mining, tobacco growing, agriculture, stock raising and other kindred sources of farm revenue, and during the past few years this growth has been very marked.

Providence challenges attention because it is one of the most delightful towns of residences on the continent; because of its salubrious and tempered climate; because of its low cost of living; because of its healthfulness and low death rate; because of its freedom from epidemics and contagious diseases; because of its educational advantages;

and last but not least, because of its business opportunities—manufacturing, mercantile and professional. The country surrounding Providence is rich, and all kinds of field crops, vegetables, tobacco and fruit are grown. The great advantages of cheap living are at once apparent here. People in all grades of life are enabled to live easier, happier and more comfortable here than in many other places, where expenses are higher.

Another advantage is the cheapness of coal, for as Webster county produces a large portion of the entire output of bituminous coal of the state, it can be laid at the door of the manufacturer at a price unheard of in cities distant from here. Providence is the largest shipping point for coal in the state; more coal billed from here than any other place. The country surrounding Providence also offers great opportunities for truck gardeners and fruit raisers, for this branch of farming is as yet in its infancy in Webster county.

The city is lighted by Municipal owned light plant and few cities are as well lighted; has pure water, and a natural drainage unsurpassed anywhere. A new waterworks system recently installed gives the city an abundance of pure water for all domestic and fire protection purposes, and an additional railroad now building will place Providence in the front ranks as a commercial center, and give the city advantageous shipping facilities equal to any in the state.

Providence has 26 active coal mines shipping annually thirty thousand cars, and having a monthly payroll of about one hundred and fifty thousand dollars; two large tobacco warehouses handling four million pounds of tobacco annually, and paying out nearly four hundred thousand dollars to the growers, one of best pressed brick plants in Kentucky, annually producing three million,



Residences

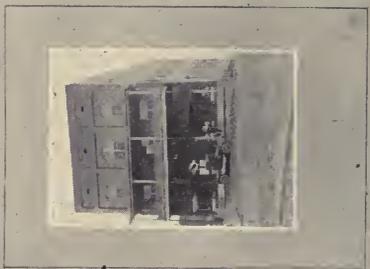
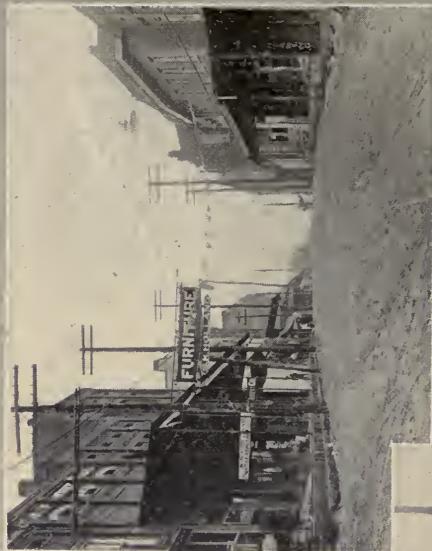


Providence Ky.



five hundred thousand brick; first class flour mill, lumber yard, ice plant, machine shop and foundry, planing mills and saw mills, wagon factory, public and private schools, an opera house, a semi-weekly newspaper and many other advantages but seldom found outside the metropolitan cities.

The police department is efficient and the fire department excellent. The city officials are men, every one of whom is deeply interested in the future of Providence and are pledged, without regard to party politics, to do all in their power to make Providence a larger and better city.



BUSINESS DISTRICT
PROVIDENCE KY.



There are many miles of streets, sidewalks of cement and stone, and convenient alleys, while the roadway approaches to the city compare favorably with any in the state.

There are churches of nearly all denominations, good hotels, etc., while the banking interests are represented by three solid institutions, all doing a successful business on a conservative basis, the officers and directors of each being among our most prominent and trustworthy citizens.

The stocks of merchandise carried by the retail merchants are full and complete and compare favorably with those carried by similar stores in the larger cities, hence it is absolutely unnecessary to go outside of Providence to make purchases of any description. The professions are represented by progressive physicians, dentists and attorneys, while the real estate agencies are conducted by men thoroughly familiar with realty and property values.

Among the many advantages of Providence are low taxes, low rents, excellent factory sites, no sympathetic strikes, healthful residence locations, excellent educational facilities, many churches and splendid shipping accommodations.

But few cities have such beautiful shaded streets, the trees bordering them

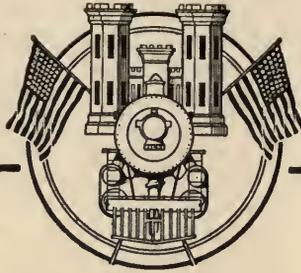
lending a most peaceful and homelike appearance.

While the improvements in Providence have not been rapid, they have been substantial, and the citizens are ever ready to grasp and push to a successful issue any measure that is for the betterment of the city.

With every facility for transportation, and an agricultural population steadily increasing and widening and strengthening the home market, the incentive to energy and rewards, open to enterprise, exists here to an extent not excelled by any city in the Union of proportionate size to Providence. To the manufacturer, the merchant, the man of affairs, the man having children to educate, Providence extends a cordial invitation for an investigation of its claims.

This briefly is a story of Providence, and one would imagine it should be satisfied with its enviable position, but as it is of a progressive nature it wants more factories—and there are excellent opportunities for them here—more people, but at the same time it wants them of the right sort, of the kind that will become interested and aid in the advancement of the place, in making Providence, in fact, the peer of any city of like or even greater population in Kentucky.





Letter from James Hansberry, Formerly Operator on the Minnesota Division, Who Is Now in France Helping to Whip the Huns

Dear Ray:

Somewhere in France,
February 11th, 1918.

Received you kind and welcome letter last night and sure glad to hear from you dear friend and to learn that you folks are well. This leaves me well and getting along first rate.

Yes Ray I have been in France several months. Ready for action soon as I got here, for you know by my letter of quite awhile ago from—that I was trained. Would of been here 6 months ago only had a regular job over in—for awhile. Its against the rules to give war news in a letter so you see I have to be careful what I write. I am working at my trade up the line. Live in a dugout and am seeing all I want to see of the war. Have a ring-side seat, so to speak. I get out side quite often and its no fun either with shells dropping all around. You should see me run for a shell hole when I hear buzwhiz-whiz coming through the air. I always duck even if they are falling a hundred yards away. The explosion is fierce and then the noise of our guns gets on a fellows nerves. Bricks and shrapnel flying through the air makes one do some tall thinking and all in a few seconds time. One thing any way I can do is get in a very small hole and be out of sight for I am so short. Ha Ha. It's a lot more than some of those big guys like Miller Bros. could do. When I go down through the trenches I am out of sight while the tall fellows have to duck going along thinking they can be seen. Oh she's some life Ray. Lots of excitement. Soon after arriving in this country I was going along with a few of our boys and came across 3 or 4 American soldiers. I stopped to talk with them and after exchanging greetings found one of the lads came from Dubuque and used to brake on the I. C.; forget his name just now. We had a talk about olden times. Another of the lads was from Farlev, and while he didn't know me he knew you folks and was asking how everything was around that part of the country. It seems he was down east for last 3 or 4 years and when the States entered the war joined an Eastern Regt. Was pleased indeed to meet boys from the U. S., and wished I was with them. Oh well, I'm doing my bit any way and the Canadian and British boys are a good bunch and I get along with them O. K. On a boat I'll not say when I met several Sammies and all were glad to meet me and for the time being forgot all about my Canadian comrades and joined the coffee line with the yanks and had coffee and lunch with them.

The people in England treat a soldier fine and every one was surprised when they saw the American boys. Such big manly fellows. The English had a good word for the boys and those that stopped in England had a lovely time.

You will like it in England should you stop there but here's hoping the war will be over by the time you are to be called up.

Should you be called try and get into railroad construction and maintaining, for you are skilled in this kind of work and am sure you would like it.

They have funny ways over here in this country. When I was back on rest a while ago I had a billet with a private family and the ways of the people were very odd to me. 'Twas a little village several miles back of the firing line. When they go to a funeral every one walks except the priest who rides on the hearse right ahead of the corpse. Every town has a square and every week they have a market day; every one who has stuff to sell comes to the square and displays his goods something like a county fair in the States. Woman run around with wooden shoes, kids as young as five years of age smoke. Xmas is not kept like over there but New Years is a big day. Every one drinks beer and men, women and kids go into saloons and buy what they want. Some system, eh. Men wear capes instead of overcoats and most of them wear leggings or puttees. The villages are old-fashioned and all houses and shops built of brick. Some very pretty Catholic churches. This of course is all back several miles from the line. I am in a village now but one can not tell what kind of place it was. Shells, etc., has changed the looks so that now one can only form an idea as to what sort of a place it was. Well Ray, guess I'll have to cut this short for tonight as the censor will have to take a day off to read and censor this letter, so bye bye for this time. Best regards to Mr. Daykin and Bill. Write me soon. Spr. Hansberry 507605, 1st Div. Can. Signal Corp., B. E. F., France. Its necessary to put my address above, for by doing so comply with the rules. Thanks Ray for the news and hope you give me more in the next letter you write and thanks again for your kind offer of getting me cigarettes but really have all I want as the Govt. gives us cigarettes and tobacco. Beg to remain,

Your old friend, James:



A Compliment from the Office of the Chief Signal Officer, War Department

Subject: Transportation.

Washington, May 3, 1918.

Office, Chief Signal Officer.

Chief Train Despatcher, Illinois Central R. R.,
Wilson, La.

Appreciation is expressed for your cooperation with the writer in obtaining a quick movement of freight through the Wilson yards on March 23. The efforts you took to this end and the courteous assistance given in other ways did much to provide rapid transit of airplane material to San Antonio, Texas.

By direction of the Chief Signal Officer of the Army.

Perry F. Ellsworth,

1st Lieut., Sig. R. C.



WILLIAM H. SCOTT, FORMERLY AN EMPLOYEE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, WHO WAS KILLED IN FRANCE FEBRUARY 21, 1918.

WILLIAM H. SCOTT

By W. C. Waggener

WILLIAM H. SCOTT, left fatherless at the age of two years,—a child in arms, until the scarlet blood,

impregnated with ancestral patriotism had so developed his body, soul and mind, that on April 25, 1917, he became a man at arms—fighting for Democracy and the honor of the Country of his birth.

During much of his boyhood, Scott worked on the farm, ever holding up the hands of his mother, in the education of the other children. For three years previous to his joining the colors, he had worked in the Bridge and Building Department of the Kentucky Division, from which he volunteered—always maintaining the same loyalty to the company he exhibited to his Country.

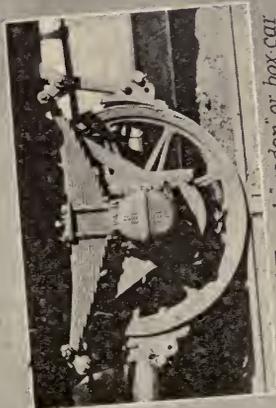
He often talked about his duty to his Country, and when hearing of the atrocities committed by the Germans, (who have morals lower than the devil), he could not stand by and let the other boys lead. The cause was too great and on April 25, 1917, young Scott gave his service to the Stars and Stripes. February 21, 1918, on the battle-field "Some-where-in-France" he gave his life for the cause of Freedom and Democracy.

This lesson of patriotism should be a standard for all young men, because it reflects credit upon his inheritance and is the kind of citizenship our Country is proud to recognize, and bow its head to honor such noble manhood.

French "voiture" or carriage, 1st and 2nd class



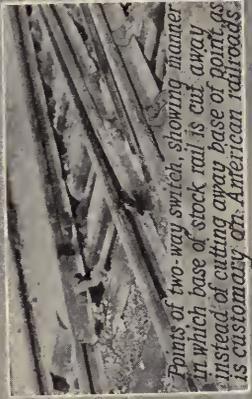
Wheel of French "wagon" or box car



Buffers and couplings, French "wagon"



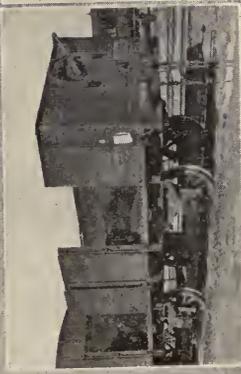
Double ball rail in chair - Inside view



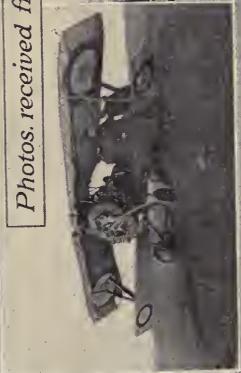
Points of two-way switch, showing manner in which base of stock rail is cut away instead of cutting away base of points as is customary on American railroads



Double ball rail in chair - Outside view



Load of engine coal in French high sided gondola.



Damaged French Aeroplane - Corp. A.A. Archbold (Flights Company) in front of plane.



Photos. received from Major Arm

Some of the 13th Engineers and French Soldiers French Passenger Cars in background



Coal briquettes in storage yard.

HAROLD L. CUMMINGS

It will be interesting to the many friends of Harold L. Cummings, son of former Train Dispatcher O. E. Cummings, to learn of his graduation from the Third Officers' Training Camp and recommended for commission as Second Lieutenant, April 19, 1918.

He was born at Freeport, Illinois, March 5, 1892, and graduated from the Clinton, Illinois, High School and also the University of Illinois, and was later Secretary to Traffic Vice-President.

He left Chicago for Camp Grant with the first five percent contingent September 4, 1917, and was assigned as Private in the Military Police; appointed Battalion Sergeant-major September 13, 1917, and assigned to Headquarters, Division Trains, 86th Divi-



HAROLD L. CUMMINGS.

sion. Was recommended for, and entered, Third Officers' Training Camp, Camp Grant, Illinois, January 5, 1918. Graduated from Training Camp and recommended for commission as Second Lieutenant April 19, 1918.



LEFT: F. P. REDMAN, JR. RIGHT: LIEUT. DAVID D. REDMAN. SITTING: CURRAN W. REDMAN.

THE above picture represents three sons of Mr. and Mrs. F. P. Redman, 5412 Willis Avenue, Dallas, Texas. Mr. Redman has been connected with the Traffic Department of the Illinois Central Railroad Company for the past 31 years. He came to Chicago to arrange for pension and will return to Dallas, at which point he makes his home.

From left to right, standing, Corporal F. P. Redman, 197 Aero Squadron, Love Field, Dallas, Texas; Lieutenant David D. Redman, 133 Field Artillery, Camp Bowie, Texas; seated, Sergeant Curran W. Redman, 197 Aero Squadron, Love Field, Dallas, Texas.

Office of the Signal Engineer

FROM a total of twenty-five employes in the office of the Signal Engineer, there are already ten in Army and Naval service, three being Commissioned Officers and seven Non-Commissioned Officers or privates.

W. M. Vandersluis, Signal Engineer—Commissioned as Captain and attended the Second Officers' Reserve Training Camp at Fort Leavenworth, Kansas. He was later assigned to duty at Camp Grant and is now in France.

H. S. Goldman, Draftsman—Com-

military experience, being with General Pershing's forces on the border during the Mexican trouble in 1916.

F. J. Ryan, Draftsman—Was among the first to go to Camp Grant last September under selective draft, being assigned to the 311th Field Signal Battalion. He has been promoted to a sergeancy and is now at the Signal Officers' Reserve Camp, Leon Springs, Texas.

W. P. Martin, Signal Inspector—Went to Camp Grant last September



missioned as Lieutenant and attended the Second Officers' Reserve Training Camp at Fort Leavenworth, Kansas. He is now with the 56th Engineers at Washington Barracks, Washington, D. C.

M. A. Tracy, Draftsman—Was a member of the Iowa State National Guard and has been in the service in Texas since war was declared. He has been commissioned Lieutenant. Lieutenant Tracy has had considerable

under selective draft, being assigned to the 503rd Engineers and left for France in November. He is now in active service.

S. E. Rollins, Draftsman—Enlisted with the U. S. Marines last June. After being in training at Paris Island, S. C., was sent to France and letters recently received from him indicate that he has seen considerable active service at the front. He states he is an expert at "digging in" under fire.

H. C. Duckworth, Clerk—Went to Camp Grant last September and is still at this camp, being assigned to the Headquarters Trains. He has been promoted to a corporality.

E. E. Klarr, Draftsman—Enlisted in the Navy last October and in February was ordered to report at an Atlantic port. He is now in the Merchant Marine Service.

In addition to the employes whose photographs are shown, Wm. Claus, draftsman, enlisted in the Ordnance Department in April and is now located at the Edgewood Arsenal, Edgewood, Md.

Also, Wm. R. Gore, clerk, left for Camp Grant on May 25th, being assigned to that camp under the selective draft.

The office of the signal engineer has departed from the usual custom of displaying a service flag by securing photographs of the employes, in uniform, as rapidly as they enter service. These photographs are mounted in one large frame which is hung in the general office of the department, it being the intention to furnish reproductions of this group picture to each of the men in the service.



TO THE HIGH CHIEFS,
OFFICERS, SOLDIERS,
TO ALL,

The heroes, known and unknown, both dead and living, who have triumphed over the barbarians' onslaught and immortalised her name throughout the world and for ages to come, the Town of Verdun, inviolate and standing on her ruins, dedicates this medal in token of her gratitude

AUX GRANDS CHEFS,
AUX OFFICIERS, AUX
SOLDATS, A TOUS,

Héros connus et anonymes, vivants et morts qui ont triomphé de l'avalanche des barbares et immortalisé son nom à travers le monde et pour les siècles futurs, la Ville de Verdun, inviolée et debout sur ses ruines, dédie cette médaille en témoignage de sa reconnaissance.

Paris, 20th November 1916
The Deputy-Mayor



By a special right of the Town Council
of Verdun assembled
at Paris, on November 20 1916.

Délibération du Conseil Municipal
de Verdun réuni
à Paris, le 20 Novembre 1916.



L. A. WEARY,
1st Lieut. Co. A, 13th Reg. Engineers (Railway)
American Expeditionary Forces in France.

Sent by Ernie Carr formerly of the general manager's office and now with the 13th Engineers (Railway).

WINDY CITY ECHO

13TH ENGINEERS, (RY) U. S. AMEXFORCE IN FRANCE

Vol 1 No 5

JUNE 13, 1918

PRICE 2½ Washers

COLONEL KUTZ DEPARTS.

Colonel C W Kutz was taken from the 13th to duties elsewhere on Thursday May 23rd. He had been in command of the 13th since August 1917 when Colonel Langfitt joined the staff of the Director General of Transportation. The night before his departure he was tendered a dinner by the officers of the regiment, after which he attended a concert by the band, and addressed the men during the concert short speeches of farewell were made by several officers and men and the meeting closed with a big sing.

The Colonel won the respect and admiration of every man in this command, and leaves it with their best wishes for the success he so highly deserves. Below is a brief sketch of his career.

Appointed to Military Academy from Pennsylvania in 1889 Graduated in 1893 and assigned to Corps of Engineers.

1893-1896, on duty with Engineer battalion and in attendance at Engineer School of Application

1896-1901, River and Harbor and Fortification work, Fort Monroe, Baltimore, and Portland, Maine.

1901-1903, in command of an Engineer company at Washington Barracks

1903-1906, on duty in the office of the Chief of Engineers.

1906-1908, Instructor of Practical Military Engineering at West Point.

1908-1911, River and Harbor, and Fortification work Seattle, Wash

1911-1914, Chief Engineer, Philippine Department

1914-1917, Engineer Commissioner District of Columbia

OBITUARY

It is with deep regret we announce the death of Brother, Charles E McFarland, Co F, Euclid Lodge No 84, and a member of the Heather Hill Masonic Club, who died of pneumonia in Base Hospital No 15, the 22nd day of May, 1918 Although we were unable to conduct a Masonic funeral service, we have arranged to notify the relatives of our departed Brother, and to offer them our heartfelt sympathy and any and all assistance that it is possible for us to render In conjunction with Company F of the Heather Hill Masonic Club has erected an imposing monument at the Head of Brother Mc Farland's grave, on which is inscribed both his Military and Masonic Affiliations in order to perpetuate his memory and the work so faithfully performed in France

On June 16th the Club will hold memorial services in the Windy City Y M C A to which all are invited

MOTHER'S DAY

Sunday, May 12th was celebrated as Mother's Day by all the men of the A E F It was suggested that every man write to his mother on that day and special arrangements were made by the Postoffice Department to expedite the shipment and delivery on all first class mail forwarded.

Through the efforts of our Y M C A secretary we were so fortunate as to be favored with a visit from Mr Sharp, the United States Ambassador to France, and the Commanding General of the French Army in this sector was also a guest at a lunch tendered him by the Officers of the 13th

Colonel Kutz introduced the Commanding General who made a short address in English expressing his appreciation of the work which the 13th has done in cooperation with the French, and the rousing welcome that he received was a good indication of the pride the 13th has in its distinction in forming an integral part of the French military organization

Ambassador Sharp gave an extremely interesting talk on the French temperament and draw from his own experience several examples of the fact that French courtesy is not politeness in a high degree, but that it comes from the heart and is made up of unselfishness and natural generosity

13TH MEN RECEIVE CITATIONS

It is with a great deal of pride and satisfaction that we are able to announce that citations from the Chief of Artillery Squadrons and Director of Railway Transports have been awarded to the following men of the 13th.

Joseph E Gulo, Sergeant Company A
Denys L Hall, Private Company A
Phillip Hess, French Interpreter

A translation of the citation reads

The Military Commission of the Est Railway Transports has been informed that during the last bombardment of the --- Station, where you were detached, you showed the utmost bravery and praiseworthy presence of mind.

The Chief is very happy to extend you his congratulations for your behavior and good service you have always given since your attachment to the --- Section, and especially during the recent emergencies.

(Signed) Major H. C. MARCHAND,
Military Director of Railways.

WAR ORPHANS.

As announced in the issue of the Stars and Stripes for May 18th, The Windy City Echo has "purchased" a war orphan and the following description of the little child is taken from a letter received from the American Red Cross, Paris under date of May 14th:

Windy City Echo,
13th Engineers Ry, A. E. F
Sacteur Postale 215.

Dear Sirs

It gives me great pleasure to answer your most generous offer to care for a war-orphan. I present to your attention little Odette Tabary, born at Beugny, near Arras, on May 2nd, 1915.

Before the war, the family, composed of the father, mother and two children, were happily situated in their own home in the Department of Pas-de-Calais. The father joined the colors on the declaration of war, and won the grade of 2nd Lieutenant, the Croix de Guerra and of the Legion of Honor on the battlefield. He died in July 1916 of wounds received in battle.

Madame Tabary and her children were held as prisoners by the Germans. They were kept nine months in captivity and suffered so cruelly that the eldest child died some time after they were repatriated. Madame Tabary has with her an aged mother and a sister, both victims of ill-treatment. She also has a brother at the front, and one a prisoner in Germany.

Odette is a dear child who has resisted the strain to which the others have succumbed. I shall send you her photograph within a week, and will ask her mother to write to you. We will keep you informed as to her progress and needs.

Very truly yours,

MARIE PERRIN.

In the same issue of the Stars & Stripes that announced the adoption of an orphan by the Windy City Echo the Heather Hill Masonic Club of the 13th Engineers was reported to have taken charge of another orphan. In the issue of Friday May 24th, the Stars & Stripes stated that the total orphans taken up to that date was 149.



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WINDY CITY ECHO

The unofficial organ of the 13th Engineers R. Y. U. S. Army Published monthly on the 13th. Price 25 centimes per copy. On sale at YMCA, Company offices, and all detachments. Remittances are to be made to the Treasurer, and request for additional copies, or back numbers addressed to the Circulation Manager.

S. L. Beckwith, Editor-in-Chief.
W. N. Bissell, Editor & Treasurer
D. I. Ilette, Associate Editor.
J. E. Rogers, Sporting Editor.
-W G. Burns, Business Manager.
C. C. Woods, Circulation Manager

EDITORIAL

Everyone who reads the letter on page one of this issue cannot help being impressed with the story of one French family's misfortune. When it is reflected that it is but one of thousands of such cases, one gets some idea of the tremendous sacrifice that is represented by an ordinary casualty list.

Shortly before Colonel Kutz' departure it was suggested to him that a collection be made on psydry of voluntary subscriptions from the men for the support of French orphan children, and he expressed himself as being heartily in favor of it.

If each man in this command threw back one franc, it would make considerably more than enough to pay for the feeding, clothing and proper care of three little children for a year.

WHAT! AGAIN?

Some many inquiries have been made as to the progress of our hero that we have consented to print the following from the Chicago Daily Trib. of April 6th.

TORPEDO SHOCK CURES "INCURABLE" WAR VICTIM

Wounded at Verdun, pronounced incurable, started home as so invalid on the steamer Finland which was torpedoed, and marvelously cured through this shock and exposure — such was the experience of Sergt. B. S. Wolff of the 13th Engineers, one of the defenders of a strategic point near Verdun. He will tell the story of his adventures tonight at a meeting of the Municipal Employes' society in the City Hall.

(Hold him, Deacon! he's headed for the alfalfa!)

Wagners, Bushnell, Dew, Martin, Minter and Wolf, are now members of Co. F. Welcome to our fold, boys.

Pvt. (Drouse) Thomss hasn't gotten over the habit of talking in his sleep.

THE STEIN OF OLD LAGER

How dear to my heart are the times of fresh lager,
Before prohibition removed it from view!
The mirrors and glasses and neatly dressed
"groger",
Who served me my schooner of fresh barley brew.
My friends and companions who mingled around me.
All quaffing that drink with the rich, hoppy smell;
The thoughts of its flavor now almost found me,
No licks that that drink ever came from a well.

The fresh glass of lager,
The bright amber lager,
That refreshing old lager,
I once loved so well.

The frost-covered stein was a beautiful measure,
And often at night when my day's work was o'er,
I found it a source of an exquisite pleasure,
And drained its last drop and ordered some more.
How ardent I seized it and eagerly raised it,
And again to the bartender shoved it across,
And while he refilled it I glowingly praised it,
Oh, boy! What a drink for a nickel a loss.

That frost-covered measure,
That thirst-quenching measure
Beat any oak bucket
All covered with moss.

How quickly that feeling of weariness left me,
As I emptied that stein, with my foot on the rail;
No troublesome thoughts of sadness bereft me,
Except a faint wish that the stein was a pail;
And how far removed by blank prohibition,
A sigh of regret will intrusively swell,
When once more at night I am in a condition
That can't be relieved by a drink from a well.

And I long for the lager,
The bright amber lager
The stein of old lager,
I once loved so well

E. H. FARNAM

The firm (?) of Moon and Hanson, have moved their abode into more commodious quarters; they now have a private car (if you please,) in order that they can enjoy the comforts of ease; Some class to some people, eh?

Sgt. Sommers, (in the days of long ago) Come on men, get these seconds.

A certain "chef de cuisine", celebrated (?) St. Patrick's Day.

THE HISTORY OF THE THIRTEENTH

By D I Ilette.

(Continued from May issue)

As we pulled out of the 12th street yard that 21st day of July, we took one last look and waved one last farewell to our folks and then settled back in our seats to while away the time till we reached the last stop in the States. Some groups got busy playing cards, others began to devour the lunches thoughtful friends had provided, others lifted their voices in joyful harmonies, while the rest proceeded with the organization of the 13th Stove Pipe Club, a society which has grown to great numbers since those charter meetings. As we passed through the outer limits of Chicago, men, women and children flocked out on back porches to wave us goodbye and these we answered with the Stockyards salute.

The next morning we woke up in the state of Ohio, stopping at Conneaut for lunch and afterwards marching through the streets of the town foreexercise. To the crowd of curious people who trailed us back to the station, we could only say we were bound for France, as our actual destination was only known to a few on high.

The following day (July 23rd) we were awakened by the prolonged blasts of a hundred or more whistles, and, tumbling out of the cars, we found we were in a great railroad yard and every locomotive in it had its whistle tied down in honor of our arrival. After a hasty breakfast, we marched to the ferry and were immediately conveyed to the pier where the good ship Orduna was waiting for us. Hardly an hour afterwards we were all on board and immediately began an informal inspection of the ship, much to the amazement of the British crew, whose words of caution—"Don't go there" and "You're not allowed up here" were wasted on American ears. At three o'clock that afternoon amidst great cheering from those on the boat and those we left behind, we cast off and headed down the Hudson for the great adventure overseas. For a while the great high buildings on our left greatly interested us, but what probably received the greater share of our attention were the little ferryboats, which, jammed with cheering crowds of people, passed on both sides of us in frequent intervals. Then someone yelled "There's the Statue of Liberty" and the ship gave a list to starboard as we scrambled to that side to give the well known lady the up and down. Passing the forts and the harbor gates, we were at last out on the Atlantic with three thousand miles of it to cross before we would see land again. When we were out several miles, we looked around carefully and asked for the first time the question, that was asked many, many times afterwards: "Where in hell is that convoy?"

The sea was as smooth as Lake Michigan and everyone slept in comfort for the first night. When we awakened the following morning we looked in vain for land and we therefore believed ourselves to be about several hundred miles, until little fishing smacks began to loah up here and there, when we knew land was not very far off.

(Continue Page 3, Col. 2 et 3).

Co. A

Corporal J. D. Murray — Editor.

Moueb Landis has received two citations this month. "No Steam" and his friend Bruno were along with him.

Can you imagine John Law making the guard up in station order, and Ironhead Sheehan telling Leo Madix to cut off two and pick up one? Some guardmount, eh! John?

"Colonel" Jim Gunion came in to visit the traipmen the other night and brought his engine with him. He received a very cordial welcome. Come again, Jim.

Friend Morris says these "over-the-creek" caps are sure fine for catching cinders the hard way.

Have any of you noticed the nine months service stripes Alcorn and Hundley are wearing? Vic says they're not Nice.

Neighbor Kellar disagrees with the Author of "Peace at any Cost", since he butted the bull off the bridge.

Quartermaster Sergeant Salvage gave us every thing but a ball team, but we still have hopes.

Bill Hunt says no more way cars for him. It's going to be the Diner from now on with Bill.

Keep away from Boyersburg boys. Art Pittman brought back a phony roulette wheel from Monte Carlo.

Bids will be received for helper on rip-track engine nights at Voightsburg. Address all bids to N. S. Palmer, Yardmaster there. New job, 12 hours, Sundays off.

Mocock and Parvin are the Johnny-Pamphandles at Walshington. Keep her full, boys.

It isn't Bugler Jones any more; It's Bicycle Jones now. It surely is a wicked looking animal, have you seen it?

Geronimo Jame Lind and Fireboy Wright went up to the training camp in the last batch. We are willing to bet that Jake has found a way to cook up pork and eggs on that rifle of his. He just must have his good eats you know.

We had doughnuts in our kitchen last night. Can you imagine that? Wiggins was celebrating his new shirt. It sure is a darb, Sarge, old boy.

Matt Foertsch can't figure out why he is called an extra brakeman. It's very, very regular, he thinks.

What has become of those good old poker games we used to have?

Sgt. Boyd is thinking very seriously of getting in the race for Mayor of Boyersburg. Your vote's appreciated.

Take a fool's advice and don't get on "Slim" Pittman's list. If you do, chances are you will starve to death before you get off'n it.

Jimmie Banka was caught limping on the wrong foot. He changed immediately.

Jack Sammons has sworn off going to the village for the 366th time in the past eight months.

On account of these being no "Pinard" in the States, Cowles has decided to stay in France.

(Continued from Page 2, Col. 3).

By this time the novelty of the situation had worn down to such a point that we commenced to check up our comforts and discomforts. Companies C and D had been lucky in drawing third class cabins, while E and F were quartered in the hold in iron cots. Most of the non-cots had received second class cabins while the officers, of course, were afforded first class accommodations away up on top. There were three distinct varieties of food; first, that which is only equalled in first class restaurants, second, that which ordinary restaurants serve, and third, that which was never before ever put down before Americans as food, chow or bash, just stale fish, bread and coffee for desert three times a day for nineteen days.

On July 26th away to the West we could see land again, and were greatly surprised, but were still more surprised a little later on to see tug come out to tow us into the harbor. This place we discovered to be Halifax and the reason we put in there was to wait for more transports and a cruiser to help us over. We anchored in the inner harbor, and soon an order came out forbidding anyone to go ashore, which was rather humorous, inasmuch as it was a good three or four mile swim to the nearest point of land. However, little dories loaded with candy, cigarettes, American magazines and newspapers soon came alongside and after it was seen a good trade had been established, they paid us visits twice daily during the week we laid there.

Several days later, the Adriatic came in loaded down with the 14th Engineers from Boston and the 17th Engineers from Atlanta and after her the Carmama with the 12th Engineers from St. Louis. On July 30th the various companies of the 13th selected crews and that afternoon an exciting race was held in the harbor. Company F came in first with a comfortable lead over the Aviation crew, Company C getting third money. Besides the big bets they had made on themselves, the winners also received substantial prizes that the officers donated. After this event, the officers staged another good race, the Aviators winning, 13th officers, second, and the Doctors third.

July 31st was muster day and not a man was absent. However, we knew payday was not to be until we reached England or France, as someone had neglected to put a paymaster on board.

August 1st the Bermudian came in with a boat load of negro stevedores and that evening at 6:30 the cruiser Orama slipped anchor and started out of the harbor, signalling the transports to follow her. As we passed the British warships in the outer harbor their crews lined up and gave us three hearty cheers and we returned them with great enthusiasm. It was raining hard when we cleared Halifax and just before the last lighthouse was seen, the siren on the Orduana emitted several wined moans to warn away a ship that was about to run into her. As we had been drilled to march to the lifeboats at this signal, we all started for the upper decks thinking that something serious happened, and a few reached them before the stewards told us there was no danger.

With the exception of two slightly stormy days when the waves made our vessel roll rather heavily and caused some seasickness, we enjoyed exceptionally fine weather all the way across. A jazz band under the leadership of E.

A. Creech was one of the entertaining features of the voyage and there were also several very interesting boxing and wrestling matches staged on the main deck. One night in the first class saloon and the following night in the second class saloon, a good musical entertainment was given by certain members of the 13th, Aviation section and several of the English passengers, for the benefit of the Liverpool Sailors' Orphans Home, several hundred dollars being raised for that institution.

On August 9th, the lifeboats were swung out and we were ordered to wear our life belts at all times for the remainder of the voyage, as we were then entering the submarine zone. All that day the submarine guards were willingly aided by hundreds who paced the decks and strained their eyes for the sight of a periscope. That night, however, just after sunset, faint flashes on the horizon dead ahead were seen and soon a half dozen or more little submarine chasers came dashing in on all sides, turned around with us and began their vigil. Needless to say, everyone felt greatly relieved and when it came time to turn in, the boys who before had been sleeping with all their clothes on, put their trust in the destroyers and went to sleep completely disrobed.

The night of the 11th the coast of England came into view and about midnight we came to the head of the Mersey River but before reaching the harbor the Orama, which was leading, suddenly turned right around and steamed out to sea again at full speed followed by the other transports. What the reason for this was no one knew, but the next morning we found ourselves alongside the dock at Liverpool and all thoughts of past dangers were forgotten in the excitement of disembarking and setting foot on land once more.

We had little time to get acquainted with the picturesque town of Liverpool, none in fact, for immediately after landing we piled into the dinky little English coaches and were on our way to the camp in the south, leaving only a detachment of wagons behind to convoy our freight. At Birmingham we stopped for lunch which was served by very courteous women of the British Red Cross. On both sides of the railroad from Liverpool to Bordon, we marvelled at the beauty of England, her heathercovered hills, green well-kept fields, quaint but clean little villages and the odd-looking houses with their red-tiled roofs and chimneys. This inspiring sight of England was one of the most pleasing features of our journey and one not to be forgotten.

That night (12th of August) we arrived at Oxney Camp, Bordon, and were greatly pleased to find our friends of the 1st Battalion there on the platform to meet us. Preceded by a crack Canadian band, which played Yankee airs very well, we marched to camp several miles away and there were assigned to aquad tents. Then we rejoined the members of the 1st Battalion to hear their story.

They had left Chicago the 19th of July and gone straight through to Hoboken where they ferried to the St. Louis, a speedy American liner. However, instead of getting out right away they laid over a day and practically everyone in the outfit had a six-hour pass to visit New York. On Sunday, July 21st, the St. Louis sailed out alone headed for Liverpool.

(To be continued).

YOU TELL 'EM.

By Ted Sullivan.

It don't seem that it would do any good to DAM the irrigation of Sunny-funny France.

G. O. "All cooks are exempted from rifle range practice" Some that we know ought to be exempted from the other range too.

LOVE TERMS?

She Nightly, Nightly.
He Ninety-Ninety.

—But Not Envious

Don't it make you sorta homesick to seem them fellers drillin'?

The best way to cheer up when you're blue is to try and cheer some other feller up and then you'll both be cheered up Try it sometime, it works.

Just think of the guy who couldn't come. Oh it aint so bad, it might be worse

If you're wanted at the Y these days it's a inch you owe someone somethin or the Chocolate is on you.

Extract from the "Stars and Stripes" something like this: "The best way to Keep The Home Fires Burning" is to write as often as you can "Is that where our letters go? Mr. Garfield!"

"Do you like music?"
"Jazz, Sir"

If she writes and calls you a sweet tooth you just write back "Toot de suite"

Here's to that new fang-dangle gold chevron you're wearin'—may you never have occasion to wear any on the other arm

What did she mean when she wrote "Your worth your weight in money" and we get paid in paper?"

"Why is the weather in France like a Ford?"
"Because neither know what a perfect Spring is like"

"Why is this paper like a German Attack?"
"Because they both come in columns"

Lifes Unsettled Conditions:
The weather in France,
Our Address,
And the Headgear question

How quiet it must be in Russia after spending an evening in the harracks after pay day.

THE "DUDS"

On Wednesday night May 22nd, the Windy City bunch had a great old time with the "Duds" an amateur vaudeville outfit composed of English ambulance drivers of S. S. A. 19. This outfit is camped at . . . attached to the French, having just come down from up the line, where both the section and the men received citations.

The company was composed of a big blonde, four male singers and a pianist and included Messrs. Bendall, Gilman, King, Wiles, Wilmot and Wilson. The two biggest hits were "Archibald" and "Shall Us? -- Let's" and the big baby doll wss the best-looking she-siren that has done any vamping around here for beaucoup months.

The 13th men at are requested to tip the men of this section off whenever there is anything doing in the Windy City.

MED. DEPT.

Ted Sullivan — Editor.

Members of the Medical Dept' are like a railroad time table, "Subject to change"

News Item: Epi Demic, of the famous family of De Sease has been a visitor in our midst the past month introducing one of our relatives, "La Grippe"

"Red" Himes is now on repose at "Walshington" and "Royal" Gately takes his place at Deyoedump.

"Stev" Grant reported back at Regimental Hospital leaving behind broken hearts and china ware in the Officers Mess at "Stoupton"

Robinson & Caruso spent their permission in those parts known to a great number of us only by name.

Bob Morris longs to do a little Fox Trotting in the Bismark Gardens of Berlin and has this city lined up for a Chapter in the Loophounds Ass'n.

As "Doc" Seagrove would say "If it don't melt the glass, drink it"

Lieutenant "Smiley Jack" Topo and tribe of followers have taken up Summer quarters in the Bomby Hills of France.

And Lieutenant Smith, with his "aid de camp" — "Arlwa" are weekending at Wals-hington.

While Capt. Clayton and Sgt. Frey are sitting "e-c" (which means "pretty" in English) at H. Q.

Molto of the man on Detachment service, "Here today and gone tomorrow"

Co. C

Pvt. V. Williams — Editor

BASEBALL GAME AT "COONTOWN"

Sunday, May 19th.

SCORE Coontown 12 Windy City 7.
BATTERIES Coontown: Baker Windy City
French Doly
Barrett

FEATURE: Home run by "Home-run Baker" in the fifth

UMPIRE: Hamilton.

Game called in seventh inning on account of rain.

Hard hitting cost us two balls.

The detachment in the woods now has regular barber, manicurist, unexcelled stove-pipe bureau, the champion pan cake eater and a "Champion" for Cook. Further curiosities will be announced later. All invited for summer vacation. Rates on request.

There is a popular song current in the States now, "Sometimes you Get a good one, and sometimes you Don't" The composer must have been thinking of a dozen eggs he bought somewhere in France.

The recent parcel post law brought relief to several "Sammy Backers" who probably were wondering if the Amexforce brought anything along that they needed at all.

Our friend L. O. Folkers has left the rest camp for active service in -----

Dudleyville is still on the map for aspiring ball players, but that's no fault of our "Cousin Willie's"

Alsie Holt has been deprived of the pleasure of piloting his boat around the Coontown yard lately, it not having rained for three days.

All down, Beck Set 'em up in the other alley.

Bill Bosch says he is going into the clothing business. Not that we want to throw any mud, but you'd better leave that to the Jews, Bill.

Schrack is still scratching away. Here's a few of his latest:

Pay day tomorrow. Forty seven sacks of mail tomorrow We are all going to get sergeant's pay. The war will be over by July 4th. Somebody give me a cigarette.

Co. D

Sergeant D. E. MC Millin — Editor

Company D has proven themselves capable of handling the new line and the last of the ---th French Engineers have departed leaving all responsibility to the Americans.

Captain Sawtelle has named this new line the Puget Sound Extension in order to make the Milwaukee boys feel at home and to bring out that old railroad ability. It sure has worked for three days after naming it, 2nd Lieut. F. H. Doud was recommended for a First's Commission. There is a chance that we may have to change the name.

The second day we were up here "Bill" dropped over a couple, some where up the line and every one ran out to see "Bump" go past. They all got a good fooling --- "Bump" has it on the world for speed.

Lieut. Tope of the Medical Corp has again established himself at the Headquarters of the Extension. We appreciate the sentiment expressed in his close association with Company D since arriving in France and can assure him that our feelings are mutual.

A tip to Detective Dillon: Keep your eye on Brennan and Costagnino as they are forming a "Black Hand" society.

We are all glad to learn of John Cables recovery after having the roof of his mouth badly sunburnt looking at the tall buildings coming through Chicago.

For the benefit of the regiment we mention a few books which are soon to be published:— "Switching" by Cavanaugh. "Who Will Marry Mary" by Armstrong. "Landscape Gardening" by Myers. "Passing the Buck" by Buck. "The Lonely Watch" by Lind. "Pitching Horseshoes" by Hillel and Mc Millin. "Ace of Aces and the Early Days of Aviation" by Mullin.

Anxious Moments:— When "Bill" finds that Company D is on the Extension.

When Big Brennan picks on Little Cable (6R 2).

Russell, Mc Mahon and Peters awaiting results.

When Day, Yard Master Taylor meets Night Yard Master Bihorn.

When Doud City on the Extension plays ball with Sawtellville Hdqts.

Formula for figuring rank —
Two Wagoners make one Medic
Two Medics make one 1st Pvt

The thing that would make a woman angry -- To take her riding in a Ford that you drew for a nickel and then make her walk home.

The hardest thing the Top has to do To keep John Cable at work the day he gets a letter from Fork Ridge, Tenn.

The most popular man on the Extension is Gossives the cook at Sawtellville.

"Pink" Simms is at last located out at the Listening Post. This has brought much happiness and relief to his predecessor.

* Instructive.
** Fiction.
*** Based on experience.
**** Historical, Instructive and Fiction.

DECORATION DAY 1918

IN FRANCE

The sun rose on a deep blue sky banked with heavy snow white clouds. Its warm rays shone down on gently waving green fields, red poppies, daisies and other wild flowers, and woods thick with their verdant foliage. It seemed as if Nature had stored up all her beauty and glorious wealth to give to us on the day we pay special honor and respect to our dead.

At ten o'clock in the Windy City a very appropriate ceremony was conducted by the Chaplain, Lieut. Culter. First, Lieut. Col.

Whiting made a brief address in which he alluded to Memorial Days of the past, the one at present and then paid a splendid tribute to those who had been laid to rest. After placing an American flag on the graves he directed Captains Horton, Hagelbarger and Kennedy to proceed with the decoration and this was done with great wreaths of flowers which had been provided for the occasion. The Chaplain then led the assemblage in prayer after which the band played the Star Spangled Banner. At the word of command the firing squad fired three volleys, the bugler blew "Taps" and the ceremony was concluded.

With the assistance of the French authorities at Stoupton, a more elaborate ceremony was enacted at the large cemetery there. Captain Stoup and Lieutenants Haberlaw and Deyo furnished the American flags and Mademoiselle DeDaye and the nurses from the Hospital provided the many beautiful floral decorations. In addition, the French Hospital authorities erected poles on either side the avenue leading to the cemetery, intertwining them with evergreen boughs, flowers and American and French flags. A large wreath of flowers was placed at the head of each American grave with three American flags and one flag at the foot.

A French clergyman conducted the religious exercises after which Capt. Stoup made an address. The French were represented by the Assistant Chief of Staff of the French Army, the medical staff of the Hospital, including Mademoiselle DeDaye and the nurses, thirty officers and fifty men. All Americans who could get away attended the services with the three officers.

In the afternoon a track meet was staged at Windy City on the ball grounds with the following results:

75 Yard Dash	{ 1st, Tetreau, Hqs. 2nd, Hette, Hqs. 3rd, Hall, Co. A.
150 Yard Dash	{ 1st, Tetreau, Hqs. 2nd, Hall, Co. A. 3rd, Noe, Co. F.
300 Yard Relay	{ 1st, Headquarters. 2nd, Yannigans 3rd, 2nd Prov Co.
Running Broad Jump	{ 1st, Ferguson, Co. B. 2nd, Sid Smith, Co. A. 3rd, Pilkenton, Co. F.
Running High Jump	{ 1st, Strayer, Co. C. 2nd, Pilkenton, Co. F. 3rd, Happ, Co. B.
Shot Put	{ 1st, Doty, Co. B. 2nd, Dunagan, Co. B. 3rd, Burge, Co. B.
Hammer Throw	{ 1st, Strayer, Co. C. 2nd, Rogers, Co. E. 3rd, Burge, Co. B.

First prizes were 5 francs, seconds, 3 francs and thirds, 1 franc.

After the track meet, a double-header ball game was staged on the new diamond, Company B team walloped the boys from Deyodump 8 to 4 and Tom Willis' nina beating the Frosty village outfit 4 to 3 in a five inning game.

The winning teams each received a carton of Fatimas, from the Y. M. C. A.

Co. E

K. C. Mackenzie — Editor

Chief, Morris, devotes all his spare energy to his little truck farm near Washington. Company E mess is expecting green onions on the menu next week.

Wagoners Tom King and Leon Stump, and Sadler Casey Jones, after polishing up their new chevrons, were the guests in a nearby village, "Somewhere in France" of Cooks Kiel & Matthews, who have now permanently located in Washington, after disposing of their "White Dairy Lunch" in the Windy City. Want ads in the Windy City Echo always bring results.

Corporal Collins after his strenuous duties on the road has taken charge of one of our important stations. His chief duties are answering those much looked for Chicago letters.

Our best regards to Sergeant Terping, recently transferred to the Co. A 1st Divisional Operating Battalion A. E. F. He was always a good E Company booster.

Corporal O. N. Holmberg, Company Clerk, offers one Sam Brown Belt for sale cheap, account of having been purchased in the States before the heavy advance in leather goods.

Fred DeCoursin, alias the Crown Prince, veteran C&NW conductor, has recently taken charge of one of our most important terminals. In addition to his station duties, which are very numerous, he has accepted the agency of Mme' Button Buster's Laundry.

Roy Berghas requested transfer to the Norwegian Navy, account of there being no snuff issue in the Lucky 13th. The Lieut. refuses to sign all orders for Copenhagen, from a neutral standpoint.

Georgie Costigan, after lengthy a visit with friends and relatives, has resumed his studies in the Windy City Military Academy. His friend, Schaffer, who is financing his special course, was much astounded at the improvement in Georgie's appearance.

John Josephus Duffy, a firm believer in the White Light to the Farm Movement, may have heavy holdings in France before the fini de la guerra.

Co. B

Sgt H. R. Tinsman — Editor.

"Frisky" Ryan is a regular pupil in the morning class of physical torture.

Sgt Detrick resigned his position as drill master as a result of Frozen feet and has reentered the railroad service.

Can you imagine Sgt Mead otherwise than engaged in an argument on any old thing.

"Risen from the Ranks or Gardaner to Engineer" is the name of the new book written by Long Dan Whelan.

Little Dan Whelan, who owns stock in both the Petit and Standard Guaga Roads is now located in the Windy City.

Chief of Police Hamilton has received several good offers from the surrounding cities on account of his splendid work here.

6

The Hon. Forrest C. Zody, authority on agricultural problems, has joined the army and expects to give up farm work until the war is over.

Company B's boys look well dressed since Sgt. Carl Tiedeman went on leave.

Horseshoe Hill, the queen of "hoggers" and ball players, has been seen putting brake-shoes on our machine to keep in practice.

Percy Johnston, since his appointment as Wagoner, has written to his Sammy Backer for a little red wagon.

Time — Any day — Fourth trip to the Railway Exchange.

Place — Railway Exchange — Co. B Supply Department.

Girl — Private Icl Ira W Garrett.

Co. F

Private E. A. Creech — Editor

Wonders will never cease; we unearthed a second David Warfield in the person of Private "Blackie" Wells, who entertained us at the "Y" the other evening, by impersonating a certain Mr. Rosenstein calling up a carpenter to do some repairs, and "Blarkie" had us all roaring, as he spoke excitedly through an imaginary telephone, let us hope, that we'll hear from him again soon.

Anyone wishing to hear the latest from Nice call on Private Swentzell.

Private Pilkenton sadly bemoans the loss of his banjo fob, but assures us that he is somewhat happier at present, because the drill field is claiming all of his attention.

Bill Wright tells us that he's glad to be back in Windy City, but he flatly refuses to give us any information, as to what he was doing while away from us.

The Party who stole Jimmie Pyle's socks had better watch his step as Jimmie has set our blood-hound "Pinard" on the scent, and the odds are with Pinard.

That song entitled "They are wild, simply wild over me" that is so popular back home would fit Sergeant Ferraer's case according to latest reports from Nice.

Private "Red" Barnes says he's going after a record on the rifle range; wonder which, misses or hits?

Master Engineer Smith is taking a special summer course on Italian people in whom he is deeply interested.

A group of enterprising young people who call Nice their home, accosted Private J. W. Hubbard on the street one fair afternoon and staggered him with the following question: "Ah, Monsieur, you are a Moroccan soldier?"

ADVERTISEMENT

THE RIVERVIEW OF EUROPE.

La Treizieme Amusement Park Company (not Inc)

SEASON NOW OPEN.

Our "Scenic Railroad" Surpasses any of its kind in the world for Curves, inclines, declines and speed. A Bump with every stop, a Stop with every bump.

AFTERNOON DANCING.

Latest Steps

"Squads Right, Ho!

Up-to-date Drills.

Fox Trot "Dismissed

"Waltz "Double Quick

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Famous

CAFE "COME-AND-GET-IT"

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Patronized by all

Dishes Famed throughout the A E F

----- Specially prepared Rice Our Coffee: None like it we roast it ourselves

----- Eat our 'There's a Limit Stew, and our "Guess What" Pudding.

HIT THE BULLS EYE BOYS.

Finest Natural Shooting Galleries in Europe.

Special prizes for those who fail

A Reward for those who make good

EXTRAORDINARY ATTRACTION.

Well known "COOTIE CIRCUS"

Come! — See for yourself!

The Management Offer

AT ENORMOUS EXPENSE and GREAT LABOR

"THE UNDERWORLD OF FRANCE".

Open at all hours —

Professor S Creech

(Sousa's only living Rival)

THE HUMAN MUSIC BOX.

Recital off and on — Mostly Off

For the convenience of our patrons

"The Brigg" Restrooms for the tired and indisposed.

Day and Night performances FAMOUS FRENCH AERIAL FETES.

Accompanied by Barrage Band and Company of Boche Avions.

OPEN TO ALL SOLDIERS IN UNIFORM.

HEADQUARTERS

Sergeant J. P. Casey — Editor.

Tetreau has returned from ----- He is now Squad-Righting with the Provisional Company.

Beck and Syl Warren were disturbed from their slumbers about 3.00 A. M. one morning recently. Kentucky Jim Hays told the guard that they were K. P.'s and had to be awakened at that hour.

The departure of Colonel Kutz to another organization was nowhere more keenly felt than in Headquarters Company. It is a feeling somewhat akin to the loss of a member of one's immediate family. We know that his heart

remains with the 13th, no matter where he may be

In the last month's issue, the name of Master Engineer Vincent was inadvertently omitted from the list of newly appointed Master Engineers. Beg pardon.

Have you had any of Lt. Warren's delicious spring sprums?

Headquarters Company carried off high honors at the Field Meet on Decoration Day. Lee Tetreau was the individual star. He won both the 75 and 150 yard dashes. The Relay team, Tetreau, Ilette, Casey and Smith, walked away with the race.

We take this means of extending congratulations to Lieutenants McKee and Turner, former members of Headquarters Company, who are now sporting Sam Brownes and multi-colored caps. Best wishes for continued success.

Imprimerie spéciale du W. C. E.

Letter from a Former Employe of the Auditor of Passenger Receipts.

Camp Fremont, May, 10, 1918.

Mr. L. C. Esschen and Employes,
Chicago, Ill.

Dear Friends:

Have just enough time to let you know how I am getting along and how I enjoyed my trip. First of all, will start with my trip to Jefferson Barracks. We left Chicago at 8:45 Wednesday evening, arriving at the barracks at 10 o'clock Thursday morning. The trip was very tiresome as it took all of 13 hours to reach our destination, a distance of only 300 miles.

Arriving at the barracks we were met by the com. officers, and being assembled into divisions, we were led to the registration barracks. After that, each one received two blankets; then being assigned to our corporal we were marched to our tents, each tent containing ten cots. Just after receiving orders from the commanding officer, the mess call for dinner was announced. The mess hall is a large one, accommodating 5,000 soldiers. After mess we were led to two freight cars loaded with tents, cots and straw, which were to be used by the men on their way here. The work was accomplished in a short time as there was about 1,000 of us. After unloading same we were dismissed for the day.

The examination was to take place Thursday afternoon, but owing to some misarrangements in transportation, it was postponed for the following morning. Friday morning we were examined, vaccinated and inoculated. The examination was performed by some 20 doctors, each of whom had some part of the body to examine or test. After this, we were measured for uniforms and received same, together with all necessary clothing and articles to outfit a soldier. In all some 1,400 men were examined and outfitted here daily during the 1st of May and 6th of May, inc. We were informed that we would leave for Camp Fremont, Cal., the same evening, but again it was postponed, as the inspection officers did not arrive until early Sunday morning. The inspection of recruits took place Sunday morning and lasted until 2 o'clock in the afternoon. We were lined in ranks of about 100 in a row, with our bags containing our belongings placed in front of us. The officers, numbering about ten, walked between the ranks and inspected our uniforms and articles. Every button and every piece of clothing was carefully examined before being allowed to leave the camp. In short, our uniforms had to fit us snug before entering our coaches. Jefferson Barracks are situated on the Mississippi river twelve miles south of St. Louis. The camp is very large as numerous constructions were added since war was declared. The camp is a park in itself, as the grounds are fully covered with grass and trees. Every possible outdoor and indoor sport is well represented. A large ball park with grand stand, tennis, dancing and roller skating are some of the main features. Both the K. of C. and the Y. M. C. A. have entertainment halls here where soldiers can spend their spare evenings.

We left the barracks Sunday afternoon at 2:30 over the Mo. Pac. to Kansas City, Kans., connecting with the Santa Fe to Poker City, Cal., then over the So. Pac. to Camp Fremont. The trip took exactly four days. The scenery along the route was very picturesque, as well as instructive. We traveled in first class Pullmans and the best of treatment was accorded us. A first lieutenant with a few of his men from Camp Fremont handled our train and were very accommodating and pleasant. We were permitted to visit principal towns along the line to make purchases and hike around for exercise. The trip was a merry one all along the line; and could have traveled another four days very easily. Most

of the towns along the way had their "Liberty Bond Flag" and the people are very hospitable as well as patriotic.

We arrived at this camp at 2:30 Thursday afternoon. Being again assembled we were assigned to different companies of the 13th Infantry of the Regular Army. It is one of the oldest and best regiments, as all of the men have each served a term or more. They came to this camp from the Philippine Islands last August. Friday morning we were drilled for the first time, and the men are certainly good and kind to us all. Everything is shown and given us, and we are made to feel at home at all times. The meals served us cannot be beat, as this regiment has old time cooks and receives the same amount of food supplies as before the war. We sleep in big roomy tents, each containing six cots. All the latest and modern improvements were installed here. At present we are in quarantine for about four days. We are only allowed among the tents of our company, but not permitted to stroll from the company street, except when out on drill. This morning we were marched out to the field to see the men drill and dress parade. It is a pleasure to see this and a big number of people from surrounding towns have come here to witness it.

A little more regarding Camp Fremont and will leave off, as I believe I am writing a little too much from the start. Nevertheless, I am owning up to my promise.

Camp Fremont is located 30 miles south of San Francisco. It is surrounded by high hills, some reaching a height of four and five thousand feet. There are 18,000 soldiers here at present, representing a number of different branches in the army.

Ever since I left home I seem to feel and like it better every day. The exercises and drills are very easy for me, as I was pretty well acquainted with them before I left home. We expect to be out of quarantine about Thursday and I am only too anxious to climb some of the hills and visit Frisco, where I have a number of friends at Fort Winfield Scott. We are being trained with a very systematic method and expect to be "over there" within two or three months. Well, the sooner the better, as everybody is anxious to see it over with.

Will close with the best of wishes to all and the best of luck to my followers.

I remain, Yours as ever,

Jos. J. Chalupsky.

Co. M, 13th Infantry, Camp Fremont, Cal.

Louisville Shops Observe Flag Day

The officers and employes of the Illinois Central railroad shops, Louisville, observed Flag Day, June 14, 1918, by carrying out the following program:

10:15 A. M. Bugle Call and Rally to the Flag.

Opening Address by the Chairman—

Mr. J. P. Wallace, Retired Painter Foreman.

Raising Flag.

Four Minute Address—Mr. Owen R. Mann, Louisville.

10:30 A. M. Patriotic Address—

Mr. Ben L. Bruner, Ex-Secretary of State, Kentucky.

11:00 A. M. Closing Ceremonies.

Dr. Bruner is an eloquent and forceful speaker and his address was delivered in a masterly way. It inspired zeal and energy and true patriotism.

Attendance, 300 shop employes and citizens of the community.

Committee on Arrangement:

George Duckett, District Foreman.

O. Reber, Roundhouse Foreman.

J. R. Reid, Car Foreman.

J. Sambrook, Carpenter.

Fred Bader, Carpenter.

Illinois Central Employes Honor Old Glory

Pinckneyville, Ill., May 3, 1918.

Pinckneyville thrilled with patriotism Saturday, April 27, 1918, when Liberty Day was observed and the departure of forty-four Perry County boys were duly and appropriately noted. All business was suspended and the demonstration was the largest ever held in this city. Crowds, great crowds, came early from far and near and stayed late to attend the exercises.

One of the most pleasant and memorable features of the afternoon was a flag raising at the Illinois Central round house. Shortly after the noon hour a parade formed at the Court house and led by a local band marched to the scene of the railroad yards, where the crowd was so immense it resembled the World's fair. The ceremonies incident to the raising of the flag were touching and impressive.

At the entrance of the round house a flat car, decorated with the national colors, served as a platform for the speakers, singers and flag bearers. W. S. Wilson of Pinckneyville, a former superintendent of the St. Louis division in the Cairo Short Line days, and was also connected with the Illinois Central in the same capacity for some time, was master of ceremonies. George Clark, who is better known as "Daddy," and who has served the company faithfully as watchman for many years, made the opening prayer, after which an appropriate address was made by Rev. Anderson, followed by Rev. Schafer. At the close of each address the band rendered music fitting the occasion.

Amid strains of patriotic airs the flag was raised by Miss Genevieve Clergy, a valuable employe in Supervisors Sutliff and Jones' office, and when Old Glory unfurled to the breezes, a salute was given and the entire gathering sang "The Star Spangled Banner," with band accompaniment.

Henry Heisler, foreman of the round house is entitled to a special feather in his cap for his efforts in obtaining the funds for the flag, his labor in erecting the pole and the decorations. The flag is a beauty, 10 x 18, and while the intrinsic value is little, its symbolic principles are immeasurable. It was purchased by the round house force, train crews and attaches of the depot. Every morning "Our Flag" is hoisted on its 60 foot pole and can be seen for some distance, and when the dawn has turned to gray, and "Heine's labor ceases, the flag is lowered.

After the program at the shops the entire assemblage marched to the Court House where the boys were tendered a farewell ere they departed for the training camp at Camp Dix, New Jersey.

Thos. Byars, a popular member of the freight department was one of the bunch. Tommy is a fine young man and that's the reason Uncle Sam wanted him.

The employes on the St. Louis Division have been given an opportunity to buy a Liberty Bond. Superintendent Atwell, and his efficient assistants have worked earnestly all over the division and as a fruit of their labors \$175,000 worth of bonds have been sold. The Illinois Central families living in Pinckneyville responded to the President's letter nobly and did their "bit" gladly on Liberty Day.

Marie Eaton,

Deputy County Clerk.



Jefferson County Fiscal Court, Jefferson County, Louisville, Kentucky

Mr. P. Glynn,
Road Master,
Illinois Central R. R.

Louisville, Ky., June 5, 1918.

Dear Mr. Glynn:—

Your letter of the 1st inst., received and glad to know that you have repaired the road crossings as requested in my letter to you.

Wish to thank you for doing this work and am sure that you not only did a favor to Jefferson County but also pleased the people who use these crossings as I have heard a good many favorable comments as to the excellent way in which you did this work. I have had occasion to ride over one of these crossings myself and can verify the statements that they are the best in Jefferson County.

Again thanking you, I am,

Very truly yours,

H. B. CASSIN,

Assistant County Engineer.

The Highest Reinforced Chimney in the World

570 Feet High by 26 Feet 3 Inches Inside Top Diameter

By H. Filippi, Assistant Engineer General

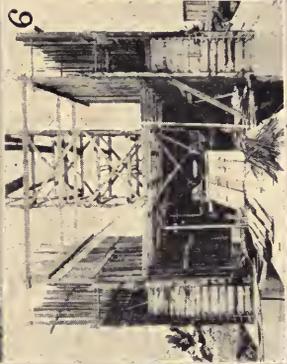
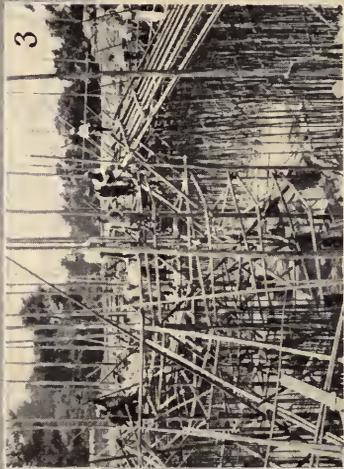
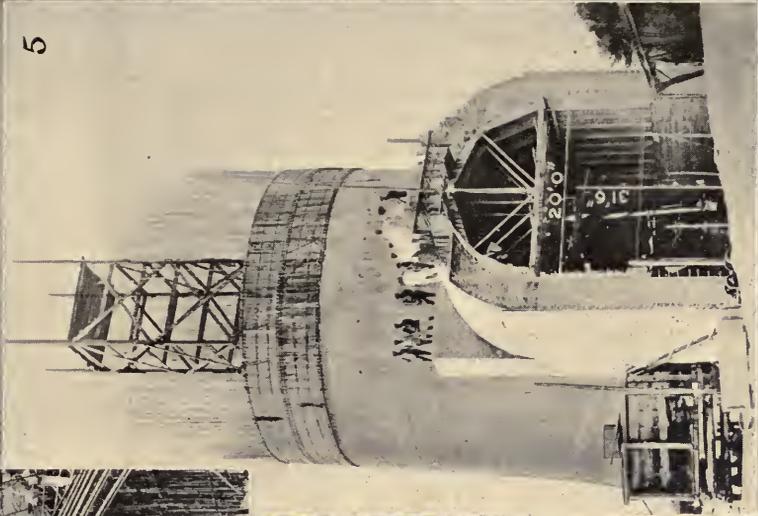
AMONG the most prominent features in every community, and that by which the industrial activities are most easily distinguished, are power chimneys.

To the layman, a chimney is simply a structure of considerable height, and is given but little consideration, but when the proportions assume such magnitude as to be monumental, the structure becomes one of common interest to all.

The chimney about to be described, shown completed in Figure 1, was built in conjunction with a large copper smelting plant, for the Kuhara Kogyo, Kaisha, (Kuhara Copper Mining

Co.) at Saganoseki, Japan, in 1916. Saganoseki is a small seaport town located on the north coast of the island of Kiushiu, approximately 800 miles southwest of Tokyo and 18 miles from the nearest railroad point.

The Kuhara Company, one of the largest and wealthiest in Japan, owns and operates several large copper properties and smelters in the northern part of the empire, and the new plant was built for the purpose of developing the local property and also several large copper deposits in southern Korea, just previously acquired. In order to handle the Korean ore, the harbor was dredged to accommodate



ocean going vessels and large dock and bunker facilities were provided for the storage of the ore.

A general view of the plant in course of construction is shown in Figure 2. This photo also shows very clearly the volcanic origin of the surrounding country, which is typical of the entire Japanese empire.

Copper smelter gas has been found to be very destructive to vegetation and in order to overcome this difficulty a site was chosen on the highest elevation in close proximity to the plant, which was found at an elevation of 412 feet above sea level. At this elevation, the top of the chimney is 982 feet above the sea, at which altitude it was considered that the gases will be rendered ineffective by dilution with the air before striking any part of the surrounding country.

The hill on which the chimney is located, which is of schist rock formation, has a contour roughly conical in shape. In order to provide a suitable bearing and allow sufficient space for construction operations, the top was leveled off to a diameter of approximately 150 feet and the excavation carried down to a depth of 17 feet below the newly leveled surface. All excavation was done by hand and all waste material carried away in baskets and dumped down the side of the hill. Figure 3 shows the concrete foundation in course of construction. The reader will note the use of poles for scaffolding. This pole construction, which is universally used throughout Japan for all types of building operations is not nailed together but is held in place by small pieces of rice rope at each intersection. This arrangement, if properly constructed, is surprisingly strong and offers the advantage of no wastage in lumber, as the poles can be used repeatedly without damage. For the construction of the chimney shaft, however, a modern form of scaffolding was used which will be described later.

It has been previously mentioned that the entire Japanese empire is of

volcanic origin and it will be pertinent at this time to state the reasons why a reinforced concrete design was adopted.

Japan is a country almost daily visited by earthquakes. In certain parts of the empire, notably in the Tokyo district, mild shocks occur at an average frequency of twice a week throughout the year, altho the writer has experienced as many as three in a single day. Under these conditions a brick chimney was out of the question, lacking as it does the property of resisting tension. It is admitted that a brick chimney might be built which would stand safely but its cost would be entirely out of reason with the balance of the project. The writer observed a few small brick chimneys in Japan, but all had, without exception, been tied together horizontally and vertically with steel bands and rods to resist the earthquake stresses. It is easily conceivable that no such method of strengthening could be used safely or economically for a chimney 570 feet high.

A steel chimney, while it possesses the necessary strength and stability, was not advisable on account of close proximity to the sea. Salt air induces rapid corrosion in steel, therefore none but minor steel chimneys are generally used at locations which are close to salt water. The Kuhara Company, having experienced some difficulty from this cause with small steel chimneys at another property, refused to admit this type of construction for bids.

A reinforced concrete chimney is cheaper, lighter and stronger than one of brick and possesses all the qualities necessary for permanence and strength. In this type of construction can be found all the good qualities of brick and steel with all the bad qualities eliminated. Properly designed and constructed reinforced concrete represents the most durable construction of all types and especially lightness and strength, both in compression and tension, so vital in a structure de-

signed to resist earthquake stresses, and it is for this reason that a reinforced concrete design was adopted.

Design

The seismic record of Japan, which is probably the most complete in the world on account of the frequency of earthquakes, shows during the last half century there have occurred in Japan three disturbances of unusual magnitude, viz: the River Kiso earthquake in 1891 which produced an acceleration of 4200 millimeters per second, the Mt. Aso eruption in 1900 of 3300 millimeters, and that at Gifu in 1890, of 3000 millimeters. All of these destroyed a vast amount of property and claimed thousands of lives.

No structure, using ordinary allowable unit stresses can be built to meet these extreme conditions except at a very high cost. It was therefore necessary to examine carefully all the available seismic records and to determine the probable maximum average acceleration to be expected. This was finally placed at 1200 millimeters per second, but it will be pointed out that the average intensity of earthquakes is considerably less, ordinarily ranging from 200 to 500 millimeters per second. As the chimney was designed with a factor of safety of four, it is evident that an earthquake of extreme intensity must obtain before the chimney is likely to suffer destruction, in which event the entire plant will undoubtedly be destroyed.

Mt. Aso, previously mentioned, is located only sixty miles away. It is notable for having the largest volcanic crater in the world, twelve miles wide and fifteen miles long. Ordinarily this volcano produces shocks of only minor intensity, but on account of its bad behavior in the past was especially considered.

A study was made to determine the weighted intensity-direction path of previous major tremors and it was found that the chimney site does not lie in a direct path. It is a definitely established seismological law that earthquakes originating inland, travel

in the general direction of the sea and in general follow the softer soil formations. As the geological formation of that section of the country lying between the volcano and the chimney site is of hard rock, it is quite unlikely that the chimney will ever be the victim of a quake of sufficient intensity to destroy it.

In addition to earthquakes, the chimney was designed to withstand typhoons, so common in the Far East. The Imperial Observatory, near Sukegawa, has recorded one with a velocity of 187 miles per hour at which point the wind demolished the instrument. There are reasons to believe, however, that certain typhoons have reached a velocity of over 200 miles per hour, although no actual records are available.

It was not necessary, however, to design for both an earthquake and a typhoon acting simultaneously, owing to the fact that a period of comparative calm always precedes a quake of major intensity and in fact serves as a warning of the impending tremor.

The shaft of the chimney was not built with straight tapered sides, as is usual, but in a set of chords following a specially developed curve. The wall thickness was made 7 inches at the top of the chimney and 40½ inches at the bottom. The inside diameter at the top is 26 feet 3 inches and the outside diameter at the bottom is 42 feet 6 inches. The wall thickness varies fairly uniformly and according to the requirements of the particular section in question, in other words the thickness of the wall is not changed by steps.

The foundation, which is 95 feet in diameter and 17 feet thick, was slightly hollowed out in the center in order to effect a saving in material and produce a lighter design. In addition to the usual horizontal nets of reinforcing bars, the foundation which is of the strictly reinforced concrete type, was reinforced with vertical stirrups for shear.

Figure 4 shows the foundation about 50 per cent completed with the first

run of vertical bars in place and the space provided for smoke opening. This picture also shows the circular track which was built for handling and distributing the concrete.

To protect the outer wall of the chimney against the heat action of the gases, an inner reinforced concrete lining 150 feet high was built. On account of the heavy percentage of sulphur in copper smelters gas, a deposit is generally formed on the inner surface of the flue and chimney which ignites periodically. It was expected that this sulphur deposit would ignite three or four times every twenty-four hours and burn for a period of about five minutes. This has been borne out by actual experience during the past year but as the chimney was adequately reinforced to take care of these unusual

lief, dry sulphurous gas is not destructive to concrete and only becomes so when allowed to absorb moisture from the air or otherwise, thereby setting up a mild form of sulphuric acid. The writer conducted a series of experiments while in Japan which proved this fact beyond a doubt. By carrying down the acid proof coatings for the distances mentioned above, it is felt that all possibility of any destructive combination of the atmospheric moisture and the gas has been entirely eliminated.

The coating on the outside was provided to protect the outer surface of the chimney against what is commonly known as "overlapping of the smoke." This tendency of the smoke to travel down the outside for a short distance from the top is noticeable in



temperature stresses, no damage has resulted.

The chimney is connected with the plant proper by means of a reinforced concrete flue, nearly 1500 feet long, the flue opening in the chimney being 20 feet wide by 31½ feet high. Figure 5 shows the opening completed. At the time this picture was taken the chimney was only 55 feet high and an idea of its unusual size may be had by comparison with the height of men standing on the buttress.

As a protection against the corrosive action of the gases, a special acid proof material was applied to the shaft for a distance of 150 feet down from the top on the inside and 50 feet on the outside. Contrary to the usual be-

lieving, dry sulphurous gas is not destructive to concrete and only becomes so when allowed to absorb moisture from the air or otherwise, thereby setting up a mild form of sulphuric acid.

The chimney was protected against lightning with the usual arrangement of lightning rods and points, modified however by placing a secondary set of points approximately 150 feet below the top. The lightning rod cables were attached to the outside of the chimney and carried down to the ground line, and then continued down the side of the hill and attached to ground plates located in permanently moist soil.

Construction

One of the first problems met was the transportation of materials from the smelter site to the top of the hill. The Mining Company was bound by contract to furnish all materials laid

down at the site of work and until the completion of the foundation, materials of all kinds were carried up the hill in baskets or in half barrels slung between two poles carried on the shoulders by two men or women.

It is hard for the occidental to picture this crude means of transportation. Men, women and children were employed for this work and received the pitiful sum of 4 sen (2 cents) per load of gravel or sand. Cement, sand, gravel, steel and timber were all brought up in this manner and it was indeed a common sight to see a small boy or girl ten to twelve years old, staggering up the hill under load. When one realizes that the path rose at an angle of approximately 30 degrees and was over 1000 feet in length, the real drudgery becomes apparent. The mining company was finally induced to put in a cable way using suspended buckets and wire cable, and all material required for the scaffolding, shaft, and lining (except reinforcing steel, all of which was brought up on human backs) was brought up on the cableway. This cableway can be seen in Figure 2.

After experiencing considerable difficulty, sawed lumber of suitable size and quality was obtained for the scaffolding of the shaft. This scaffolding was 12 feet square and was placed inside of the chimney. The vertical posts consisted of four 6x6 inch posts for the first 350 feet and the balance of four 4 x 4 inch posts. The scaffolding was carried up in advance of the concreting—generally 50 feet—and was securely braced on all four sides with horizontal 2 x 6 inch collars forming panels 5 feet high and double 2x6 inch cross-bracing extending vertically over two panels.

The working platform was supported on eight sets of brackets bolted to the posts. In order to facilitate the progress of building the scaffold and raising the working platform from one level to another, every piece of lumber was drilled to a template with holes accurately spaced so that each piece

when bolted, fitted into its proper place.

Safety platforms were provided every 50 feet as the work progressed with the idea of limiting the height of fall. It was of course realized that if no safety platforms were provided a fall would mean certain death, yet it must be admitted that a fall of only 50 feet offered a much higher degree of safety. In spite of the fact that totally inexperienced labor was used exclusively during the whole job, not a single fall or injury of any kind occurred.

The scaffold as built required a total of 39,750 board feet of lumber. It was estimated that if the pole construction previously mentioned had been used, approximately a half a million feet of lumber would have been required. This is because such a construction must necessarily be built on the outside and would have been subject to the action of high winds, necessitating unusually heavy bracing on account of the extreme height of the structure.

The concrete mixer was placed inside of the chimney, directly opposite the smoke opening, and is shown in Figure 6. The concrete was hoisted to the working level by means of a 50 horsepower electric hoist which operated two buckets of 5 cubic feet capacity each. The scaffolding was divided into two parts and provided with suitable guides for the operation of buckets previously mentioned. The sheave beams were carried on top of the scaffolding, well in advance of concreting and the movement of the buckets was regulated by an electric signal system connected with the hoist house, which rang a bell automatically as the mixer was raised after dumping. The concrete was distributed into the forms by means of four swing chutes located just above the level of the working platform. Construction was carried on twenty-four hours a day, the work being illuminated at night by means of electric lights.

This article would not be complete without a brief description of the Japa-

nese laborer, or "coolie" as they are commonly called. The coolie has many traits in common with our southern negro, such as general slowness, good humor, fondness for pleasure and a faculty for dodging heavy work. On the other hand, a coolie will not submit to the least abuse and is quick to use a knife or some other even more subtle means of revenge. Treated kindly, yet with firmness, they soon become faithful and devoted employees.

In Japan, what is commonly known as the "labor master" system is practiced. In every community there is a "master" who must be appealed to for men of all vocations, the agreement being based on a stipulated price for each man per day. It is notable, however, that these "masters" usually pocket at least one-half of the agreed price and as a result are generally the wealthiest and most influential men of the community. These "masters" act as a sort of father to the men whose labor they control, supporting the families in times of sickness or disaster, and even during such times as the worker may be imprisoned for crime. Of course any money so expended is charged against the man.

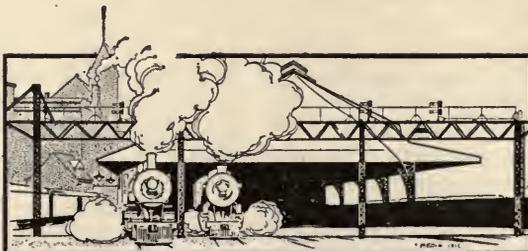
No labor unions exist in Japan, the common working day being twelve hours, for which the munificent wage of from 10 cents to 30 cents is paid. During the day there are three periods of rest—one during the middle of the morning called, "smoke time"—one at noon for dinner, and one during the afternoon called, "tea time." This practice is religiously observed and is considered an inherent industrial right, as the writer quickly discovered when an attempt was made to discourage the practice.

Sunday is not observed, the only days of rest during the year being the Emperor's birthday and certain religious feast days.

In conclusion it will be stated that all reinforcing steel required for the construction of the smelter and chimney was imported from the United States as American steel was found to be actually cheaper on account of superior strength and quality. The cement used was a Japanese product made at Moji by the Mitsui Company and proved to be entirely satisfactory. Sand and gravel were obtainable in unlimited quantities on adjacent beaches along the sea shore and were brought to the dock on small scows, and thence by cableway to the chimney site.

The construction of the chimney required 5800 cubic yards of concrete and 836,000 pounds of reinforcing steel, a quantity sufficient to build seventy-five ordinary chimneys 125 feet high. The contract was executed by the Weber Chimney Company and the design prepared by and carried out under the direction of the writer as Chief Engineer. Work was started and completed during the year 1916.

At the time of its construction this chimney was the highest in the world. However, during the current year a brick chimney one foot higher, but five feet smaller in diameter, has been completed in Tacoma, Washington. The Tacoma chimney, however, was designed only for wind stresses, based on a wind velocity of 125 miles per hour, which admitted of a much lighter and less complicated design. Nevertheless, it is gratifying to know that the credit for the highest chimney in the world has come back to America.



FREIGHT TRAFFIC

DEPARTMENT



Illinois Central Seed Corn Campaign

By H. J. Schwieter, Agricultural Agent

"Corn is King!" "The King is dead!" These are expressions that might have been heard throughout the corn belt in the fall of 1917, after the corn had been severely frosted, and in many instances entirely ruined by frost; followed by the question, "How about seed corn for 1918; seed corn that is sure to grow?"

Next in importance to good, fertile land and a well prepared seed bed, is good seed; seed that will grow; seed that will germinate; seed that shows strong vitality; seed, the corn from which will mature before the fall frosts of 1918 appear.

When upon investigation it developed that the seed corn shortage in the state of Illinois for the year 1918 amounted to approximately 400,000 bushels, or an average of 3,922 bushels per county, the Development Bureau started a systematic seed corn campaign throughout the territory traversed by our line in that state.

The necessity for a campaign of this kind is apparent when we remember that the United States produces two-thirds of the world's corn crop; that this year, above all years, we should produce a bumper crop in order that we may feed ourselves and our allies, prosecute the war to a successful conclusion and feed the famished peoples of the world. These objectives could not be reached with poor seed.

Our first aim, therefore, was to locate all the available seed corn grown within the state of Illinois and as far north as possible so as to limit the risks in maturing a crop. This was done by means of printed cards, asking pertinent questions, such as—"How many bushels of seed corn have you?" "Have you enough for your own use?" "What varieties have you?" "Have you any for sale?" "Have you tested your seed corn?" Thousands of these cards were distributed among the farmers through the medium of the public schools.

As a result of these activities we located enough good seed corn to plant approximately 384,000 acres, which at an average yield of thirty bushels per acre, would be 11,520,000 bushels, or a money value of about \$17,000,000.

In addition to this, it was discovered that 1,211 farmers had no seed corn at all, while 1,800 farmers had sufficient seed for their own use only.

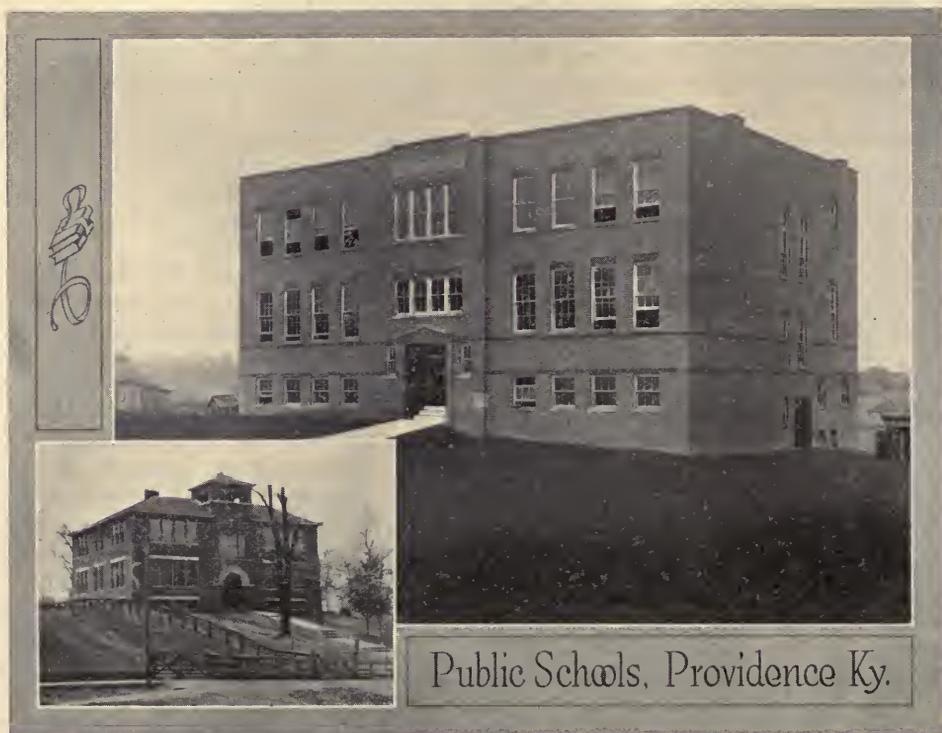
Many thousand farmers answered our last question—"Have you tested your seed corn?" by saying, "It does not need testing." "My seed corn is always good." "My corn matured early." "My seed corn looks all right," or "I do not believe in the rag doll method." These were the farmers upon whom we centered our seed corn howitzers, bombarding them with seed corn shrapnel

until in most instances we drove them from their trenches, causing them to surrender and enlist under the banner of King Corn, with "Test, Don't Guess" as their slogan. To accomplish this the Development Bureau made single ear tests of samples furnished by the farmers and owners of seed corn, which covered about one-half of the seed corn located. The results obtained ranged from zero to 96 per cent. Three-fourths of the samples tested showed a germination of less than 75 per cent, and many farmers who had intended to plant their corn without testing, but were persuaded

to do so by us, found their corn would not germinate.

To market the above 11,520,000 bushels of corn, it would require 8,064 freight cars of 80,000 pounds capacity, or 161 trains of 50 cars each.

When we stop to consider that our corn crop has a greater money value annually than any other crop produced in the United States, being more than \$1,500,000,000, or nearly enough money to build six Panama Canals, we can appreciate the importance of a seed corn campaign such as was conducted by the Development Bureau this spring.



APPOINTMENTS AND PROMOTIONS

Effective June 7, 1918, Mr. Ira L. Anderson is appointed Trainmaster of the Cherokee, Sioux Falls and Onawa Districts, with office at Cherokee, vice

Mr. William E. Ausman, resigned to enter Military service.

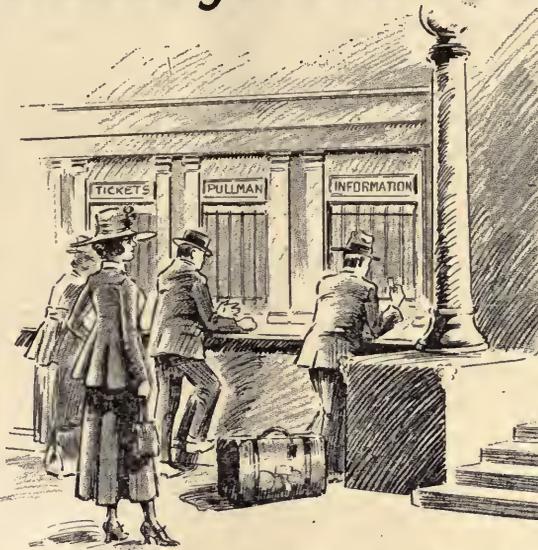
Traveling Engineer B. J. Feeney enters the service of Fuel Conservation Section, United States Railroad Administration.

Passenger Traffic Department

*Little Talks with
the Rambler*

TO TRAINS
7-5

*Notes of Interest
to the Service*



A Family Affair

THE Rambler was, or had been, in trouble and I had just learned of it, having been out of town about ten days. On my return I was told that he had been laid up at home with a dislocated toe, and on my first evening after my return I, of course, went over to see him. "How did it happen, old man?" was one of my first questions, whereat, dodging the direct reply, he laughed and said, "I think I will tell you a story that I heard in my boyhood when living in the East. Our home there was in a large, old fashioned seaport town, whose physical aspect was a jumble of crooked streets with houses perched more or less at all angles on the top of rocky ledges. The house where we lived was on one of those ledges, through which ledge for some six or eight feet in depth a street had been cut; the approach to our front door being up a considerable flight of steps from it. Hence in the vernacular of the town, which was often very picturesque and illuminating, the street was called 'Rockaway,' thus describing the fact that it had been

made by blasting the rocks away. At the time the blasting had been started, however, that kind of enterprise was more slow and difficult than such operations are at present, so this street had been done by piecemeal. Starting from the bottom of a hill it had been first made about half way of its ultimate length, stopping at its connection with a short street running at right angles to it. The result was that for several years the ledge at this junction presented a sheer face of about eight feet, down which a flight of steps were built in order to open to pedestrians what ultimately became the so-named 'Rockaway Street.' Near the end of these steps there was a church on the cross street mentioned, and its pastor lived at the time of the incident I have in mind in the house that we occupied later and which was but a few rods from the upper end of the steps. That pastor was very much of an eccentric—in fact, he later achieved a national reputation on account of his real ability combined with his eccentricities. One Sunday on his

way to church he fell down those steps, but not being hurt in any way he proceeded to his pulpit and preached extemporaneously from the text, 'Let him that thinketh he standeth take heed lest he fall.'

"I suppose the application of that to my inquiry as to how you are and how it happened will come in due time," I remarked with a smile, "but I hope you will not make it too long in coming." "I am all right but my feet," was the semi-humorous reply. "They lately seem to have a habit of mixing things up for me at times. It was only two or three years ago, you will remember, that I sprained my ankle on the landing down stairs by stepping on a piece of soap; but to be more specific, this is my last day of confinement in my apartments. I have not been very badly off, although I dislocated a toe in a mild sort of way; it was easily set in place by the doctor as soon as he got at it, but laid me up comfortably here in my rooms for the past ten days while it was knitting into shape again. I have been able to do more or less office work that was brought to me, and as everything helps, my accident may have been a blessing in disguise, for I have had a constant stream of visitors. Didn't know I had so many friends. I expect Bill and Slim over very shortly."

"Heavens, man! but you are slow in getting at HOW it happened; what are you, trying to tease me, knowing my curiosity?"

"I've been saving the joke part of it for the last, wherein, incidentally, you will find the application of my parson story. Just hand me my pipe and tobacco jar, will you, and take a cigar for yourself from the box there." Carefully loading and lighting his pipe he continued: "After all, there is not much to tell. A week ago Sunday I took a hike with Bill out into the country, in the course of which we came to a huge white elm tree that had been laid prostrate on the ground by a cyclone. After Bill had taken pictures of this tree to his heart's content, we climbed

up on its long trunk and sat there for a rest and chat. Now it so happened that not being as wise as Bill, owing to my lack of experience in country hiking, I foolishly wore that day a new pair of shoes; much to Bill's disgust, who pointed with pride to the old esbies that he wore and gave me quite a dissertation on the attention that is given in the army to the care of the feet. While we were sitting on the tree, we making a long rest of it, one of my feet began to burn and to relieve it I took off my shoe and placed it beside me. Our rest came to rather a sudden conclusion by the making of a high jump on the part of Bill from off the tree trunk onto the ground. His action was unexpected on my part, but not to be outdone I followed him with a like jump; entirely forgetting for the moment that one of my shoes was off. I did not make the jump clean, and on reaching the ground was obliged to make an involuntary step or two to recover my balance, in doing which I ran into a nearby projecting limb. Of course the foot with the shoe off had to be the one that struck the limb, and one of my toes became dislocated in the contract. With Bill's aid I got home without much trouble; and, as I have told you, the aftermath has not been serious. But I'm tired of reading and lying around, and even the little office work that I have been able to do at home here will be handled with more zest when I get back tomorrow. I wish I had Bill's faculty for enjoying reading a book more than once. I have exhausted my private library and the current magazines have palled on me. Here's Bill now!" he added as I admitted that individual to the room. "Sit down, Bill, and tell us how it is that you can read the same book over and over and still find enjoyment in it." Bill was thoughtful for a moment and then said slowly, as he helped himself to a cigar from the box on the table and began to light it. "Do you know, that is a question I have asked myself at times? I have an answer for it satisfactory to myself, and I would like

to talk with you some time about it, but as I think to answer you now will start something in the way of a discussion, I would like to postpone it for some other time. Incidentally, however, I might say that possibly the same mental attitude that gives me enjoyment in making pictures with my kodak applies to my repeated reading of the same book. In the meantime I have something I would like to ask you."

"You know that our streets are full of soldiers and jackies; that we are put up on our toes, as the saying is, almost daily by the latter's recruiting band as it marches through the streets with its appealing banners and its inspiring music. You also know that almost daily we see 'selected' men brought to our station to be embarked for some camp, and occasionally we have a consignment of Jackies enroute for somewhere in the East. One gets used, I suppose, to almost everything, and while all that I have mentioned undoubtedly aids unconsciously in stirring our patriotism, we have gotten past the stage of excitement in such matters. However, the other morning, as I was crossing the Avenue, I saw approaching a group of some hundred and fifty 'selected men' evidently bound for the station. They, of course, were in their citizens' clothes and carried grips or bundles; many of their friends were walking with or near them, mostly women, with here and there a baby carried in arms. This particular lot came unheralded, unlike most of such groups that come to us almost daily. Some of the latter are accompanied by bands, the most of them at least by a single drum, but these had nothing of the kind. They were marching quietly and stoically along in charge evidently of someone in connection with the draft board and were an average lot, many of them clearly being of foreign extraction. I watched their general bearing and faces as they passed, for they were as yet far from being soldiers. Before they had gotten by I heard shouting in

the other direction on the Avenue and soon saw approach a string of busses loaded with Jackies. Those inside the busses were leaning out of the windows and shouting and laughing joyously, as were those loaded on the roof. They too were about to entrain, but unlike the selected men, having had their experience at a training station, were as well set-up a group of men as you would want to see; and what was more, they were apparently full of pep and good spirits. This last in marked contrast with the marchers coming in the opposite direction, who as a whole were more or less serious. Now what I want to ask you, Rambler, is this."—"Don't ask me anything about it," broke in the Rambler. "I know what you have in mind, and it opens up too wide and deep a train of thought for discussion in my present mood. Just let me get even with you for ignoring my question a few minutes ago by saying that at some other time I would be glad to talk of the psychological difference between those two groups of men. But honest, Bill, I don't feel like being serious tonight. I wonder where Slim is? He was coming up and I bet he will bring with him some new experience at his ticket window that will be worth hearing and get us started in lighter vein. I am so happy this evening at the term of my imprisonment being over in the morning that if need be I would rather be silly than serious. I believe there the boy is now!" he exclaimed, as he hobbled from his chair to the door in answer to the bell which had just rung.

It was Slim, his face wreathed in smiles and his arms full of bundles. "Come in, come in, Slim," was the hearty greeting, "but what on earth are you loaded down with on this hot night?" "Well," laughed the youngster, "I am glad you acknowledge it to be a hot night, for that accounts for these bundles. You know, as I passed the apothecary's on the corner below here, it struck me that maybe a little refreshment would not go amiss with who-

ever might be here; for of course," he added, "I didn't expect to find you alone, I knew Bill was coming anyway. Then it struck me that as you have been housed for ten days perhaps some of those cooling drinks that maybe you are in the habit of dodging in and getting as you flit around town at noon time or in the evening, might be welcome. Anyway, I was hot and thirsty myself and so just reckoned I would bring up some root beer and some ice cream." He deposited a brick of the latter and three bottles of the former on the table; remarking, as he carefully unloaded himself of the root beer, that he had seen it just taken off the ice. This little idea of Slim's seemed to appeal to the Rambler, and his house-keeper being out, he hobbled to the sideboard and from these began to arrange tumblers on the dining room table. In the meantime Bill came to his aid by going to the china closet and bringing out plates for the ice cream while Slim gathered spoons together from the drawer in the sideboard which the Rambler indicated by a nod of the head. When all was ready Slim, who had found a bottle opener in the drawer, began uncorking the beverage while the rest seated themselves about the table. The Rambler had just begun to serve the ice cream when an idea seemed to strike him, for he said to me: "By the way, old man, go in to the pantry there, will you, and see if you can't raise some cake. If I remember rightly I had some for my supper tonight; and," he added gleefully, "come to think of it, it was beautifully frosted over with chocolate and had some kind of filling in it. Ah, Bill, how do you think something of that kind would go with this?" "Fine," was the answer, followed by a joyous outburst as I brought in a fresh layer cake from which but a single wedge had been taken. "Gee!" laughed the Rambler, "some spread, isn't it, boys? I don't know, though," he added reflectively as his eye glanced over the table with a humorously critical air, "whether Delmonico's chef would quite approve

of our combination—root beer, strawberry ice cream and chocolate layer cake. However, I guess Slim, if you will go get the box of cigars and put them in the center here, we will call it a go." He was bubbling over with merriment as he finished serving the ice cream, we having first drunk a glass of the beer; and, as we started to eat our ice cream, we helped ourselves in turn to cake. The whole idea seemed to tickle the Rambler immensely, and we chatted and laughed until the eating was finished; after which, on lighting our cigars, the Rambler settled back in his chair and said, "Now, Slim, tell us what adventure, or adventures you have had if any at that ticket window today. I was telling these fellow just before you came in that I would bet something would happen that would amuse us, how about it?"

"Well, yes, something did happen, yesterday and today. It was this way. Yesterday afternoon during a lull in business two ladies came up and asked for two tickets and two lower berths to _____ on the 8:55 p. m. train. Then the following conversation ensued: 'The train has been changed to 7:20 p. m. Madam, I can give you two lowers on that train.'

"'Why no, we went to _____ last year and the train left at 8:55 p. m.'

"'True, last year the train did leave at 8:55, but it has been changed and now leaves at 7:20 p. m.'

"They bought the tickets and berths, but I could see clearly as they left the window they thought all the time that I was mistaken. I was not surprised, therefore, when this morning the pair of them came to my window again wanting to fight at the drop of the hat. They opened up on me by saying, 'Young man, you certainly put us in a nice mess! That train left at 7:20 last night and you told us it left at 8:55 p. m. I intend to have you fired at once. Now, what do you want to do, give us another berth, or shall we take it to the court?'

"'Lady,' I replied, 'look at your

sleeping car ticket and you will see that I marked it 7:20 p. m. in heavy black marks; that shows, does it not, that I knew that the train left at the correct time? I am afraid you asked someone else, and that they got the train you should have taken confused with our train to _____ which does leave at 8:55.'

"Young man, don't talk to me that way, I am a lady with some sense, and I know what you told me. I am going to report you. Surely your future means something to you here, and if you value it you will give us other tickets for tonight."

He stopped in his narrative with a lurking smile in the corners of his mouth and as it did not seem as he were going to continue, the Rambler said, "Well, what did you do then?" "Oh," was the laughing response. "I simply remarked, 'Go ahead, lady, I have been up pretty high and back down again; I guess I can stand being reported in this instance.' But I arranged a Pullman service for the night for them and after receiving the money for it walked away from the window, as she still continued to roast me."

The incident seemed to throw the Rambler into a reminiscent mood, for as he drew a vacant chair toward him on which to rest his lame foot, he remarked: "That reminds me of a case some years ago where a ticket seller that I knew had a run-in with one of those smart Aleck fellows who never thinks it necessary to await his turn, and who bustles about in public places as though when he showed up everybody should wait until he gets through. This agent one morning was ticketing a train that was soon due and was having all he could do to handle the crowd that was lined up in front of his window. For the most part those in the line were patient and courteous while awaiting their turn. The exception was a Smart Aleck of a fellow who was somewhat down the line. Every once in a while he would holler at the agent, 'How is No. 5, is it on time?' He very properly received no answer as long as the

agent was engrossed with others ahead of him. When his turn came, however, instead of making his wants known as to a ticket or asking in a decent manner as to whether No. 5 was on time, he opened up savagely on the agent with the remark, 'I have asked you four times if No. 5 is on time and you have had the impudence to pay no attention to my inquiry. What do you mean by such conduct?' 'No. 5 is on time. I can wait efficiently on but one at a time in selling the correct tickets and making change,' was the firm but polite answer. 'Do you wish a ticket?' 'I will report you to Jackson!' he snapped as he moved out of the line. Jackson was the Station Agent, and the ticket seller was one of his several clerks, but it developed later that the impetuous man did not know Jackson at all, or at least Jackson did not know him and received no complaint in the matter."

"The fellow must have been a brother to one that I saw and overheard at a ticket window once," I hastened to remark; unconsciously pleased, I expect, at being able to talk a little railroad along traffic lines in such company. It will be remembered that my own special work was not in line with the experiences that the rest of those present could be reminiscent about. "I was in _____ some years ago," I said, "which is considerable of a country city and is a junction of several railroads. Three of these roads had small city ticket offices in the heart of the town, and I suppose it was natural that the agents of each should be on more or less friendly terms with each other when it did not interfere with competition. At least, this last I was told was the fact by the agent in one of those city offices, in which I was arranging for sleeping car accommodations to continue the journey I then had in hand. As the agent was handing me my sleeping car ticket a man bustled in and without waiting to see if the agent was finished with me, he said, 'Can I get a lower for _____ tonight?' The agent politely answered, 'I think so,' and reached out his hand for the telephone

which stood nearby as if to make some inquiry in the matter. But he quickly withdrew the outstretched hand on the man's breaking out angrily 'I didn't ask you what you *thought*, what I want is do you know?' 'Well,' was the quiet response, ——— is not on our line. You will find the telephone directory over there and you can call up the office of the X railroad and find out definitely.'

"I was going to telephone over there myself and find out for him,' he added in an aside to me as the man angrily turned his back and started for the telephone."

"There are a lot of fellows like him in the world" said the Rambler; "but

great Scott!" he burst out laughing as his eyes rested on the cake plate. "I wonder how long my housekeeper was depending on that particular loaf to keep this household going in the way of dessert? Might as well finish it up Slim and Bill, there is just a hunk apiece left for you." They hilariously accepted the invitation, and then it having grown late in the evening Bill laughingly remarked, "having cleaned the Rambler out of his eatables, isn't it time for us to either make a get-away or to sit in a little game of Rhummy?" Possibly it is not required of me to state which alternative prevailed.

Notes of Interest to the Service

Mr. W. D. Scott, Superintendent of Immigration, Government of the Dominion of Canada, has issued, says the American Express Travel Bulletin, the following important and authoritative advice on the Canadian Regulations Governing Travel from the United States to Canada during the war:

1. Bona fide travelers, American citizens or citizens or subjects of allied or neutral countries are assured of courteous treatment and are welcome to enter and leave Canada without difficulty.

2. Passports are not required by either males or females.

3. Subjects of countries with which Canada is at war may not enter Canada for any purpose whatsoever.

4. Persons born in enemy countries who claim naturalization in the United States or in some other allied or neutral country must carry naturalization papers or statutory declaration endorsed by a British Consul in the United States.

5. Persons of evident enemy origin who claim to have been born in the United States or in some other allied or neutral country should carry birth certificate or statutory declaration endorsed by a British Consul in the United States.

6. Persons not ordinarily resident within Canada but who enter Canada on a visit or for some other temporary purpose do not require a permit to leave, but, with the object of avoiding a lengthy examination on leaving Canada, such travelers may secure from the Canadian Immigration Inspector when and where they enter Canada a non-residence card, which, when the traveler leaves Canada, will facilitate exit. The only persons who require a permit to leave Canada are males between 18 and 45, ordinarily resident within

Canada, hence only males between 18 and 45 should ask for the non-residing card.

Before males of the Military Draft ages are permitted to leave the United States, it is necessary they obtain a permit from a duly qualified agent of the United States Government.

As the draft and competing industries have attracted all but three of its engineers, firemen, brakemen and trackmen, the Mount Washington cog-railway will not operate this summer, according to the announcement of the Boston & Maine Railroad Company.

Since the Summer of 1869 the Mount Washington cog-railway has made the premier peak of the White Hills a show mountain for tourists from every State in the Union. While the cog-road was not an heroic way to attain the peak it brought thousands of visitors to the summit whence they could view the landscape, which has a circumference of nearly 1,000 miles and takes in parts of five States and a sweep of the Province of Quebec.

Regardless of the discontinuance of the cog-road, there will be a watchman on the summit to look after the water supply for the new hotel.

Of course no true hill climber ever ascended by the cog-road, but the experience was a joy to those who did not possess hill-climbing proclivities. The quaint train of cars moved up very slowly, as became a railroad which was built by sections in consecutive years—one-quarter mile in 1866, three-quarters in 1867, one mile, to the top of Jacob's ladder, in 1868, and the home stretch the following year. In 1876 the management reported: "We have now run the road seven years, and have not as yet injured a single

person nor damaged the property to the value of a cent." But the road has paid no dividends, although the round trip cost \$4.00. The train's speed can be easily calculated from the running time of one and a half hours for two and three-sixteenths miles from Ammonoosuc station to the top.

While it will be a regret to periodical visitors to Mount Washington to omit their ride up the cog-railway, the trails will still call. It is doubtful if there is a more glorious promenade in the States than the easy Crawford Trail affords.—*American Express Travel Bulletin.*

Sergeant H. B. Stratton, of Base Hospital Unit No. 12, writes to a friend from "over there" in part as follows: The Germans are now driving in that part of the country where I spent three months and already have one of the cities I was stationed at. It was then pretty well shot up with hardly a building that was not damaged by shell fire, and I can well imagine how it must look now after they have gone through it a second time. For one I am mighty glad I am not there now. We got out of there just when they had began to shell the town and that was plenty hot enough for me. About two weeks ago we had a track meet here given by the Machine Gun Base, and this Unit with but six entries took home the bacon out of a field of 425 entries. That's going some, isn't it? * * * * We are getting a number of the wounded down here, so when I say "active" I mean it. * * * * Another stripe was added to my arm the first of last month when I was made a Sergeant First Class. This pays \$66 per month, which is not too bad. This, together with my two service bars (gold braid), makes me look like a French general when I get dressed up.

The following Big Four Route changes in time and train service became effective in and out of Chicago on June 30th: No. 34, formerly leaving Chicago at 9:00 p. m., and No. 43, formerly leaving Cincinnati 9:05 p. m. and arriving at Chicago 7:10 a. m., have both been discontinued. No. 35, formerly leaving Cincinnati at 11:55 p. m., leaves at 11:00 n. m. and arrives at Chicago 7:47 a. m. No. 46, formerly leaving Chicago at 11:55 p. m., leaves at 11:05 p. m. for Cincinnati. New daily except Sunday train No. 5 leaves Lafayette 6:15 a. m. and connects at Kankakee with Illinois Central train No. 4, arriving at Chicago 10:45 a. m. New daily train No. 4, for Lafayette, connects at Kankakee with Illinois Central No. 25 leaving Chicago at 4:50 p. m. Nos. 5 and 4 connect in Kankakee at Illinois Central station.

Since the issuance of Illinois Central Northern & Western Lines folder No. 2 earlier departures and changes in train num-

bers on the Indiana Division have been made as follows:

Train 201 leaves Peoria 7:15 a. m. instead of at 7:30 a. m., and arrives Mattoon 12:15 p. m. Train 203 leaves Peoria 5:20 p. m. instead of at 5:45 p. m. and arrives Mattoon 10:15 p. m. the same as before. Train 204 leaves South Pekin 11:03 a. m., Pekin 11:18 a. m. and arrives Peoria 11:40 a. m. instead of at 11:45 a. m. Train 205 leaves Newton 8:40 a. m. and Boos at 8:53 a. m. Train 224 makes few minutes earlier departure from stations Coles to Turpin, inclusive, and from Bearsdale to Narita, inclusive. It arrives Peoria 6:45 p. m. instead of at 6:30 p. m. Train 301 stops at Lis at 12:24 p. m. Trains 303 and 304 have had their numbers changed to 309 and 310, respectively. Train 302 has been changed to number 324 and makes few minutes earlier departure from stations Tulip to Mt. Perry, inclusive.

The "Southland" trains 206 and 207 of the Pa. Lines West of Pittsburgh between Chicago and Cincinnati have been annulled and the sleeping cars and cars between Chicago and Jacksonville, Fla., have been taken off. Hence the one night train between Chicago and Cincinnati by that line is the one leaving Chicago at 9:20 p. m., it carrying sleeping cars Chicago to Cincinnati and for Dayton and Springfield, Ohio.

In this connection the Louisville & Nashville advises that owing to the discontinuance of the "Southland" north of Cincinnati their Nos. 32 and 33 no longer run from and to the Pennsylvania station in Cincinnati, but use the Central Union Station only.

The Chicago-Harrisburg, Ill., sleeping car formerly operated via the Big Four to Sheff, New York Central from Sheff to Danville and thence Big Four to Harrisburg is now handled in New York Central No. 112-13 from Chicago to Danville and thence Big Four, leaving Chicago 4:55 p. m. daily except Sunday. As there is no dining car on this train passengers should be advised to procure the evening meal before boarding train at Chicago, as otherwise it will be necessary to wait until arriving at Danville at 8:55 p. m.

The Munson Steamship Line announces that it is its intention to maintain passenger service between New York and Antilla, Cuba, although no schedule will be published and sailings will be subject to delay or cancellation. For information in regard to reservations, sailing dates and Government requirements communication should be made with its General Office, 82 Beaver St., New York city.

Recent changes on the Missouri Pacific include the following: Former trains Nos. 10 and 15 between St. Louis and Kansas City

have been discontinued west of Jefferson City. They are now operated between St. Louis and Jefferson City as Nos. 45 and 46; No. 45 leaving St. Louis at 6:45 p. m. Present Kansas City trains leave St. Louis as follows: No. 11, daily, at 9:00 a. m.; No. 15, daily, at 10:10 p. m.

Changes on the C. I. & W. took place on June 30th, by which No. 35, leaving Chicago at 11:40 p. m., was discontinued as a through train to Cincinnati. It operates as a C. I. & L. train to Indianapolis only. No. 37, formerly leaving Chicago at 9:20 a. m. for Cincinnati has been discontinued between Chicago and Indianapolis. No. 33 is still operated on same schedule Chicago to Cincinnati, leaving Chicago at 12:00 noon.

Under the new arrangement ordered by Director McAdoo for the curtailment of transcontinental passenger schedules from Chicago west, the Santa Fe will be the principal road carrying passenger traffic from Chicago to Los Angeles, the Chicago and Northwestern, Union Pacific and Southern Pacific to San Francisco, the Burlington and Northern Pacific to Portland, Oregon, and the Chicago, Milwaukee & St. Paul to Seattle.

The Hudson River Day Line advises that the following service, now in effect, will be maintained until October 11th. Boats leave daily from Albany 8:30 a. m., arrive New York 5:45 p. m.; from New York 9:00 a. m., arrive Albany 6:30 p. m.

We have been advised that the Yellowstone National Park hotels will not open this season, but that the Yellowstone Park Camping Company will operate its camps as usual, and the Yellowstone Park Transportation Company will operate the automobile transportation through the park.

Damon Runyon writes as follows in the Chicago Herald and Examiner of July 5th under the title of "Ballad of the Brake Beams:"

I'm roostin' here like a Shantycleer on a rod
the size o' a match,
With an open view on either side, an' a box
car floor fer a thatch.

An' I hope the shack don't find me, for me
face is all he could punch.

As I'm beatin' me old friend Vanderbilt an'
eatin' his ballast fer lunch.

Oh, the ground slips by like a river,

An' me nerves are all a-quiver—

Fer I've bin out on a sort o' a bat, an' the
rail-joints sing to me:

*"John Barleycorn! John Barleycorn!
John Barleycorn! John Barleycorn!"*

Yep, I'm stickin' here like a sort o' a leech,
an' the iron is cold as hate,
While the wind slides t'rough me see-more

pants in a fashion that's sad to state.
Still, it isn't as bad as a passenger deck, wit'
a spark to light me clothes—

An' I'm goin' somewhere, I don't know
where, wherever this freight train goes.

But the ground bobs up so crazy

That me mind is somewhat hazy—

An' I'm hearin' the rail-joints sing a song I
never have heard before:

*"John Barleycorn! John Barleycorn!
John Barleycorn! John Barleycorn!"*

So I'm roostin' here cut off from death about
the length o' a hair;

At least I've heard that it's dangerous here,
but death is cheaper'n fare.

For I usually has to hustle along wit' a
busted statue behind—

An' any old place will hold me now from the
deck to the rods an' the blind.

Oh, the ground slips by so easy,

An' me perch is a trifle breezy—

I reckon I must be gittin' old when the rail-
joints sing to me:

*"John Barleycorn! John Barleycorn!
The world is filled with woe.*

I follow fast from first to last

Wherever you may go.

John Barleycorn! John Barleycorn!

I ride the rods o' sin—

*You pay my rates to ride the freights,
An' I will always win!"*

Who is it has the roughest job,

The hardest road to hoe;

The Engineman who guides the train,

Through rain and sleet and snow,

The vigilant conductor, who

Sits in a red caboose,

The brakeman watching out on top,

That couples and cuts loose.

The train dispatcher at the key,

Alert for all details,

Both day and night it's up to him,

To get trains o'er the rails.

The superintendent at the head;

Trainmaster hustling hard,

The switchman, or the busy man,

In charge of a big yard.

The man within a busy shop,

The blunt of burden bears,

The man who, after a "mixup,"

Attends to the repairs.

The supervisor with the gangs,

A foreman at each head,

They tramp the ties and watch the spikes,

Lest loosened rails may spread.

The engineer, head of these men,

Who reigns supreme as boss,

He has these bridges on his mind,

That all the trains must cross.

The man, who with the grimy face

Works on the coaling tracks,

Hands out the lumps of dusky food,
That feeds the camelbacks.

Where is the man prepared to say,
Which bears the greatest load,
'Mong all the jobs upon the list,
Of any great railroad.
There's not a man on earth can tell,
Which path's the roughest through,
Each job's the hardest as it's judged,
From each man's point of view.

A. W. M.—in *Erie Magazine*.

Heywood Brown tells in the "A. E. F., With Pershing's Army in France," the story of the American soldier who got lost at night and drove his four mule team into No Man's Land. Another soldier out in a listening post jumped up and waved both hands to warn the straggler back.

The man with the mule team asked what was wrong. The watcher mumbled: "You're going right toward the German lines. For God's sake turn around and go back and don't speak above a whisper?"

"Whisper hell!" rejoined the lost man. "I gotta turn four mules around!"

Another soldier who had to feed the mules was grumbling because one was sick. He administered a pill every six hours. He said:

"It'll be fine, won't it, when somebody asks me: 'Daddy, what did you do in the great war?' and I say: 'Oh, I sat up with a sick mule.'"

Trains were always slow and far between on the branch road. Nobody knew this better than the people at the junction—except perhaps those on the branch itself. It was an old story to them, and the jokes about the situation were many and good. One day the newsdealer at the junc-

tion station came home to lunch, grinning broadly to himself.

"What's the joke?" asked his wife, "You look pretty well pleased with yourself."

"Oh, nothing particular," he replied, "excepting an old fellow from the end of the line said a funny thing.

"He missed his train, and there wasn't another for two hours. He came to the counter to buy some reading matter. He asked for a joke book, and I said I didn't keep them. Then he pawed over the stock and finally said: 'Well, I guess I'll take a time table instead.'"—*Erie Magazine*.

John Smith had worked for the railroad forty odd years, and decided to quit. The company, in consideration of his long and faithful service, arranged to give him a monetary recognition. The foreman of the shop, a son of the Emerald Isle and an extra good mechanic, was asked to present it. He was advised to use a little sentiment in making the presentation speech, and this is the way he did it:

"John, ye's work'd for the road over forty years?"

"Yes."

"Ye's are going to quit?"

"Yes."

"Well! They are so damn glad of it that they asked me to hand ye this hundred dollars."—*Clipped*.

Old Lady—I should like a ticket for the train.

Ticket Agent (who thinks he will make a joke)—Yes'm; will you go in the passenger train or in the cattle train?

Lady—Well, if you are a specimen of what I shall find in the passenger train, give me a ticket for the cattle train, by all means.

Western Weighing and Inspection Bureau

1822 Transportation Building.

Circular No. 230.

Chicago, June 10th, 1918.

The following article appeared in the St. Joseph Gazette, dated St. Joseph, Mo., May 7th, 1918:

"Philip Kelley was sentenced to four years in the penitentiary yesterday in Judge Utz's division of the Circuit Court, after he had pleaded guilty to a charge of stealing twelve cans of tobacco from a freight car several weeks ago."

This news item is re-issued as a matter of information and indicates the tendency of the courts to assess heavy penalties for offenses of this kind.

Respectfully,

Western Weighing & Inspection Bureau,

F. J. Hoffman, Ass't Superintendent.

A. S. Dodge, Superintendent.

FROM THE LAW DEPARTMENT



Biographical Sketch No. 36



HON. J. M. DICKINSON,

General Solicitor and General Counsel, Illinois Central Railway Company, 1899-1909

HON JACOB McGAVOCK DICKINSON was born at Columbus, Mississippi, January 30, 1851, son of Henry Dickinson, whose ancestor of the same name came from England to Virginia in 1654. Henry Dickinson was a lawyer of eminence at the

Mississippi Bar, chancellor for many years, presidential elector, also one of the commissioners to Delaware for conference on secession. Judge Dickinson's mother was Anna McGavock, eldest daughter of Jacob McGavock and Louisa McGavock, who resided at Nashville, Tennessee. Louisa McGavock was the daughter of Felix Grundy, an eminent lawyer and statesman of his day, senator of the United States from Tennessee, and Attorney-General of the United States in the cabinet of Van Buren. Judge Dickinson passed his childhood at Columbus. At the early age of 14, just before the close of the Civil War, he volunteered in the Confederate service and was under the command of Gen. Ruggles. At the close of the war he became a resident of Nashville, where he resided until November, 1899, when he went to Chicago.

His education was acquired at private schools in Columbus, Miss.; the public schools of Nashville, Montgomery Bell Academy, there; University of Nashville, of which at the time Gen. E. Kirby Smith was chancellor. Judge Dickinson there took the degree of Bachelor of Arts in 1871 and Master of Arts in 1872. At this time for a year he was assistant professor of Latin in the University, and during the same period took a night course in physiology and anatomy at the Medical Department of the same institution. In the fall of 1872 he entered the Columbia Law School at New York City and studied under that learned and accomplished lawyer and famous teacher, Theodore Dwight, taking both junior and senior courses. Not satisfied with the very considerable advantages of a liberal education, after traveling extensively in Europe during the summer of 1873, he matriculated at the University of Leipsic in the following October for the purpose of studying German and taking a course in Roman law and political economy, which he there pursued. The next year he went to Paris and there took a course of lectures on literature in the Sorbonne and in the Civil Law in L'ecole du Droit. In the fall of 1874 he was admitted to practice at the Bar of Nashville. He was in extensive practice there until 1890, when he was especially appointed by the governor to serve upon the supreme bench of his state. He was appointed at various times in this capacity for several years. So acceptable was his public service in this high position, both to the Bar and to the people, that when Judge Horace H. Lurton, then chief justice of that court, resigned to accept an appointment as Circuit Judge of the United States for the Sixth Judicial Circuit, Governor Turney tendered to Judge Dickinson, March 23, 1892, an appointment to a seat upon the supreme bench of the state. Judge Dickinson did not take this position, but continued practice at Nashville until February 6, 1895, when he was commissioned Assistant Attorney-General of the United States. He served in this important position with marked distinction and ability to the end of Mr. Cleveland's term, first with Richard Olney, as attorney-general, and afterwards with his successor, Judge Judson Harmon of Cincinnati. He enjoyed, in the highest degree, the confidence and esteem of these two distinguished men. Upon his resignation from this office, he entered the law department of the Louisville & Nashville Railroad Company, as attorney for Tennessee and Northern Alabama, and also resumed general practice. About the same time he became instructor in the Law School of Vanderbilt University, situated at Nashville, and continued to teach there until his removal to Chicago.

On November 1, 1899, he succeeded Judge James Fentress as General Solicitor of the Illinois Central Railroad Company, and on the retirement of Mr. B. F. Ayer from the position of General Counsel for that company, a few years later, Judge Dickinson was appointed to succeed him, continuing also the duties which had been theretofore imposed upon the general solicitor, which position he occupied until 1909, with, however, some participation in general practice in special and important cases.

One of the great professional and public triumphs of Judge Dickinson's career was his participation as counsel on behalf of this country in the proceedings before the Alaska Boundary Tribunal.

It is quite out of the question to trace the course of the argument in this historic case or even to deal at all adequately with that submitted by Judge Dickinson. His argument occupied about four days in its delivery and dealt with every phase of the case. Illustrative of its high quality and admirable style, an extract, being the conclusion of the argument, is here given:

"And now, Mr. President, *si parva licet componere magnis*, I announce, in the language of a distinguished Englishman closing a memorable debate, 'I have done'—that is, with the argument of this case.

"I have—I was about to say—another duty to perform, but it can never be a duty to express sentiments that come straight from the heart, and to speak words that struggle to the lips for utterance. For my associate counsel and myself I desire to thank opposing counsel for the uniform courtesy they have extended to us, the Tribunal for the patient and considerate hearing they have given us, and to thank you, Mr. President, for the impartiality with which you have directed our sessions. It is

worth, not merely an ocean voyage, but a long and painful pilgrimage, to enjoy what has been incident to this occasion.

"We esteem it as a rare privilege to feel at home, for a season, in these historic chambers which for so many years have been associated with the diplomacy of the world, and our souls are filled with awe when in imagination we repeople them with the disembodied spirits of the mighty dead, to whose voices they once gave echo.

"The memory of having, even for a short time, moved in the same orbit with the great legal luminaries of this country, famed for so many centuries for its great lawyers, will always be cherished.

"Even if one shall have played, in his own esteem, his part lamely, it is worth the pang of a bitter disappointment to be in the cast of such a drama, enacted upon such a stage, and in such presence.

"Whatever may be the outcome of our labors, and although there may be some immediate regrets, we may, sustained by an abiding faith in that omniscient Providence that guides the affairs of nations through darkness that is impenetrable to mortal vision, murmur, '*Forsitan et haec olim meminisse juvabit.*'"

When he had uttered these words and after taking his seat, the Lord Chief Justice paid him this high compliment: "Mr. Dickinson, on behalf of my colleagues and myself, I wish to thank you for your very brilliant and powerful argument. It has been my privilege to listen now to several of the great leaders of the American Bar and I can assure you that your argument will not suffer by comparison with those that preceded you either on this or any other arbitration, and certainly, speaking for myself, and I am sure I may speak for my colleagues, none the less powerful, because of the great courtesy and fairness with which you have treated the arguments of those who were opposed to you."

The opinion of the tribunal was announced on the 20th day of October, 1903.

It seldom falls to the lot of a lawyer to be concerned with such a great historic case. Sometimes members of the profession, impressed with the vast amount of intellectual labor which they perform in the preparation of briefs and arguments in cases involving important questions of law, sometimes important public or constitutional questions, feel, and not without some justice, that they do not receive much in the way of public recognition or reputation for their arduous labors, too often but poorly compensated in other ways, and that a little political activity with far less expenditure of intellectual power, brings greater results. That may be so; but it is the knowledge and training thus acquired by a long course of arduous, and not always highly remunerative professional labor, that fits the lawyers of this country to deal with great public cases and to discharge the highest public duties.

After Judge Dickinson returned to Chicago the Bar Association of this city, tendered to him a dinner at the Auditorium Hotel, Saturday, December 19, 1903, which proved to be a most cordial and hearty recognition of the great professional distinction which their distinguished representative had, on this occasion, earned for himself and for them.

Many letters from distinguished men and high public officials, who were unable to be present, were received and some of them were read at the dinner. President Roosevelt telegraphed:

"All who have knowledge of the facts agree that no cause of like importance was ever summed up in more masterly manner than our cause was summed up by Judge Dickinson."

John Hay, then Secretary of State, among other things said:

"Mr. Dickinson's work in London has commended him to the admiration, not only of this country, but of Europe also."

Mr. Justice Harlan of the Supreme Court paid Judge Dickinson the following tribute:

"His services before that tribunal were of such high character as to render it appropriate that they be recognized by the Bar of which he is an honored member. For some years, in his capacity of Assistant Attorney General of the United States, he represented the Government in cases before the Supreme Court. In that field of public service, as I had occasion often to observe, he displayed marked ability and fidelity as a lawyer. And, therefore, I felt sure at the time of his appointment, that the interests of his country, as involved in the Alaskan dispute, would be carefully guarded; that his study of the issues would be most thorough; that nothing would be overlooked or left unsaid by him that was at all essential in the case; and that if his country was unsuccessful before the Alaskan Tribunal, it would not be due to any lack of ability or failure of duty on his part as counsel. He vindicated the wisdom of his appointment, and is eminently worthy of the honor which the Chicago Bar Association proposes to do him."

In 1907 Judge Dickinson was elected President of the American Bar Association and worthily maintained the traditions which attend upon that high office.

In March, 1909, he resigned as General Counsel of the Illinois Central Railroad Company to accept the appointment of Secretary of War by President Taft, and continued in office until the spring of 1911 when he resigned and resumed the practice of law in Nashville, Tenn. In 1913 he removed to Chicago and practiced law. In April, 1915, he and H. V. Mudge were appointed by Judge Carpenter as receivers for the Chicago, Rock Island & Pacific Railway. Subsequently Mr. Mudge resigned and Mr. Dickinson continued as sole receiver. The receivership was closed in 1917. In March, 1918, he formed the law partnership of Dickinson, Wetten & Keehm.

Judge Dickinson in 1876 was married to Miss Martha Overton, of Nashville, a lineal descendant of John Overton, who was one of the early pioneers in Tennessee, a close personal friend of Andrew Jackson, succeeding him as Judge of the Supreme Court of that state. Mrs. Dickinson died in 1917. Their eldest son, Overton Dickinson, died leaving two daughters, Martha and Helen.

The second son, Henry Dickinson, though with a wife and four children, and 37 years of age volunteered and is a 2nd Lieutenant. The other son, Jacob McGavock Dickinson, Jr., is a member of the firm of Dickinson, Wetten & Keehm. He is Captain in the 149th U. S. Field Artillery and is in France.

Personally, Judge Dickinson is a man of commanding presence, above six feet in height, very fond of shooting, fishing and horseback riding and all out-door sports. He is an interesting and genial companion of wide reading and has a vast fund of information as to the history of this country, and as to matters local and personal throughout the South, especially those portions of it in which he has lived. He has a fund of appropriate anecdote upon which he draws for apt illustration in legal argument and in conversation. He is a man of earnestness and strong convictions. In forensic controversy he is aggressive, persistent and forcible, but with a courtesy to court and counsel that never fails and with a high appreciation of his duty as an advocate, not merely to his clients but to the court and all concerned. He attends the Fourth Presbyterian Church in Chicago.

He is a member of the Chicago Club, the Wayfarers, the Cliff Dwellers. The degree of LL. D. was conferred on him by Columbia, Yale, University of Illinois and Lincoln Memorial University.

Commerce Decisions

Shreveport doctrine as applied to carload minimum weights.—In *Kansas City Millers' Club v. AT&SFRCo.*, 50 ICC 110, opinion by Commissioner Clark, it was held (1) that the finding in the *Western Rate Advance Case*, 35 ICC 497, that the carriers have justified a minimum of 40,000 pounds on grain products, has been affirmed on rehearing; (2) that the maintenance of a higher interstate minimum on flour in carloads than contemporaneously maintained intrastate in the states named is found unduly prejudicial to the complainants and to interstate commerce, and unduly preferential to their competitors and of intrastate commerce; (3) and that in the *Shreveport Case*, 234 U. S. 342, the Supreme Court held it is within the power of the Commission and its duty to remove all unjust discrimination against intrastate traffic caused by state rates. This same authority and duty exists for the removal of unjust discrimination brought about by different carload minima.

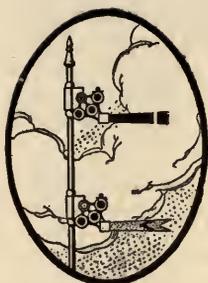
Public interest cannot go by default before the Commission.—In *Royster v. A. C. L. R. Co.*, 50 ICC 34, involving discrimination between interstate rates from Norfolk, Va., to points in North Carolina and intrastate rates between points in North Carolina, the complainant sought to dismiss its case on rehearing, but the Commission cites Section 13 of the Act that "no complaint shall at any time be dismissed because of the absence of direct damage to the complainant," also *Jewelers' Protective Association v. P. R. R. Co.*, 36 ICC 71, where it is said, among other things, on p. 75, that "the interest of the public cannot go by default in any proceeding before the Commission," and the Commission proceeds in the *Royster Case*: "A complainant before us cannot, as a matter of right, withdraw his complaint. The undesirable consequence of permitting a complainant to terminate a proceeding whenever, in his opinion, his

interests would thus be better served than by having it proceed to a conclusion are obvious and require no exposition," (p. 40); and the carriers were ordered to abstain from charging for the transportation of commercial fertilizers in carloads from Norfolk to points in North Carolina any higher rates or higher carload minimum than they contemporaneously maintain and apply to the transportation of like property for like distances between points in North Carolina.

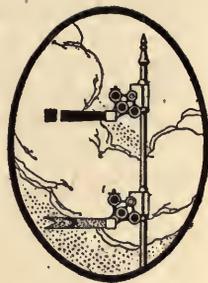
Cummins Amendment—rates based on declared valuation of silk.—In *Silk Association of America v. P. R. R.*, 50 ICC 51, it was said: "By the second Cummins amendment the provisions of the first Cummins amendment which invalidated all limitations of the carrier's liability for loss, damage, or injury to property transported were made inapplicable to baggage, and to property except ordinary live stock as to which 'the carrier shall have been or shall hereafter be expressly authorized or required by order of the Interstate Commerce Commission to establish and maintain rates dependent upon the value declared in writing by the shipper or agreed upon in writing as the released hereafter be expressly authorized or required by order of the Interstate Commission was empowered to make 'such order in cases where rates dependent upon and varying with declared or agreed values would, in its opinion, be just and reasonable under the circumstances and conditions surrounding the transportation.' It is thus seen that the second Cummins amendment placed rates and ratings dependent upon the value 'declared in writing by the shipper,' and those predicated on the value 'agreed upon in writing as the released value of the property' in the same category. Both are unlawful until expressly authorized or required by the Commission. Express Rates, Practices, Accounts, and Revenues, 43 ICC 510; Live Stock Classification, 47 ICC 335; *Williams Co. v. H. C. N. Y. T. Co.*, 48 ICC 269."

Rates on Hogs, Sioux Falls to Chicago.—In *Wilson v. C. M. & St. P. R. Co.*, 50 ICC 126, it was held (1) that the rates on hogs from Sioux Falls to Chicago are unreasonable to the extent they exceed or may exceed by more than one cent per 100 pounds the rates contemporaneously applicable from Sioux City to Chicago; (2) that unreasonable or unjustly discriminatory rates may not be allowed to stand merely because other rates will be affected by a change therein; (3) that the maintenance of rates on ordinary live stock in terms of value subsequent to the amendment of the Act by the Cummins amendment of August 9, 1916, was unlawful; and (4) that the findings herein are without prejudice to the conclusions which may be reached in Docket 8346, *Live Stock and Products Case*, a more comprehensive proceeding now pending.

Undercharges.—In *A. T. & S. F. R. Co. v. Young*, 171 Pacific Rep. 1156 (1918), the Supreme Court of Kansas held that a tariff of freight rates duly filed and published and not approved by the Interstate Commerce Commission has the force of a statute, binding alike on shipper and carrier. In any action to recover undercharges computed according to the tariff in force, it is error for the Trial Court to receive and consider proof that the commodities shipped were not classified in the tariff according to correct principles.



SAFETY FIRST



United States Railroad Administration

W. G. McAdoo, Director General.

Bulletin No. 3.

SUGGESTIONS AND RECOMMENDATIONS RELATIVE TO UNIFORM METHODS OF ORGANIZING AND CONDUCTING SAFETY WORK.

Compiled by the Safety Section, Division of Operation.

Issued by Division of Operation, Carl R. Gray, Director, Washington, 1918.

Circular No. 7.

Washington, February 19, 1918.

The Safety Section of the Division of Transportation is hereby created, and Mr. Hiram W. Belnap appointed manager, with office in the Interstate Commerce Building, Washington, D. C.

The manager of the safety section will have supervision over the safety work on all railroads, utilizing such safety organizations as are already available and suggesting such others as are desirable, in addition to his present duties for the Interstate Commerce Commission as chief of its bureau of safety.

W. G. McAdoo,

Director General of Railroads.

Division of Transportation.

Circular No. 5.

Washington, May 27th, 1918.

In order to promote the safety of employes and travelers upon railroads, establish uniformity in the important principles of safety work, and carry out the purpose of the director general's circular No. 7 of February 19th creating the safety section of the division of transportation, safety committees, composed of officers and employes, shall be organized on all railroads under federal control.

Each Class 1 railroad having more than one superintendent shall have a general or central safety committee, composed of the active heads of each department. In addition there shall be formed in each superintendent's territory, and at the principal shops and terminals, with the ranking officer as chairman, division, shop and terminal committees, which shall consist of the heads of departments and one employe representative from each class of service.

On Class 1 railroads having but one superintendent it will be satisfactory to have one general committee, composed of department heads and employes representing each class of service, and such other shop or terminal committees as are found necessary.

Each carrier shall designate an officer or employe, who will be responsible for

the safety work on his road. His name and address, together with detailed information concerning the safety organization perfected, should be furnished the manager of the safety section not later than August 1st.

Approved:

W. G. McAdoo,
Director General of Railroads.

C. R. Gray,
Director, Division of Transportation.

SUGGESTIONS AND RECOMMENDATIONS RELATIVE TO UNIFORM METHODS OF ORGANIZING AND CONDUCTING SAFETY WORK.

For the purpose of establishing uniformity in methods of organizing safety committees, as well as to stimulate interest in accident prevention and measures intended to reduce the hazards of railroad employment, the safety section recommends the following outline in perfecting safety organizations on all Class 1 railroads:

General Safety Committee.

A committee to be known as the general safety committee shall be organized, composed of general and division officers of the road, chosen in such a manner that all the different departments of service shall be represented on that committee. The chief operating officer, or such other officer as he shall designate, shall act as chairman. This committee shall have general supervision of the safety organization.

Division Safety Committees.

On each division shall be formed a division safety committee, composed of division officers, with the superintendent as chairman, and one or more representatives of each of the different classes of service.

Shop Safety Committees.

In each large shop shall be formed a shop safety committee, composed of the principal officers of the shop, with the ranking officer as chairman, and one or more representatives of each of the different classes of service. If the shop is under the jurisdiction of the division superintendent, the committee shall report to the division safety committee, otherwise to the general safety committee.

Terminal Safety Committees.

In each large terminal shall be formed a terminal safety committee, composed of the officers in charge, with the superintendent or ranking officer as chairman and one or more representatives of each of the different classes of service. If the terminal is under the jurisdiction of the division superintendent, the committee shall report to the division safety committee, otherwise to the general safety committee.

Additional Safety Committees.

Where conditions require, local committees may be organized in yards, round-houses, smaller shops, large freight houses, etc.

Meetings.

The general safety committee shall meet at least quarterly. Other safety committees shall meet monthly and report proceedings on proper form to the general safety committee.

Term of Service of Members.

The principal officers of the division, shop or terminal shall be permanent members of the committees. Other members shall serve for a period of six months or a year at the discretion of the chairman, but it is inadvisable to change all the members at one time.

Payment of Committeemen.

The employe members of the various committees attending meetings shall be

paid their regular wages and such expenses as they necessarily incur in going to and from committee meetings.

Co-operation.

The safety organization should invite the fullest co-operation of every employe in calling to the attention of the various committees, practices and conditions which are not conducive to safety, but such information communicated by any one to these safety committees shall not be used as a basis of disciplinary action.

Safety Bureau or Department.

On each railroad there shall be an officer in charge of safety work. The amount of time which it will be necessary for him to devote to the work should be governed entirely by local conditions. He should compile statistics for the information and guidance of safety committees, issue bulletins, attend all meetings of general safety committee; also such division, shop and terminal committees as he feels require his presence in order to maintain the proper degree of interest. He should carefully review minutes of all committee meetings.

It is manifestly impossible to formulate suggestions which are universally applicable. In perfecting this committee form of organization, it is realized that local conditions must in every case govern the personnel of each committee. Official titles vary with the individual railroads and in some cases the duties of more than one of the positions indicated may be vested in one person. Committees may, therefore, be enlarged or decreased, as conditions require. The details of the organization of committees is properly left to the managers of the various properties, but it is desired that they adhere as closely as practicable to the outline suggested herein.

General Safety Committee.

Vice President or General Manager	Superintendent Passenger Transportation
General Superintendent	General Claim Agent or Claims Attorney
Chief Engineer	Chief Surgeon
Engineer Maintenance of Way	General Storekeeper
Signal Engineer	General Safety Agent or Supervisor
Superintendent of Motive Power	Secretary (of Committee)
Superintendent of Rolling Stock	Such Other Officers As Are Deemed Advisable
Mechanical Engineer	
Superintendent Freight Transportation	

Division Safety Committee.

Division Superintendent, Chairman.

Division Engineer	(a) Track Foreman
Trainmaster	(a) Bridge and Building Department
Master Mechanic	Employe
Road Foreman of Engines or Traveling Engineer	(a) Engineman
Signal Supervisor	(a) Fireman
Division Storekeeper	(a) Conductor
Claim Agent or Adjustor	(a) Brakeman
District or Division Safety Agent (if any)	(a) Switchman
(a) Yardmaster	(a) Car Repairer or Inspector
(a) Agent or Operator	(a) Signalman
(a) Roadmaster or Supervisor of Track	(a) Shopman, Etc.
	Secretary

Shop Committees.

Superintendent of Shops or Master Mechanic, Chairman.

<i>Locomotive Department</i>			<i>Car Department</i>	
General Foreman	}	or	}	General Foreman
Roundhouse Foreman				(a) Carpenter
(a) Machinist				(a) Car Repairer or Inspector
(a) Boilermaker				(a) Woodworker
(a) Blacksmith				(a) Millwright
(a) Sheet Metal Worker				(a) Machine Operator
(a) Shop Storekeeper				(a) Painter
(a) Electrician				(a) Electrician
(a) Foundryman				(a) Storekeeper
(a) Hostler				Secretary
(a) Crane Operator				
Secretary				

Note.—In some instances it may be advisable to have separate committees in the car and locomotive departments—in others a joint committee is preferable.

Terminal Safety Committee.

Superintendent, Trainmaster or General Yardmaster, Chairman.

Day Yardmaster	(a) Section Foreman
Night Yardmaster	(a) Station Employe
(a) Switch Foreman or Yard Conductor	(a) Car Department Employe
(a) Switchman	(a) Car Clerk, Checker or Sealer, Secretary
(a) Engineman	
(a) Fireman	

Members marked (a) should serve for a period of six months or a year at the discretion of the chairman.

SAFETY SECTION.

Room 715 Southern Railway Building, Washington, D. C.

H. W. Belnap, Manager; W. P. Borland, Assistant Manager.

REGIONAL SUPERVISORS

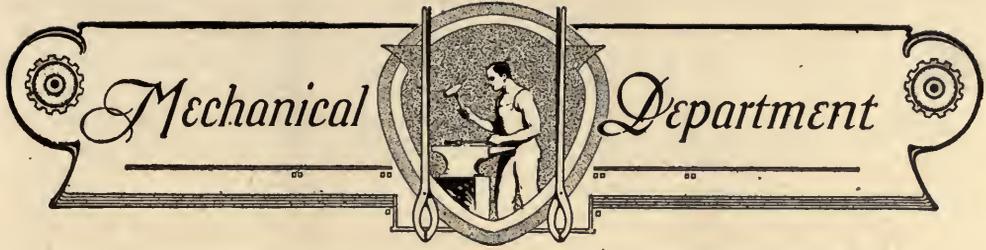
Rufus Jarnagin—Eastern Railroads, Grand Central Terminal, New York, N. Y.

Charles M. Anderson—Southern Railroads, Healey Building, Atlanta, Ga.

Harry J. Bell—Western Railroads, 226 West Jackson Boulevard, Chicago, Ill.

Charles W. Gregg, Southern Railway Building, Washington, D. C.





Coal Economy

By B. J. O'Connor

ECONOMY in business means the frugal and judicious use of money. Not wasting that which could be saved, nor saving that which should be judiciously expended.

From a pamphlet issued by the General Superintendent of Machinery in 1914 the coal used the previous year equaled in value 6,000 freight cars, or 300 large locomotives. One-twentieth of which was saved in 1914.

More mileage to the extent of seven per cent was made by the efforts of officers and exponents of fuel economy in the constant drilling of firemen, boiler men, ash men and others concerned in the economic principles of combustion.

By combustion, we mean the actions of the chemical elements that go to make up the substance we call coal—when brought in contact with other elements.

The atoms of the substances of which fuel is composed, hydrogen and carbon, and the atoms of oxygen which form part of the air we breathe, attract each other with energy when excited by heat. Such combination tends to give out or disengage more heat, until at about 1,800 degrees F. the hydrogen, which is most combustible, will be separated from the carbon which is then set free, and as carbon is never found in gaseous condition when uncombined with other substances, it at once assumes the form of fine soot, when the hydrogen is burned away from it. This fine soot,

or pulverized carbon, is, however, intensely heated by the combustion of the hydrogen. The carbon when heated to an igniting temperature will, if brought into contact with a sufficient quantity of oxygen, combine with it or be burned. Each partical of carbon thus becomes a glowing center of radiation, throwing out its luminous rays in every direction. The sparks last, however, but an instant, for the next moment they are consumed by the oxygen, which is aroused to full activity by the heat and only a transparent gas rises from the flame, a combination called carbonic acid gas, or CO_2 , one volume of carbon, two of oxygen. This is perfect combustion. A pound of coal under these conditions yields 14,500 B. T. O.'s.

If the fires are not kept light and temperature kept up and sufficient air supplied through the grates, one atom of carbon will unite with one atom of oxygen, forming carbon non-oxide. A volatile substance oily, gummy, cloggy and smokey, yielding 4,452 B. T. O.'s, or about one-third the heat units of a CO_2 .

In the space of one second's travel from grate to combustion chamber must be determined the proper mixing of the elements.

Though men have become very adept in the use of the scoop, and the handling of the stoker, by years of close observation and natural practical study of what we call firing up and firing back, watching fire, gauge,

water and smoke stack, until they know precisely and deliberately how much of a fire will check the downward movement of the gauge hand and hold her up, or how much will allow it to recede a little without dropping. As the experienced mariner knows premeditatedly how much wheel to hold up or allow down by the pull on his arms. The flutter of a jib top sail or raffey before his compass indicates a move.

It behooves us to take advantage of the good opportunities afforded us to get a little chemical knowledge of why there is so much energy in a pound of coal properly burned and how to burn it properly. Coal costs twice as much as it did in 1913. Combustion has increased a third. Five per cent saved now is equivalent to ten per cent saved then. Let us save—"Safety First."



Charley Barnett's Great Record

Mr. C. J. Barnett, locomotive engineer on fast passenger run between Memphis, Tenn., and Canton, Miss., a gentleman who stands at the top round of the ladder, not only as a locomotive engineer, but also as a citizen, and whose friends are legion, has received a deserved compliment from the president of the Traveling Engineers' Association, as follows:

THE TRAVELING ENGINEERS' ASSOCIATION

Mr. Chas. J. Barnett,
327 N. McNeal St.,
Memphis, Tenn.

Memphis, Tenn., June 8, 1918.

My dear Mr. Barnett:—

I have just reviewed your wonderful performance with engine 1100.

Whenever an engineman can run an engine 129,000 miles and arrive at his district terminal each trip but one on time, and then but ten minutes late on that one, I consider this the best performance that has ever come to my attention, and wish you to accept my congratulations.

Yours very truly

B. J. FEENEY, President



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 Food Value of the Banana

IT is especially important at this time that we keep before us the question of foods and their conservation. The United States Food Administration says: "Eat plenty, eat wisely, but without waste." "Save the meat, the wheat, the fats, the milk, the sugar, the fuel and as much as possible, use the perishable foods."

As a food, the banana is of exceptional value. It constitutes the chief carbohydrate food and is in fact the principal food of an enormous number of people in the tropics. In tropical countries, the banana takes the place of cereals, tubers, such as wheat, rye, barley and potatoes which are the staple foods of the temperate zone. Careful computations have been made by numerous authors showing that the actual amount of food material produced per acre in the cultivation of the banana exceeds that of wheat or any other crop. We should look upon the banana, therefore, not as a luxury but as a very important staple food, in fact, the principal food supply of a portion of the world. From this point of view, it deserves much higher consideration than has been generally accorded it especially in the temperate zone.

The edible portion of the banana being surrounded by a thick enveloping skin, it is especially protected against the attacks of bacteria, moulds and other agencies of decomposition. Therefore, if the skin of the banana is unbroken, it may be taken for granted

that the fruit is free from dirt, bacteria, or objectionable material. This protection of the meat of the banana is of great importance especially in the tropics, because there we find so much greater danger of contamination from dirt and germs, both from a standpoint of climate as well as the people who live in those climates.

Many analyses of the banana have been made and these show that it contains all of the classes of food materials necessary for animal life although the amounts of protein and fat are too low in proportion to the carbohydrates to constitute a perfectly balanced ration. The combination of the banana with milk in proper proportion will, however, produce a ration which is amply balanced so as to take care of all bodily needs.

Some comparisons between the banana and the potato have been made which is as follows:

	Potato	Banana
Water	78.3	75.3
Protein	2.2	1.3
Fat .....	.1	.6
Total carbohydrates.....	18.	22.
Calories per pound.....	385.	460.

It will be seen, therefore, that the banana approximates very closely the potato in analysis but from a practical standpoint, the banana has about 20 per cent more food value than the potato. In fact, without going into the detailed analyses of the various foods, it is interesting to compare the food value of the banana with a variety of

other foods which we have come to regard as almost indispensable in a properly regulated diet. The following table shows the caloric value per pound of edible portion of some of our more commonly used foods, the average result being shown in each case for comparison:

Banana, 460; oysters, 230; lobster, 390, macaroni, 415; grapes, 450; green corn, 470; halibut, 470; young chickens, 505; fresh lima beans, 570; round steak (lean), 540; round steak (fat), 950.

A further analysis shows that the banana exceeds in real food value many foods of different classes which are in almost daily use, such as whole milk, boiled oatmeal, shell fish and other fish and other fresh vegetables.

Comparison as to the food value of the banana and meat, as for example round steak as shown above, should not be made without calling attention to the type of food which is different in the two classes. Meats are very largely protein foods and as such are more adapted to the development of tissue than to the quick production of heat, while the banana on the other hand is less a tissue-forming substance but is incomparably more effective in supplying the heat-giving materials. In a crude way, it might be said that the proteins are the foods which make good the losses due to wear and tear in the machinery of the body, while the carbohydrates are the foods which keep the machinery in motion and do good work. From this standpoint, it will be seen, therefore, that the banana because of its higher carbohydrates content, along with a certain amount of protein, would be a more useful all-around food than a pure meat diet in which the amount of carbohydrate is nil.

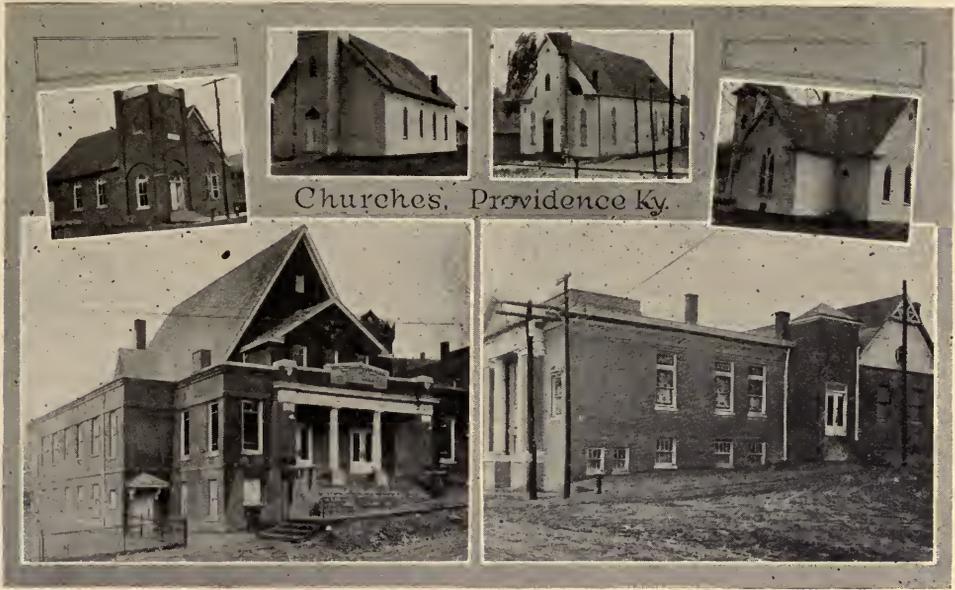
A comparison with medium round steak, for instance, shows in the edible portion in each case 65.5 per cent for steak as against 75 for the banana. From the standpoint of the consumer, the most interesting point to him would be the comparison of the cost in cents per calories of food value obtained. At the present market price

of meats, the advantage is distinctly in favor of the banana. A similar comparison of fish is also interesting. Taking haddock as a food-fish now largely used, we purchase with each pound of fish close to 81 per cent of water as against 75.3 per cent in the banana. The fish shows a larger proportion of protein but the fat content, however, is less than in the banana and there is no carbohydrate, whereas as we have seen, the banana is rich in this quick-acting, heat-giving substance. From the standpoint of calories, therefore, the banana exceeds the common food-fish considerably, and from the standpoint of real cost the odds are greatly in favor of the fruit.

If we compare the food value of potatoes and bananas we shall find that the two substances are essentially similar in their analyses but that as regards cost, there is a decided advantage in favor of the banana.

Dr. Oscar Dowling, president of the Louisiana State Board of Health, has proclaimed bananas to be the cheapest food on the market. Potatoes and onions can now take a back seat until the prices come down. The average price of bananas in New Orleans is two cents per pound. One pound of the edible portion contains 460 calories. One pound of porterhouse steak contains 1,300 calories. In other words, 2¾ pounds of bananas peeled are equal to a pound of porterhouse steak. In approximate terms, one dozen of bananas, the average price of which in New Orleans is probably 10 to 15 cents, is equal to one pound of porterhouse steak in nutritive value, and if served with whole milk would furnish a better balanced ration than does the steak.

The markets in other states do not furnish to the customers as low a price as the New Orleans market but even so, the banana, as an article of food should be added to our dietary, both from the standpoint of health and economy. There are many ways in utilizing this fruit in producing an appetizing dish and the careful housekeeper will do well to use the banana more generally as a food.



Churches, Providence Ky.

Liberal Contribution from Train and Engine Crew on the Louisiana Division

Jackson, Miss., May 28, 1918.

Mr. G. E. Patterson, Supt.,
McComb, Miss.

Dear Sir:

My engine and train crew have to this date pledged the amount of \$100 to the Red Cross, as follows:

Engineer W. G. Dorrah.....	\$20.00
Conductor R. A. Cochran.....	20.00
Flagman R. W. Shorten	12.80
Fireman Robt. Lewis (col.)	14.20
Brakeman W. Travis (col.).....	11.00
Brakeman T. Travis (col.).....	11.00
Brakeman J. Webster (col.).....	11.00

Furthermore, I haven't a man on this crew that has not bought a \$100 or more Liberty Bonds. No room for slackers on this crew.

Yours truly,

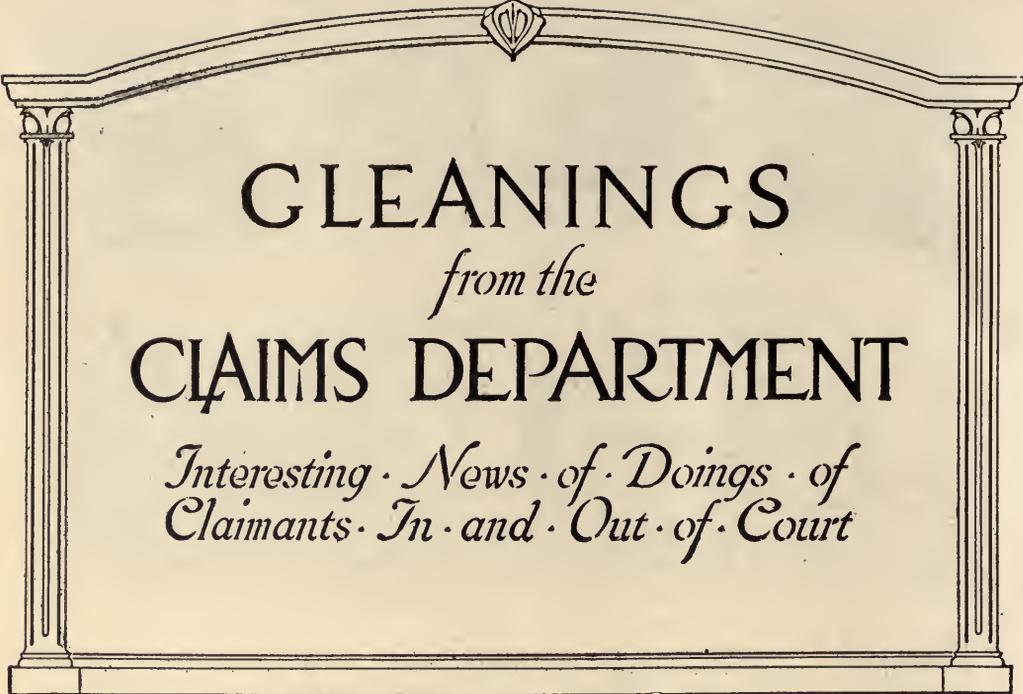
R. A. Cochran, Conductor, 391 and 392.
McComb, June 6, 1918.

Mr. R. A. Cochran, Conductor,
Jackson, Miss.

I have your letter of May 28th, showing the very liberal contributions made to the Red Cross by yourself and crew, for which I sincerely thank you.

I am sending your letter to General Superintendent Pelley that he may also know of the liberal contributions made by you and your crew.

G. E. Patterson,
Superintendent.



GLEANINGS

from the

CLAIMS DEPARTMENT

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

A GREAT RECORD ON COOK COUNTY LITIGATED CASES.

Local Attorney V. W. Foster, who tries cases for the Company in Cook County, must be carrying the left hind foot of a graveyard rabbit concealed about his person somewhere. He has not lost a case tried for the Company in more than a year, although he has tried a great many during that period. Mr. Foster says he has noticed that there has been a great change in the attitude of jurors towards the railroads since the Government took control. Following are some of the cases which are included in Mr. Foster's unbroken record:

Bishop, Admr. Austin Jackson—\$10,000.00; death of boy claimed to have been struck on 26th Street crossing; verdict from the jury, not guilty.

George P. Bennett—\$25,000; engineer injured by reason of stub brace on locomotive boiler blowing out; instructed verdict in favor of the Company.

Anna Gallagher—\$15,000.00; passenger, permanently crippled by falling on

obstruction in Central Station, Chicago; verdict from jury, not guilty.

Gunn, Ex. Francis M. Gunn—\$10,000.00; death of foreman of Pullman Shops; killed 111th Street grade crossing; jury disagreed.

Frank N. Wood—\$30,000.00; Real Estate Editor of the Chicago Tribune; passenger, injured while in the act of alighting from train after announcement of station, resulting in loss of left foot and part of right foot, at 39th Street Chicago; verdict from jury, not guilty; February, 1917, Supreme Court refused to disturb the verdict. On two previous occasions the Appellate Court had reversed judgements in favor of the Company, intimating in the opinions that plaintiff had a good cause of action.

Gus Thomas—Claim for compensation before Industrial Commission for injuries sustained in Burnside Shops; tried; finding in favor of Company.

Stanley Pokorski—Claim for compensation before Industrial Commis-

sion on account of injuries sustained by mail handler; trial resulted in finding in favor of Company.

Joseph Zerba—Claim for compensation before Industrial Commission account loss of hearing due to accident which occurred at Burnside Shops; trial resulted in finding in favor of Company.

Minnie Osborne—\$15,000.00; alleged ejection of lady and child from train at Cairo Junction during a winter night; trial resulted in verdict from jury, not guilty.

Emma S. Bunnell—\$25,000.00; permanent injuries sustained by passenger by reason of sudden starting of train, 50th Street Station, Chicago, while in the act of alighting; verdict from jury not guilty.

Wladyslaw Opcowski—\$20,000.00; injuries at 136th Street grade crossing; instructed verdict for defendant.

James A. Warren—\$50,000.00; passenger, loss of leg and other injuries account being thrown from train while rounding curve near 115th Street; verdict from jury, not guilty.

Mabel Schmidt—\$10,000.00; passenger in buggy struck by train at grade crossing, Cicero, May 1918; verdict from jury, not guilty.

Fred Schmidt—\$10,000.00; driver of buggy struck by train at grade crossing, Cicero, in above accident; verdict from jury, not guilty.

Titusis Lapenas—Claim for compensation before Industrial Commission for alleged personal injuries sustained in Burnside Shops; finding of Arbitrator in favor of Company.

Szymon Wiezniak—\$25,000.00; trespasser, claimed to have been thrown from and under train by wilful act of brakeman, causing loss of leg and other injuries; trial July, 1918; instructed verdict for defendant. This was the last case tried.

This record should have the effect of discouraging litigation, especially in view of the Company's well known policy of settling all meritorious claims.

CO-OPERATION ON THE LOUISIANA DIVISION

At a meeting of the Mississippi Railway Claim Agents' Association, held at Jackson, Miss., on June 9th, Claim Agent H. G. Mackey, of the Louisiana Division of the Illinois Central, addressed the association on the subject of co-operation between the division officers of the Louisiana Division in relation to the handling of personal injury claims, and also on the question of the prevention of accidents, as follows:

"I feel signally honored at having been selected to be the first member to address you at our first meeting. The suggestion of Mr. Hull that I tell you of the co-operation on the Louisiana Division was a happy thought as I know nothing about which I had rather talk and there is nothing so vital and necessary to the success of the claim agent as the hearty co-operation of every other department of the service. We are justly proud of the splendid results we have obtained on this division and which are due solely to the co-operation of other departments with the department I have the honor to represent.

"We are now a part of the great machine which America is building to forever crush Prussianism and any lack of co-operation is a weak spoke in the wheel. We claim agents are as surely "doing our bit" as the soldier in the trenches, though we are not asked to face the dangers or endure the privations which those noble boys are undergoing, yet there are none of us who would not willingly go and fight and die with them if our country called us.

"We have on the Louisiana Division one of the biggest superintendents on our great system—big in physique, big in heart and big in mind—and to him great credit is due for the success we have achieved.

"On the Louisiana Division we receive preliminary reports of injuries, each department having a prefix initial and each case a number, commencing with number one and running consecutively

until the end of the month. All injuries occurring to transportation employes, freight house employes, and to any employe or nonemploye as a result of the operation of trains, is given the prefix initial "T"; all those occurring to Road Department employes is given the initial "R"; all reports covering shopmen injured have the initial "M" and storehouse, the letter "S." For instance, a report covering a section laborer struck by a train would have the prefix letter "T," while if he was injured otherwise, the letter "R" would be used. The preliminary is worded as follows:

"June R 1. At 5:40 p. m., June 3rd, Adam Allen, col., laborer, while unloading ties out of box car at Tougaloo, caught his finger under a tie, mashing second and third fingers on right hand."

"A meeting is held in the office of the superintendent every Monday morning, with the following members of the division staff in attendance: Master mechanic, road master, both traveling engineers, both train masters, store keeper, both claim agents and once each month all three supervisors. Superintendent Patterson presides at the meetings and each preliminary is read and disposition or present status of the case is announced by the claim agent on whose territory the accident occurred. If it has become necessary for the claim agent to pay out any sum of money in the settlement of the case, the reason is explained by the claim agent and a discussion of means to prevent a recurrence of the accident is entered into. These cases are carried until finally disposed of and if carried over from one meeting to another an explanation made as to why they were not closed out. It naturally follows that each department is anxious to have as few open cases as possible and if an injured employe does not report for duty within a reasonable length of time, the cause is ascertained and he is urged to report as quickly as possible. This brings many of them back to work before they would ordinarily get back.

"We use a no disability release which slightly injured employes who lose no time from their work are required to execute, and a one dollar release for employes who lose time and where the facts do not justify the payment of a larger sum of money. If an employe declines to execute either of these releases he is held out of the service and the claim agent notified promptly in order that he may handle as the facts may warrant. The claim agent makes it a practice, as far as possible, to confer with the heads of departments relative to what settlement, if any, should be made with employes and is governed to a large extent by their recommendations.

"In cases of serious injury where the transportation department is concerned, the train master, when possible, accompanies the claim agent in his investigation and his assistance is always helpful. In addition to this, that officer conducts an independent investigation among the employes concerned, always requesting the presence of the claim agent at such investigations. The departments all have their well organized safety committees composed of employes. If a serious injury occurs, this committee immediately conducts an investigation and we therefore have an immediate examination of premises and appliances by fellow laborers of the injured person.

"At our Monday meetings attention is called to dangerous practices or unsafe appliances and steps taken to correct same at once. We sometimes have notice of an injury which has not been reported by employes and attention is drawn to these cases and action taken with the employe who fails to report an injury. As a result of this policy it is rare indeed that an injury occurs on this division for which a report is not made to cover.

"We also discuss at these meetings the reports covering stock killed during the previous week. If the killings are due to defective fence, gates or cattle guards, or other avoidable causes, steps are taken to remedy the evil at once. I would like to add here that

the Louisiana Division led all divisions of the system in reduction of amounts paid for stock killed in 1917, as compared to 1916, showing a decrease of over \$5,500.

"I recently had a case where an employe was injured while cutting a piece of steel. Examination of the chisel showed the head to be burred, handle a split makeshift and it was a difficult matter to say whether or not he was injured by the steel he was cutting or by a piece breaking off the burred head of the chisel. I then made an examination of tools in several shops and found many of them in the same condition. At our next meeting I discussed the matter with the superintendent and suggested the appointment of a committee to make regular inspection of all mechanical and road department tools and appliances. He was quick to see the advantage of having such inspection and appointed the claim agent and a member of the mechanical department to examine shop tools and the claim agent and a member of the road department to examine road department tools, such examination to be made every 30 or 60 days, report being made to him showing the result of such examination.

"We have a division safety committee, this committee having been appointed several years ago by the management. This committee meets quarterly, but our Monday meetings have about removed the necessity of holding the quarterly safety meeting.

"In conclusion, I desire to state to you gentlemen that I have worked in this department when co-operation was unknown; when, if you requested the head of a department to assist you in handling a matter, he would tell you that he had troubles of his own. If I had to go back to that system I truly believe I would seek other fields of labor."

COULDN'T PUT IT OVER

Within the confines of the peaceful little village of McCool, Mississippi, a thriving town on the Aberdeen branch,

which bears the name of a learned judge and honored citizen of Attala county, there lives a prosperous merchant, Alonzo Carr, by name, who is blessed with a wife of many charms, and several interesting children to make home happy. Surely this man has been endowed with enough of the good things of life to bring everlasting joy, but in an evil moment a buzzing bee must have punctured his cuticle and deposited a germ of discontent which developed into an idea of suing the railroad, for that is exactly what he did.

The suit was filed at Kosciusko in the name of Mrs. Carr, who suffered much humiliation and embarrassment from the testimony adduced at the recent trial, and who profited absolutely nothing by reason thereof. The declaration demanded the sum of \$3,000, and charged that in the month of August, 1917, while Mrs. Carr and her husband were en route from McCool to West Point (the trip being made for the purpose of securing medical treatment from an old family physician) that the conductor, with repeated insults and abuses, wrongfully ejected Mrs. Carr from the train at Starkville, causing her to suffer a nervous collapse and continued illness.

Unfortunately for Mr. and Mrs. Carr, the "trouble" lasted throughout the journey of forty miles and the excitement attracted the attention of numerous passengers who very naturally became intensely interested in what was going on, and it was the testimony of these passengers which finally saved the road from having to pay damages.

A preponderance of the evidence showed conclusively that the conductor was not guilty; that Mr. and Mrs. Carr boarded the train with one individual mileage book which had been purchased by Mr. Carr, and was good for his passage only. He insisted the conductor should pull both fares from the one book, refusing to pay cash when the coupons were declined for his wife, admitting at the same

time that he was well supplied with money. It was shown further that no insults were offered by the conductor, who acted firmly but courteously. Arriving at Starkville and having failed to get transportation for the lady, she was asked to leave the train which she did very gracefully.

The testimony was so overwhelmingly in favor of the railroad that the trial judge peremptorily charged the jury to bring in a verdict for the defendant.

Though Mr. Carr is a merchant of means and good credit, he refused to make bond for the costs of the trial, permitting his wife to take the pauper's oath, thereby throwing the costs upon the railroad regardless of the verdict.

The trial was long and tedious, requiring a large number of witnesses. The railroad was put to considerable expense, besides losing the time of a train crew for an entire week.

WHO DID WRONG?

Chas. Valentine was a switchman employed in the yards at Champaign, Ill. On Feb. 9th at night he was accidentally run over by a cut of cars and killed. There were no eye witnesses to his death, and the investigation of the whole matter did not reveal just how or in what manner he was killed. There was some speculation and some theories advanced but the real truth was not known; from each and every angle it was made clear that his death was purely accidental.

Valentine is survived by a wife and four small children living at Champaign. A review of the facts showed that all equipment with which he had to do at the time of his death was in a good state of repair, that there were no defects either in track or cars or any of the facilities with which he worked at the time of the accident, and the verdict was that he was accidentally killed. No negligence of any kind whatever was attached to any one for the death of this man.

Here was a family in need, little

ones to be fed and clothed and a woman who was obliged to engage in some immediate occupation that would contribute to their welfare. She had no funds available for their provision. Claim Agent Cary went with her to her landlord and made arrangements whereby she would be permitted to remain undisturbed in her house; he also went with her to a grocer and secured credit for her that she might procure groceries on credit. The sum of \$2,000 was also agreed to be paid her by the railway, although no one was in the slightest degree held responsible for this regrettable affair. While the voucher was being made for her, she was approached by a Chicago lawyer and signed a contract with him whereby he was to have a stipulated sum for handling the case and he at once served a lien upon the railway. This of course tied up the voucher so that we were unable to pay the money over to Mrs. Valentine. This lawyer then wrote Mr. Cary a letter, and sent him a telegram asking what the company intended doing in this case and what our highest amount would be in the settlement of the case. Mr. Cary replied that he had made one settlement of this matter; that this was final and that nothing had intervened since that would tend to change his course. That he had agreed to pay Mrs. Valentine \$2,000 and was ready and willing to do so any time.

Then the lawyer called Mr. Cary up over the phone and told him that he would accept the \$2,000, the same amount that he stood ready and willing to pay Mrs. Valentine before this, so that the matter was closed at this same sum as was originally offered. Having had this lien served upon us we were obliged to send that voucher through the lawyer, who, after paying himself for writing Mr. Cary one letter, sending him one message and calling him up by phone once, remitted the remainder to Mrs. Valentine by a check which Mr. Cary had to assist her in getting cashed.

As has frequently been stated in

these pages the records of the Claim Department of this company are open; we have nothing to conceal, and no record that we are unwilling to disclose; we are willing that amounts distributed to those of the employes who are injured should not be a secret if those having the right to know desire the information, and for that reason it may be of interest to know that in this case, where we stood ready and willing and had agreed to pay Mrs. Valentine \$2,000, she was in no manner assisted by her attorney, and instead of receiving the \$2,000, she actually received from her lawyer a much smaller sum.

CASE OF JEFFERSON E. HUNT

Jefferson E. Hunt was employed as a car repairer at Council Bluffs shops and was injured while repairing a car on the morning of Feb. 5, 1917. He was entitled to have the company pay him the amount of compensation which would be due him under the Iowa Compensation Act. This amount the company was at all times ready and willing to pay and even after suit was filed the railroad offered in open court to pay compensation in the sum of \$100.00 and costs.

This was not, however, attractive enough to the plaintiff and he brought suit demanding \$10,000 in the District Court in Pottawattamie County, Iowa. The case was reached for trial May 3, 1918, and after taking testimony for two days it apparently became obvious to the plaintiff that he had been misled in his hope of receiving a small fortune. He then settled his case for \$125.00 paying the costs himself which amounted to about \$40.00. We presume that the balance was divided between his attorney and himself.

SHOWING TRANSPORTATION BEFORE BOARDING TRAINS

The importance of trainmen requiring passengers to show their transportation, before boarding trains, and the intelligent exercise of that duty, was recently brought out in the trial

of a suit for damages, and a verdict for the plaintiff rendered, on account of the flagman failing in his duty.

The ticket agent was primarily at fault; he sold the passenger a ticket for a station at which the only train running that day, was not scheduled to stop, either regularly or on flag; the flagman permitted the passenger to board this train with this ticket, notwithstanding the fact that the passenger told him to which station he was ticketed.

When the conductor came around taking up tickets, he advised the passenger that the train did not stop at the station to which he held transportation, and that he would have to either change at the first stop north of there, or go to the first stop south, and return on the next train. To this the passenger objected strenuously, and argued that he had a right to be carried to that station on the train he was on, as the ticket agent had sold him the ticket, and the flagman had permitted him to board the train without advising him that he would have to make a change of cars. He finally left the train, and walked a distance of several miles to his destination, and later filed suit for damages.

The company was forced to admit the state of facts detailed here, and the court in passing on the case, stated that the company had the right to run certain trains that did not make all of the local stops, and that the conductor was entirely within his rights in requiring the passenger to leave the train at an intermediate station, but that we did not have the right to sell a passenger a ticket and then permit him to board a train, which we knew did not make the stop, and with which the passenger was not charged with the duty of knowing.

CAME NEAR BEING A TRAGEDY

Kankakee, Ill., June 26, 1918.

What came near being a serious accident at the Sangamon avenue crossing of the Illinois Central in this city yesterday morning, was narrowly

averted by the presence of mind of Engineer Murphy, of the Panama Limited.

Notwithstanding the watchman was trying his best to stop a closed automobile, the driver drove directly upon the track and killed his engine. The fast Panama Limited was approaching. The occupants of the car hastily unloaded, and the car was left upon the track to certain destruction, so it looked to by-standers.

To save the car Engineer Murphy reversed his engine and made as fine

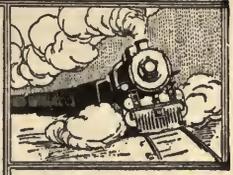
a stop as was ever witnessed by railroad men, with the pilot only a few feet away from the automobile. To the watchful eye of the engineer is probably due the lives or maiming of the occupants of the car as well. This engineer should receive favorable mention.

The occupants of the car should receive a severe lecture, and they are not alone in this, as it seems a common practice of many automobile drivers to ignore railroad crossings.—*Rantoul (Ill.) Weekly Press of June 26.*





TRANSPORTATION DEPARTMENT



Personal—

Waterloo, Iowa, June 6, 1918.

Mr. J. F. Dignan, Mr. L. E. McCabe, Mr. T. H. Sullivan:

I am quoting below letter received from one of our agents relative to prevention of live stock claims:

"We suffer more or less loss in handling live stock, due to delay in transit, injury from defective equipment, such as cars, stock pens, stock chutes, etc. To reduce our loss in this direction, close supervision should be given the handling of live stock at point of loading, while in transit, at feeding stations and at destination. Particular attention should be given when ordering stock cars to see that orders are placed far enough in advance of the time needed (48 hours if possible) to permit the Chief Dispatcher placing cars without extra mileage and secure cars in good condition. Agents should at all times know that their stock pens are in first class condition, that all boards of the fences are securely fastened in place and gates in good working condition so as to prevent stock from getting out of pens; particularly hogs and other small animals. Mud holes should be filled to prevent miring, also to prevent their carrying mud into the cars when loaded. Watering troughs and feed racks should be in good condition. Particular attention should be given to condition of chutes, chute gates and running boards. All nails or bolts should be kept driven in and loose or protruding boards or slivers removed. All refuse should be kept out of pens so as to prevent injury to animals such as horses or mules. The Section Foreman should co-operate with the agents in this work. Overloading or overcrowding of animals in cars should not be permitted. Cattle, horses and mules should be loaded snugly so as to enable the animals to stand securely on their feet but not crowded. Proper loading will show the animals touching each other but not jammed together. If inspection shows the animals crowded, the shipper should be notified and requested to unload a sufficient number to put the consignment in proper shipping condition. Every effort should be made to prevent damage while loading. Many animals are injured by backing out of cars after running board has been removed and before door can be closed. Bull-board should be put up before running board is removed. Company representatives at feeding points should keep a complete record of all stock unloaded and reloaded showing the time unloaded, the amount of food furnished, the condition of the stock and the number of head of each class of stock, and the time of reloading. This record is essential in case a claim arises and it becomes necessary to give testimony in a suit. The slower schedule now in effect will often make it necessary to unload stock for feed, water and rest, whereas under the old schedule Chicago stock could often be handled through to destination within the 36 hour limit.

The recent ruling of the government providing that government horses must be unloaded within 28 hours and must not be handled under 36 hour extension, will increase the number of shipments stopped in transit, therefore the importance of close supervision in this respect."

This is very good and I think a number of claims could be prevented if you would insist upon these suggestions being followed.

W. S. Williams, Gen'l Supt.

Waterloo, Iowa, May 16, 1918.

To All Mechanical Department Employees,

Waterloo, Iowa.

I have been watching your performance for the past several months with much pleasure, and cannot refrain from making known to you my high appreciation of the full measure of loyalty to your country and to your company, which you have so forcibly demonstrated.

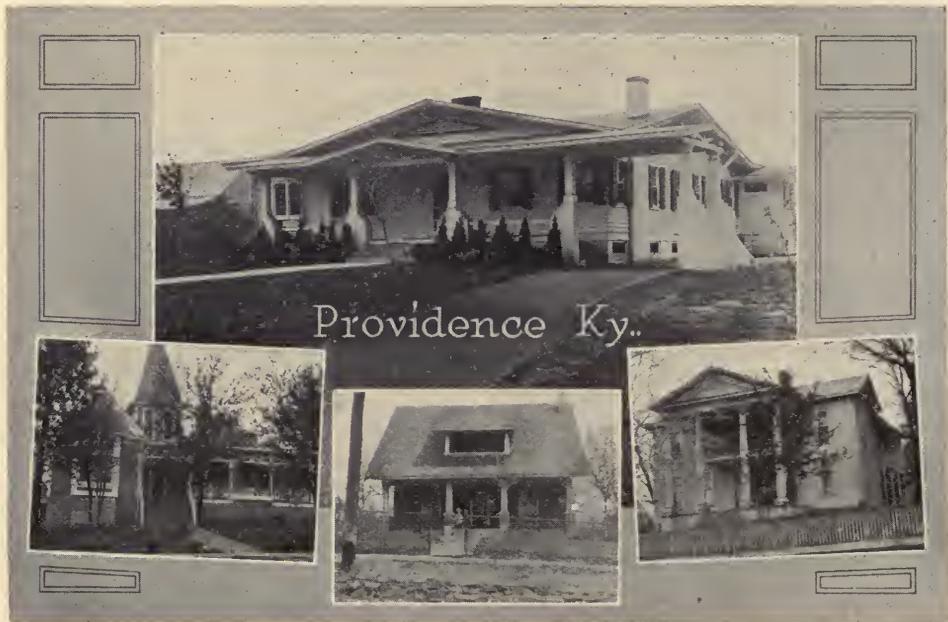
You have gone "over the top" on the Red Cross and Liberty Loan subscriptions. You have made it possible for us to handle the heaviest business in our history with ease during one of the worst winters ever experienced in this section, by keeping power and equipment in good condition. "100 percent" seems to be your motto, and you are certainly living up to it.

Your latest act of volunteering to go to the storm devastated section near Nashua next Sunday and assist in the reconstruction of buildings, etc., which were destroyed last Thursday night, is in line with the other good work you have been doing.

I voice the thought of the entire management of this company when I say we are proud to have such men in our employ.

It is needless for me to urge you to keep up the good work—it is a foregone conclusion that you will do so.

Very truly yours,
W. S. Williams, Gen'l Supt.





Freight Service



“Sherlock Holmes” and the “Over and Short” Department

By “Mac”

Much has been said, and will in future be said, about freight going astray through improper marking or no marks on packages, transported by railroads. It is believed that much trouble would be done away with if the public were made aware of some of the work local freight agents do in an effort to locate proper owner and destination of “astray” freight. Whoever heard of “Sherlock Holmes” doing a stunt for a railroad? Two instances described below show that one agent is deserving of the title of “Sherlock Holmes,” and that men of such talent clear up a lot of “overs” and save much money in claims. They also show that railroads *do* endeavor to locate owners of astray freight and do employ men of resource.

In a railroad warehouse in a large city, there was recently received “over” a dresser which had no address or marks designating owner. After return of usual “over” report from station where car had been loaded with remark “no account,” the bureau drawers were opened in the hope of obtaining a clue to the owner. The contents were carefully looked over, but nothing containing information was found, except a book of minutes of meetings of a Women’s Club in a Western town. It bore date several years past, and on one page had name of secretary of the club. The postmaster at the town mentioned was communicated with and asked if he could tell anything about the club or the secretary, and he replied, stating that if a letter was sent to Mrs. — in Mich., perhaps some information of value would be obtained. A letter was sent to the lady at the address given, and a

reply was received in a few days containing such information about the dresser as clearly proved ownership and the dresser was shipped forward and delivered. The owner had moved from the Western town to an Eastern city and then after some years’ residence in the latter, had moved to Michigan and the shipment of household goods had been received minus the dresser and tracing by forwarding line failed to locate it. The railroad in whose warehouse the dresser was found “over,” had not carried the other goods, so that the road whose agent took so much trouble to locate the owner of the dresser would not have had to pay the claim of owner for loss had it been necessary for initial line to settle in absence of ability to prove delivery.

The same agent that located owner of the dresser located the owner of a box of goods that had no marks on it, by opening the box and finding in it a paper parasol that had on it a lot of names of men and women and their place of residence. One of the names was of a resident of the city and a representative of the railroad called at the address given, taking along the parasol. The lady recalled writing on the parasol several years before while on a visit to a friend in Texas and furnished the address of the friend. A communication was sent to the address given, and in reply to it, the information was received that resulted in delivery of the box to its proper owner.

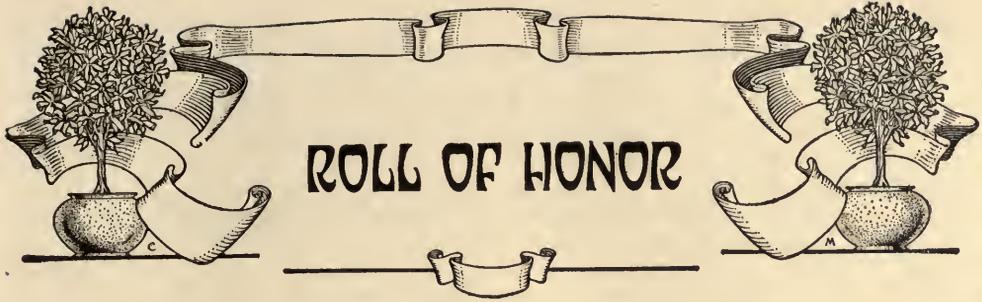
Should not all railroads have a “Sherlock Holmes” on their staff?—*Railway World.*

Editorial from "The Railroad Herald," Atlanta, Ga., June, 1918

Stronger Containers to Save Loss and Damage

ONE of the factors which has prominently been considered in the work to cut down the loss and damage account is the movement towards stronger containers for the miscellaneous or box shipments going into the car load. The mechanical and physical conditions of the equipment and operation of freight trains are in their nature more or less fixed, and nothing better than this fact can emphasize the importance of getting away from the use of containers of fragile material or containers not designed to facilitate the safest packing of commodities. In other words, and very simply, there is no getting away from the nature of a freight train; so, the problem is to get away from the bad container. It is needless to go into detail as to the equipment and operation of a freight train. It can never be a thing of swan-like movement, free from jerks and shocks. There must always be the uneven pulling of the locomotive; the application of brakes; the roughness of crossings and frogs; the rounding of curves; the unequal retardation of cars from brake shoe pressure, due to the impracticability of loading all cars of a train to equal weights or of avoiding empties between loads; the shifting and other necessary handling of cars in classification yards, etc., etc. These are some of the elements of the freight train's nature; and we repeat that the problem is not to change them, but to box and pack freight in such a manner as to withstand them. Again,

the necessity of bringing about the use of better containers is more apparent now than it was when attention was first directed to the subject. For we hope it can be said that further progress is another element of the freight train's nature; that is, the tendency still is for locomotives of increased tractive effort and greater capacity (though greater weight) of cars, and undoubtedly faster movement of freight trains is going to come in for more attention. Indeed, the program admits of small hope for the operation of freight trains to become smoother. The agitation in recent years of the matter of better containers has been fruitful. Our purpose here is merely to point out this fact and to suggest that the field for work is still growing. One difficulty that has been in the way is that most individual shippers have stood in the attitude that it was the railroad's fight. The inactivity of the shipping interests has been a large fault. The railroads have not been free from fault either, for between taking steps to bring the equities of the matter into determination, and taking their chances against loss and damage claims, we believe the former would have been the best business policy for all concerned. If this view is correct, it is worth noting, finally that the present government control is a good opportunity to put the subject as between shippers and railroads as it should be. This has been next to impossible heretofore.



ROLL OF HONOR

Name	Occupation	Where Employed	Years of Service	Date of Retirement
Andrew Helser	Carpenter	Chicago, Ill.	22	1/31/18
Joseph B. Hudson	Agent	Springfield, Ill.	30	3/31/18
Frank P. Redman	Commercial Agent	Dallas, Tex.	31	6/30/18
W. H. Perkins	City Ticket Agent	St. Louis	25	6/30/18
Charles E. McGregor	Agent	Marion, Ky.	18	2/28/18

WHO IS THIS MAN?

VARIOUS organizations have been asked to cooperate in assisting to identify this subject we now have under consideration.

For a long time we have felt constrained to keep these proceedings secret and rigid censure of all press reports and other communications have been maintained. We are not altogether sure that we are yet on the right track, some communications received from Texas say this is a highwayman, wanted down there, and wanted mighty bad too in a certain county where a large number of sheep have disappeared. Then we have another report from south sea islands saying this is an old pirate of the early days, familiar with pieces of six, and of buccaneer days when rope and gang plank played such an important part, and when men hid treasure trove and chests of gold.

Then we received another report from across the seas and way over in the land of Moab where unto this day they do say that this is old Balaam himself, still astride of his ass, going down among the children of Israel to set up his seven altars.



But here in America we still look upon all these reports with suspicion, we continue to look upon the subject of this sketch with suspicion also, but we believe that we are getting the right clue, because a man died over in England along about 1717 and on his person were found some very important papers and documents which we believe will lead to the proper identification of this man. This man that died had on his person insurance papers, a policy issued along sometime before Christ in the Pacific Mutual Accident Insurance Co. Right away suspicion fell on Humphrey Roberts as being the man that issued that policy, and with this old policy found on this man back in 1717 we were able at once to identify this man—Humphrey Roberts, grand and good old engineer on the Illinois Central from 1866 to 1908, over 42 years of service, and service that was service. Humphrey Roberts, always the same kind genial face, and the same warm greeting to all who shake his hand, Humphrey Roberts, a splendid prototype of the ideal pensioner, relaxing in the waning years of life, luxuriant still with vigor and health and happy days, and our toast to you, Brother Roberts, is, may you live on so long that it will be necessary to call the firing squad on judgment day and have you shot.

WINFIELD SCOTT SMITH.

Winfield Scott Smith, better known to the employes of the Wisconsin Division as "Scotty" and employed as operator at Forreston since 1896, was granted a pension by this company, effective March 1st, 1918.

"Scotty" entered the service of the Illinois Central Railroad Company in November, 1877. He worked at Freeport until the fall of 1896, when he accepted position as operator at Forreston and which position he filled up to the time he was retired.

Mr. Smith's record with this company is one that any employe could well feel proud of. He takes particu-



WINFIELD SCOTT SMITH.

lar delight in telling new employes of the old methods of railroading when he commenced with this company. He refers to the "little old engines with the large smoke stack" and the "old red X box cars of ten ton capacity, which were so constructed that they could be placed on narrow gauge trucks."

While in the Superintendent's office a short time ago Mr. Smith wrote us a sample of train orders which were used when he was an operator at Freeport, reading as follows:

"C. & E., engine 177 run wild 6:30 A. M., to 6:30 P. M., between Forreston and Dubuque."

Mr. Smith has always proven himself a conscientious and loyal employe. Employes of the Wisconsin Division are going to miss him, especially train and engine men on the Amboy District.

We all join in wishing Mr. Smith many happy days in the future, and that he may benefit by the pension granted him by this company.

United States Railroad Administration

Office of the Director General.
Circular No. 36.

Washington, D. C., June 12, 1918.

I am deeply gratified to learn of the large number of railroad employes who have subscribed for the third issue of Liberty Bonds, and I desire to express my appreciation of the patriotism and loyalty they have exhibited in this time of national peril.

A large number of railroad employes will receive substantial amounts of back payments resulting from the increase of wages authorized by General Order No. 27. These payments will be made to employes by the respective railroads as promptly as the amounts for each of the months from January to June can be computed.

I earnestly urge upon every railroad employe who has thus secured increases in pay for the future and who will receive back payments from January 1, 1918, to invest as much as he possibly can in War Savings Stamps issued by the United States Treasury. These War Savings Stamps are not only an investment of the safest and best quality, but they accrue interest at the rate of 4 per cent per annum, compounded quarterly. Every man who invests in War Savings Stamps can get his money back in full from the government at any time upon ten days' notice, and with interest at a rate somewhat less than 4 percent, if he requests payment before the maturity of the stamps. If he keeps the stamps until maturity, namely, until the first of January, 1923, he will receive his money back in full with interest added at the rate of 4 percent per annum, compounded quarterly.

Our heroic boys are now actually fighting in the battles which are raging along the western front in France. They are dying for us, giving their lives freely and heroically that the liberties of mankind shall be preserved. Every man who buys War Savings Stamps is helping these boys, because he is helping to keep his government provided with the money which it must have to enable those boys to fight victoriously or die gloriously. I hope every railroad employe who can do so will invest to the limit of his means and ability in these War Savings Stamps of the United States Government.

W. G. McAdoo,
Director General of Railroads.

UNITED STATES RAILROAD ADMINISTRATION

Office of the Director General

The policy of the United States Railroad Administration has been informed and shaped by a desire to accomplish the following purposes which are named in what I conceive to be the order of their importance:

First. The winning of the war, which includes the prompt movement of the men and material that the government requires. To this end everything else must be subordinated.

Second. The service of the public, which is the purpose for which the railroads were built and given the privileges accorded them. This implies the maintenance and improvement of the railroad properties so that adequate transportation facilities will be provided at the lowest cost, the object of the government being to furnish service rather than to make money.

Third. The promotion of a spirit of sympathy and a better understanding as

between the administration of the railways and their two million employes, as well as their one hundred million patrons, which latter class includes every individual in the nation, since transportation has become a prime and universal necessity of civilized existence.

Fourth. The application of sound economies including :

- (a) The elimination of superfluous expenditures ;
- (b) The payment of a fair and living wage for services rendered and a just and prompt compensation for injuries received ;
- (c) The purchase of material and equipment at the lowest prices consistent with a reasonable but not an excessive profit to the producer ;
- (d) The adoption of standardized equipment and the introduction of approved devices that will save life and labor ;
- (e) The routing of freight and passenger traffic with due regard to the fact that a straight line in the shortest distance between two points ;
- (f) The intensive employment of all equipment and a careful record and scientific study of the results obtained, with a view to determining the comparative efficiency secured.

The development of this policy will, of course, require time. The task to which the railroad administration has addressed itself is an immense one. It is as yet too early to judge of the results obtained, but I believe that great progress has been made toward the goal of our ideals. All those who have had a share in this great work, including especially the members of my staff and the officers and employes of the railways have shown intelligence, public spirit, loyalty and enthusiasm in dealing with problems that have already been solved and attacking those that still await solution.

With their continued co-operation, I feel assured of a future in which the lessons of our accumulating experience will be effectively employed to humanize the science of railroading and negate the idea that corporations have no souls.

W. G. McAdoo,

Sunday, June 16, 1918.



Meritorious Service

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

Chicago Terminal.

During May the following gatekeepers lifted card passes on account of being in improper hands: J. J. Powers and A. H. Vandewater.

Illinois Division.

Conductor D. S. Wiegel on train No. 10, May 9, declined to honor going portion of card ticket on account of returning portion being missing and collected cash fare. Passenger was referred to passenger department for refund on ticket.

On train No. 1, May 27, he declined to honor card ticket on account of having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor F. A. Hitz on train No. 17, May 18, lifted annual pass on account of having expired. Passenger refused to pay fare and was required to leave the train.

Conductor F. L. Brown on train No. 18, May 21, lifted employe's term pass on account of passenger not being provided with identification slip, Form 1572, and collected cash fare.

St. Louis Division.

Conductor J. H. Lewis on train No. 1, May 28, lifted employe's term pass and identification slip on account of identification slip being improperly issued and collected cash fare.

Mississippi Division.

Conductor O. A. Harrison on train No. 33, May 2, lifted monthly commutation ticket on account of having expired and collected cash fare.

Conductor F. J. Hines on train No. 23, May 25, declined to honor card ticket on account of having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Louisiana Division.

Conductor M. Kennedy on train No. 331, May 3, declined to honor mileage book on account of having expired and collected cash fare.

Conductor Wm. Trafton on train No. 6, May 4, lifted trip pass on account of being in improper hands and collected cash fare.

Conductor R. E. McInturff on train No. 24, May 7, lifted mileage books on account of being in improper hands and collected cash fare.

Memphis Division.

Conductor W. A. Ingram on train No. 17, May 14, lifted mileage book on account of being in improper hands and collected cash fare.

Illinois Division.

Brakeman E. H. Metzger has been commended for his co-operation in firing engine 1672, June 5.

Agent A. A. Buckley of Graymont has been commended for discovering and reporting brake rigging dragging in car while passing his station, train 442, May 31. Train was stopped in order that repairs could be made, thereby removing possible cause of an accident.

Mrs. Daisy M. Emery, Gate Woman, 67th Street, Chicago, Ill., has been commended for discovering and extinguishing fire in trestle at 67th Street, June 21.

Switchman S. G. Tyler has been commended for discovering and reporting I. C. 15607 with broken wheel tread. This action undoubtedly prevented possible accident.

Conductor W. H. Whelan has been commended for discovering and reporting sand board hanger broken on C. M. & St. P. 101142. This action undoubtedly prevented possible accident.

Conductor J. W. Knee has been commended for discovering and reporting broken rail in passing track at Gilman. This action undoubtedly prevented possible accident.

Section Foreman P. Mason has been commended for flagging extra 1596 at Askum, April 16, account of brake beam dragging. Train was stopped and repairs made, thereby preventing possible accident.

Engine Foreman C. T. Smith, Fordham, has been commended for discovering a piece of broken flange in north end of B yard. Search was made and yardmaster found M. P. car 65406 with piece of flange gone. Car was placed on repair track. This action undoubtedly prevented possible accident.

Mr. F. E. Dubridge has been commended for action taken when he discovered C. & N. W. car 125248 on fire standing on 10 hill B. yard, June 19.

Conductor J. A. Conlon has been commended for discovering and reporting broken rail south of 103rd street, track 6, June 6, extra 1778 north. This action undoubtedly prevented possible accident.

Minnesota Division.

Carpenter C. A. Collins has been commended for discovering and reporting brake rigging dragging under a car in train No. 60 at East Dubuque. Train was stopped and adjustment made, thereby preventing possible accident.

Springfield Division.

Engineer J. Hamilton, Clinton, Ill., extra 1592, May 30, has been commended for discovering door open on refrigerator car at Divernon. Door was closed, thereby preventing possible personal injury.

Brakeman J. F. Ingram, Clinton, Ill., has been commended for firing engine, extra 1552, May 18, from Shop Creek to Clinton, when fireman was taken sick. This action prevented delay to extra until another fireman could be obtained.

Conductor C. S. Steter, Clinton, Ill., has

been commended for assisting crew, train 1st No. 152, engine 1541, May 19, account of broken journal forward truck St. L. & S. W. car 40103, three miles south of Pana.

Engineer F. Mallady and Conductor Thomas Clifford have been commended for discovering and reporting broken rail, main track while pulling through passing track at Walker, June 21. This action undoubtedly prevented possible accident.

Conductor T. J. McLaughlin has been commended for firing engine on second 152, June 16, Pana to Decatur, when fireman and head brakeman had both given out.

Conductor W. C. Harris, Clinton, Ill., has been commended for firing engine on extra 1552 south May 31 from E. Grand Avenue to East St. Louis when fireman was taken sick. This action prevented serious delay to train until another fireman could be furnished.

Division News

Indiana Division

On June 14th, ceremonies were held at Mattoon, Indianapolis, Evansville and Palestine Shops, in celebration of Flag Day, a prescribed program being carried out—singing, speaking, etc. Work was suspended while the office and shop employes with their families and friends present witnessed the flag raising and enjoyed the patriotic speeches and songs.

Word has been received from Clarence Plummer of Master Mechanic Bell's office, of his safe arrival on "the other side."

Our sympathy extended to the wife and friends of Conductor A. R. Patterson who died June 7th of blood poisoning. Mr. Patterson was Local Chairman of the Conductors, Mattoon-Peoria District, Indian Division.

Misses Norinne and Bernadette Quinn, clerks at Mattoon, went to Camp Grant, Rockford, Ill., June 22nd to visit their brothers who are in training there.

Chief Accountant A. C. Wilcox has returned from St. Petersburg, Fla., after a two weeks' stay.

H. F. Runge, Gen. Foreman, Mattoon shops, with his family is spending vacation visiting relatives in Paducah, Ky.

J. N. Hardwick, Accountant in Storekeepers office, Mattoon, and family, have gone to Osawatomic, Kans., for a two months' visit account M. Hardwick's poor health. F. L. Kennedy from Waterloo, Ia., is relieving Mr. Hardwick.

Mr. and Mrs. Chas. Louder have returned from a several weeks' trip in Mississippi.

Robert Laden and family have returned from a visit with his father, Superintendent Laden, in Rockford.

Conductor O'Dea has returned to work after a few days' vacation.

Miss Florence McShane has returned from a visit in Chicago. She is stenographer in the office of superintendent.

Conductor J. W. Knight is enjoying a few days' vacation.

A new time card went into effect on the Indiana Division on July 1st.

Brakeman H. E. Nooe and wife have returned from a several days' visit with relatives in Olney.

Conductor A. R. Patterson, one of this division's oldest conductors, died in the Hospital in Chicago a few days ago.

Brakeman Akers has given up the Palestine run and returned to service out of Mattoon with Conductor Fitch.

A. C. Wilcox, chief clerk in the superintendent's office, has returned from a trip to Florida.

Conductor E. M. Thomas has been elected chairman of the Grievance Committee for the conductors of this division.

Mr. and Mrs. M. W. Hamilton are visiting with relatives in Ramsey.

Wisconsin Division

W. E. Redman, chief clerk to roadmaster, spent two days at Decatur, looking over the condition of the crops.

Mr. R. L. Guensler, clerk in superintendent's office was transferred April 24th to general superintendent's office at Waterloo. We all miss Roy.

Nat Morris has resigned his position as clerk in superintendent's office. The vacancy caused by Mr. Morris' resignation filled by M. Beck, formerly of chief dispatcher's office, Edward Cahill taking Mr. Beck's place.

Vacancy caused by J. S. Merlyn's resignation as chief accountant Wisconsin division, has been filled by the appointment of Graydon V. Powell.

We are glad to report that Traveling Engineer Hinton is again on his feet and will soon be in shape to get into service.

Mr. L. S. Taylor who has been off several months account of illness returned to work on June 3rd. We are glad to have Lou with us again.

Assistant Engineer Swartz received his commission as Lieutenant, and received word to report at Camp Oglethorpe, Ga., May 20th. A week later Rodman Ardern was drafted. This is the third time that our engineering corps has been completely wiped out since war was declared. We hope that they will allow Heath to remain with us.

Dispatcher F. A. Schillinger left on June 3rd for a fishing trip in the north. He will probably get "back" but that's about all.

Traveling Auditor A. T. Cox is going over division accounts.

We received a very interesting letter from Serg. Lloyd B. Gray, formerly tonnage clerk, from "over there." Lloyd writes a very interesting letter and we all enjoy them. He likes the country over there but says in his opinion it is not like "Home, Sweet Home."

Chief Dispatcher Richards is in receipt of a very interesting letter from "over there" from former Dispatcher George Cox. George seems to have a hard time getting accustomed to railroading in that country, but he is made of the right stuff to keep the trains moving.

Marion Patterson, clerk in freight agent's office at Freeport, has been transferred to Waterloo, Iowa, having accepted position in freight agent's office at that point.

Three hundred and ninety loads a day out of a terminal over a single track railroad, we say, is some record. The boys on the "gruber" put it over in May, but then, they delight in going "over the top" for any good cause.

Supervisor J. Pierce was a very loyal worker in the sale of Liberty Bonds on the division. He canvassed all his section and extra gangs and did effective work. He was handicapped to some extent by the reason that he did not have a supply of Third Liberty Loan buttons.

In April we reported the illness of one of the clerks in the freight office at Freeport, who was indisposed because of the mumps. Little did we think that anyone in Princeton, Ky., would suffer with the same disease, but apparently misery loves company, for Marion was remembered by the "company" from Princeton. The only part that hurts is that the reporter was not remembered when she heard from Princeton.

The following is reported as happening

to one of the through crews. We have not been able to learn that identity of the conductor or the flagman, as we get the story, it happened west of Freeport. A steer was on the track and the train was brought to a stop and conductor when determining the cause of the stop, instructed the flagman to go ahead and drive the animal off the waylands. The flagman complied, but made the mistake of taking a red flag with him. The animal left the waylands, but was not driven. He was following.

W. E. Redman, chief clerk to Roadmaster Boland, has been transferred to the Valuation Department, Chicago. All the employes in the office wish "Wild Bill" well. Bill's place has been taken care of by the appointment of Frank Redican as chief clerk, the assistant chief clerk's position being filled by Miss Helen Sage, who has been a stenographer in the Road Department.

Paul Frisbie, of the Accounting Department, has enlisted in the Electrical Division of the Navy, reporting at the Great Lakes Naval Training station on June 18th.

Registration on June 5th, apparently will cut down the division force, as we had several who registered.

It is lonesome about the place. We are all wishing for the early return of our chief dispatcher, Mr. C. O. Richards, who has taken two weeks vacation.

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HANG SERVICE FLAG AT THE LOCAL OFFICES.

The Illinois Central division offices are decked with a service flag for this division, which has just been put up. The flag instead of bearing a star for each employe in service has numbers upon it stating the number gone from this division. The present number is 251.—Freeport Daily Bulletin, June 5, 1918.

* * *

Total number of employes in the service will be changed from month to month. Figures shown on the flag now covers up to June 1, 1918.

* * *

Engineer Herbert Hollis passed away Saturday, May 4th, at Chicago, Ill.

Deceased was born in New York, February 7, 1858. He entered the service of this company as locomotive fireman November 10, 1891, and was promoted to position of switch engineer, December 14, 1895.

Funeral was held at Chicago, a number of engineers from this division attending.

Minnesota Division.

Division employees at Dubuque observed Flag Day, June 14th, by giving a patriotic program. The flag recently purchased was raised and about one hundred and fifty employes and visitors were present for the following program:

1. Bugle call—Rally to Flag Staff.
2. Flag raising—music, "The Star Spangled Banner."
3. Salute to Flag—(Employes join in repeating following pledge of allegiance): "I pledge allegiance to my Flag, and to the Republic for which it stands. One nation indivisible with Liberty and Justice for all."
4. "America" (In unison).
5. American's Creed (Read in unison): "I believe in the United States of America as a Government of the people, by the people, for the people; whose just powers are derived from the consent of the governed; a democracy in a republic, a sovereign nation of many sovereign States; a perfect union, one and inseparable, established upon these principles of freedom, equality, justice and hu-

manity for which American patriots sacrificed their lives and fortunes.

"I therefore believe it is my duty to my country to love it; to support its constitution, to obey its laws; to respect its flag and to defend it against all enemies."

6. Address—By Hon. P. J. Nelson, Illinois Central local attorney.

7. Songs—(in unison) "Over There" and "Keep the Home Fires Burning."

* * *

Conductor T. M. Joyce, wife and daughter, Miss Margaret, have returned from a trip to New York, Washington and other points in the east. The trip was made to visit with Mr. Joyce's two sons who are in United States

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service, and who expect to leave for France in a short time.

Trainmaster H. G. Duckwitz and Dispatcher J. R. Dell are spending their vacation somewhere in Minnesota. We are prepared to hear some fish stories when they return.

W. F. Hardy, assitant chief clerk to superintendent at Dubuque, has been called for service, and left for Camp Dodge, Des Moines, Ia., Tuesday, June 26th. Mr. Hardy's departure brings about the following changes in the superintendent's office: O. J. Oster, formerly private secretary to superintendent, succeeds Mr. Hardy, Miss Lucile Sims takes

Mr. Oster's place, Miss Edna Piltz succeeds Miss Sims, Miss Lena Lightcap, stenographer in roadmaster's office, succeeds Miss Piltz, Miss Marion Coffey succeeds Miss Lightcap, and Miss Stella Mahoney has been employed to take Miss Coffey's place.

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ILLINOIS CENTRAL MAGAZINE
AUG. 22 1918

ILLINOIS CENTRAL MAGAZINE



Court House, Kankakee, Ill.

August 1918

Relief for Sensitive Feet

Mayer Honorbilt Cushion Shoes relieve tender, sensitive, tired feet. They give solid comfort and complete satisfaction. Warm in winter, cool in summer.

Mayer Honorbilt Cushion SHOES

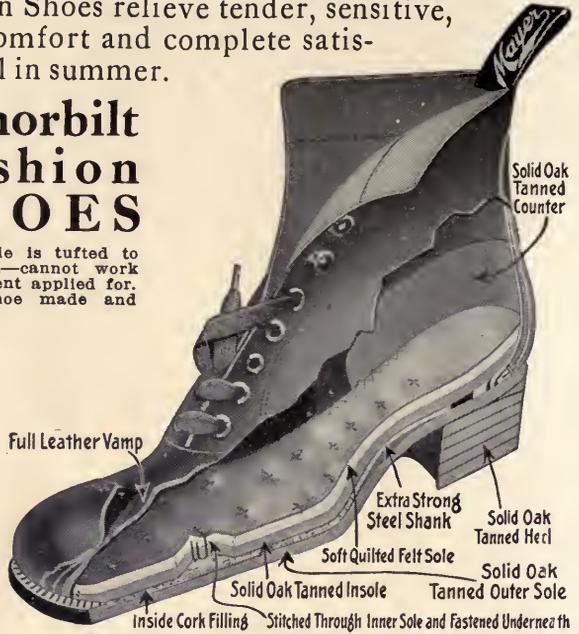
Note substantial construction. Cushion sole is tufted to leather insole, making one inseparable unit—cannot work up in ridges, crease or slip out of place. Patent applied for. Most practical and comfortable cushion shoe made and right up-to-date in style.



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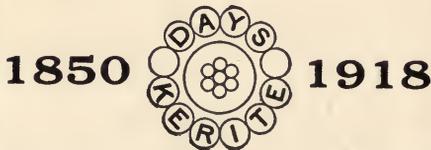
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R. E. KIMBELL

Mr. Kimbell began railroad work in 1886 as a junior clerk in the auditor's office of the St. Louis-Arkansas & Texas Ry., now the St. Louis-Southwestern Railway Co. He filled various clerkships, was Traveling Auditor, Chief Clerk Freight Accounts, Chief Clerk Accounting Department, until December, 1902, when he was made Assistant General Auditor of that road, from which position he was promoted to that of Assistant to President on May 1, 1914. On August 1, 1916, Mr. Kimbell was appointed Assistant to First Vice President of the St. Louis-Southwestern Railway and on December 1, 1916, he was placed in charge of valuation matters for that company, from which work he retired March 15, 1918, to accept the position of Assistant Comptroller with the Illinois Central and Y. & M. V. Railroads.

In addition to the above positions, Mr. Kimbell was appointed Auditor of the Memphis Union Station Company in December, 1909, and Auditor of the Arkansas and Memphis Railway Bridge and Terminal Company in November, 1916, which positions he held until he severed his connection with the St. Louis-Southwestern lines to enter the service of the Illinois Central lines.

ILLINOIS CENTRAL Magazine

Vol. 7

AUGUST, 1918

No. 2

United States Railroad Administration

W. G. McAdoo, Director General

Hale Holden,
Regional Director

547 West Jackson Boulevard
Chicago, Ill.

CENTRAL WESTERN REGION

TO CENTRAL WESTERN RAILROADS:

July 22, 1918.

CIRCULAR No. 64

STANDARD FORMS FOR STATIONERY AND DOCUMENTS

It is desired to immediately adapt all forms of stationery used in connection with railroad operation to conform to conditions which now exist under Federal control, without incurring undue expense or failing to utilize any existing stationery.

You will therefore please arrange to have stamped or printed, as may be found most economical, upon all existing stationery in use on lines under your management, in such manner as to make it clear that it is intended to eliminate the name of the corporation and yet maintain the identity of the property, a heading in the following form, to-wit:

"UNITED STATES RAILROAD ADMINISTRATION

W. G. McAdoo, Director General of Railroads,
North and South Railroad."

It is important that the foregoing heading be so applied, if that be possible, that no suggestion will be conveyed that the channels of ordinary business procedure are being changed. It is important that routine business be not diverted through the administrative offices at Washington. The names of local officers, local office addresses, etc., are not to be eliminated.

This is to apply to envelopes, letterheads, payrolls, expense bills, vouchers, bills, and all forms of stationery upon which communications are written or statements are made which carry a printed or stamped heading, or on which the name of the railroad company appears. Tickets and baggage checks are excepted, and are covered by special instructions below. All new tariffs, circulars, notices, or announcements hereafter issued and envelopes letterheads and similar stationery henceforth provided shall carry a heading of the character described above.

Bills of lading and other documents which, when executed, constitute contracts of the Director General should be stamped

United States Railroad Administration
W. G. McAdoo, Director General of Railroads
North and South Railroad

The above is to be regarded as substituted for the name of the

North and South Railroad Company where the same appears in this document.

On account of the prospective changes in all accounting forms, as well as in bills of lading and other documents which when executed constitute contracts, it is not practicable at this time to issue final instructions as to the forms to be used. Therefore, until further advised, the use of existing forms shall be continued with the modification above directed, but such forms shall not be reprinted in quantities estimated to be sufficient to last longer than six months from August 15, 1918. A reasonable supply of forms of contracts which produce a change in status which would in some cases continue beyond Federal control, such as leases and side track contracts, may be retained unstamped, to provide for cases likely to arise within six months of August 15, 1918, in which the duration of the contract would be sufficient to possibly extend beyond Federal control. This will provide forms for execution by the corporation with the consent of the Federal Manager in such cases.

By reason of the fact that bills of lading are distributed generally among shippers and frequently privately printed by the shippers, notice should be given to all shippers and particularly those known to agents as using private forms of bills of lading, that on and after August 15, no bill of lading will be executed by the carrier, unless stamped or printed as directed above.

As to passenger tickets and baggage checks, the existing forms may be used. New standard forms will be authorized and when available will be used in replenishing stock.

The required change can probably be most economically effected by transmitting stationery to central points, stamping or printing the same there and redistributing it. If it seems most economical to accomplish the change in the stock at small stations by the use of rubber stamps, it is suggested that stamps be forwarded from station to station on each division under the direction of the Division Officers, to avoid an unnecessary number of stamps. Arrangements should be made to have the stamped stationery put in universal use by August 15, 1918.

HALE HOLDEN,
Regional Director.

Lists 1-1a-2

UNITED STATES RAILROAD ADMINISTRATION

Office of Director General.

CIRCULAR NO. 43

Washington, July 17, 1918.

To officers and employes of railroad under Federal control:

A large number of railroad men, by the purchase of Liberty bonds, are now holding an investment security for the first time. A large majority of the bonds so held are coupon bonds. Coupon bonds must be carefully guarded against loss or theft. They are payable to bearer. If they are lost, payment of them cannot be stopped, and they cannot be replaced by the Treasury Department.

Coupon bonds are suitable for investors who possess safe-deposit boxes. Registered bonds are provided to meet the needs of persons who have no safe places of deposit.

Registered bonds are issued in the name of the owner, which appears on the face. The interest is paid by United States check, drawn to the order

of the owner, and sent him by mail. If a registered bond is stolen, the thief cannot use it except by forgery, and the payment of the bond or the interest checks may be stopped. The bond itself may be replaced on proof of loss and if proper security is given.

Registered bonds are the best suited for the great majority of railroad men. The number of coupon bonds outstanding in the hands of railroad men, many of them kept, doubtless, in places affording no real security, is such a vast aggregate amount that it causes serious concern.

This is a wholly unnecessary risk. The Director General of Railroads therefore strongly advises that you

REGISTER YOUR LIBERTY BONDS.

Officials of all railroads under Federal control are requested to give all information and assistance within their power to employes desiring to register their Liberty Bonds.

Directions appear on the reverse side of this circular, not only for registering your Liberty Bonds, but also for converting $3\frac{1}{2}$ per cent Bonds and 4 per cent Bonds into Bonds paying $4\frac{1}{4}$ per cent interest.

W. G. McADOO,
Director General of Railroads.

DIRECTIONS FOR REGISTRATION AND CONVERSION

Registration

In order to register a coupon bond, the simplest way is to consult a reputable local banker; otherwise, a letter to the Secretary of the Treasury (Division of Loans and Currency), Washington, will get you "Form 1031," which will contain blank spaces for all the information which the Treasury Department needs to issue the registered bond in your name. The coupon bond must then be forwarded with this blank to the Secretary of the Treasury (Division of Loans and Currency), Washington, or to any Federal Reserve Bank, by express, at its declared value, or in any other way protecting the owner against possible loss.

The Treasury Department makes no charge whatsoever for registering bonds. The registered bond will be delivered to the owner by registered mail, without expense.

Conversion

If the coupon bond to be exchanged for a registered bond is a $3\frac{1}{2}$ or 4 per cent bond, it may be converted (until Nov. 9, next) into a $4\frac{1}{4}$ per cent bond, at the same time that it is forwarded for registration. This may be done through the banker also. The Secretary of the Treasury (Division of Loans and Currency) will send, on request, "Form L. & C. 25." This form contains the request for conversion on the face, and, on the back, under "No. 1," the request to register the bond; so that the whole transaction (both conversion and registration) may be handled on the one form. Hence, if you merely want to register, ask for "Form 1031"; if you wish to both register and to convert into bonds bearing the higher interest rate, ask for "Form L. C. 25."

If the bonds to be converted are the First Loan $3\frac{1}{2}$ per cent bonds, the dates of payment of interest are such that the United States must be paid the difference between $3\frac{1}{2}$ and $4\frac{1}{4}$ per cent from June 15 to the date of payment. The bondholder gets this money back on December 15, because the interest payable on that date is at the rate of $4\frac{1}{4}$ per cent from June 15. The amount of the interest adjustment in this special case of the $3\frac{1}{2}$ per cent bonds will be shown in a table that the Treasury Department will furnish on request (Interest Table No. 4). For example, on a \$100 bond converted on July

15, he would have to pay six cents. The money may be paid by post office or express money order, payable to the order of "Treasurer of the United States, Second Conversion Account."

No payment is necessary if $3\frac{1}{2}$ per cent bonds are merely to be registered without converting into $4\frac{1}{4}$ per cent bonds.

The Treasury Department issues detailed regulations covering registration and conversion of bonds, known as Circulars No. 100 and No. 114, which may be had, on request, from the Treasury Department or Federal Reserve Banks.

Registered Liberty Bonds which have been issued in exchange for coupon bonds may be re-exchanged for coupon bonds at any time. Bonds once converted into bonds of a higher interest rate can not be reconverted.

United States Food Administration, Washington, D. C.

"Maximum Canning with Minimum Sugar"

The loss of sugar and sugar ships by German submarines, a shorter crop than was anticipated, and the transfer of 50,000 tons of shipping allocated to other purposes in order to meet the requirements for Belgian relief have caused the sugar situation again to become serious. Sugar now available for home canning must be sold only in accordance with instructions of the local representative of the Federal Food Administration. In order to assist in making the amount of sugar which is allowed to go as far as possible, the Food Administration is issuing this leaflet, "Maximum Canning with Minimum Sugar." The numbered references therein are to the Farmers' Bulletins issued by the United States Department of Agriculture, which may be obtained from that department.

It is hoped that with the aid of this leaflet and the Farmers' Bulletin, it may be possible for a household to use even less than its allowance of sugar in canning and preserving, without reducing its home canning progress.

The modern, air-tight container and the development of scientific canning methods in the home have done away with the absolute necessity of using sugar as a preservative.

(Note: All references given are to the Farmers' Bulletins issued by the

United States Department of Agriculture which may be secured from that department.)

Fruits

A. Without sugar.

1. Acid fruit juices can be neutralized with carbonate of lime, sterilized, bottled without sugar. (Bulletin 859, p. 5.)

2. Fruit juice can be sterilized without sugar, bottled and used for jelly making when sugar is more plentiful. (Bulletins 839, p. 21, and 853, p. 18.)

Both of the above can be used as beverages, flavoring, in puddings and in ice cream.

3. Home made apple syrup. (Bulletin 839, p. 21, or Circular N. R. 23.)

4. Every fruit can be completely and successfully sterilized with boiling water by increasing time of cooking, that is processing. Sugar may be added when served if desired. (Bulletin 839, p. 15.)

Used in salads, desserts, pie filling, etc.

5. Fruit butters. A tart butter is made without sugar. Sugar may be added when served if desired. (Bulletin 853, p. 28, and Bulletin 900.)

6. Drying of fruit will save sugar. (Bulletin 984.)

B. With Sugar.

Pectin test. (Bulletin 853, p. 37.)

1. Jelly. After cooling the cooked

fruit juice to room temperature, test it to determine the amount of pectin present. This test gives some idea of the proper proportion of sugar to juice. Add 1 tablespoon 95 per cent grain alcohol to an equal volume of cooled fruit juice and shake gently. (If denatured alcohol is used, remember it is poison.) The effect of the alcohol is to bring together the pectin in a jellylike mass. If a large quantity of pectin is present, it will appear in one mass or clot when poured from the glass. This indicates that equal quantities of sugar and juice may be used. If the pectin does not slip from the glass in one mass, less sugar will be required.

The material used in this test should be destroyed.

A fair proportion is three-fourths cup of sugar to 1 cup of juice. If the pectin is thin and much separated, one-half cup of sugar allowed for each cup of juice will be sufficient. By employing this test sugar can often be reduced; in this case the jelly texture will be fine, less rubbery, and the flavor better.

2. Preserved fruits. The preservation of fruits without sugar is a common household practice and depends upon accurate following of the method (see A. 4). Excess sugar will fre-

quently form crystals and impair the appearance and quality of the product. A thin syrup made with 4 parts water to 1 part sugar may be used for all fruits. If more sugar is desired it can be added at time of use, either on the table or in general cookery.

3. Jam and marmalade. These require a larger amount of sugar than canned fruits and are used for special rather than general purposes. If made, use less sugar than "half and half" and cook longer.

4. Sweet pickle, watermelon rind pickle, etc. These require a large amount of sugar on account of the presence of vinegar. Except for the sugar they would have no more food value than pickles. They could well be omitted this year.

Note: Canning without sugar will give good results provided that the time of cooking with sugar is about doubled.

Avoid the Use of Sugar

1. Can vegetables freely; these require no sugar. (Bulletins 839 and 853.)

2. Encourage drying of fruits and vegetables. (Home Bulletin 984, Community Bulletins 903 and 916.)

3. Storage of fresh fruits, such as apples, winter pears and quinces, in a cool cellar, saves sugar.

THE FOLLOWING TELEGRAM WAS RECEIVED FROM MR. F. C. JOUBERT, MANAGER, DIVISION OF TRANSPORTATION, U. S. SHIPPING BOARD EMERGENCY FLEET CORPORATION:

"In view of the important part played by the carriers of the United States in making possible the prompt transportation of shipbuilding materials and the wonderful achievement of launching so many vessels on Independence Day, please convey to each railroad employe the hearty thanks of the Transportation Department of the U. S. Shipping Board Emergency Fleet Corporation. No class of individuals' efforts have been more vitally necessary or more loyally and patriotically manifested that have those of the railroad fraternity. Each ship is a message of defiance to the German Government and a demonstration of the unity of purpose and determination of the American people to destroy Kaiserism. We want every railroad man, whether trackman or official, to realize that without their hearty support, which they have so cheerfully given, it would not be possible to answer so fully and gloriously the cry for ships; more ships."



SAMUEL GRANTHAM HATCH

Samuel Grantham Hatch

AS briefly announced in our July number, Mr. Samuel G. Hatch, Passenger Traffic Manager, passed away while conversing with General Passenger Agent Phelps in the latter's office at about 11 A. M., Friday, July 12th; the cause of his death being heart trouble.

The Illinois Central and The Yazoo and Mississippi Valley Railroad companies, that Mr. Hatch so ably represented, have lost a thoughtful and efficient official; those of the Passenger Traffic Department, over whom he had jurisdiction, have lost one who was ever kindly and considerate in his official relations with them. Finally, his loss will be felt among his professional acquaintances the country over, for such was his railroad experience that he was favorably known throughout the entire railroad fraternity; and among his wide circle of such acquaintances his genial personal characteristics coupled with his wealth of railroad knowledge made him a well liked man, both professionally and individually.

Mr. Hatch was born March 22, 1865, at St. Louis. He entered the railroad service in 1880 as a clerk in the General Passenger Department of the St. Louis, Keokuk and Northwestern Ry., and from June, 1882, until 1885 he was ticket agent at Keokuk, Iowa, of that same road and of the Chicago, Burlington & Quincy. From Keokuk he went to St. Louis to become Traveling Passenger Agent for the St. Louis, Arkansas & Texas, now St. Louis and Southwestern (Cotton Belt Route), which position he held from November, 1888, to January, 1890. The following two years and more, from January 1, 1890, to September 1, 1892, he was District Passenger Agent of the same road at Louisville, Ky., following which he became the Chief Clerk of its General Passenger Department at

St. Louis. He held that position until March 1, 1895, at which time he left the service of the Cotton Belt and became District Passenger and Ticket Agent at Memphis, Tenn., of the Chesapeake & Ohio Southwestern Ry. He remained in that position until January 1, 1896, on which date he became the General Passenger Agent, with headquarters at Louisville, of that road. The latter having become absorbed by the Illinois Central, on August 1st, of the same year, 1896, Mr. Hatch became Division Passenger Agent at Cincinnati, Ohio, for the Central, remaining in that city in such capacity until April 1, 1900, at which time he became Assistant General Passenger Agent, with headquarters at Chicago, of the Illinois Central. In this capacity his acquaintance with the country and with railroad men broadened very rapidly, as for the next five years he traveled constantly over all parts of the country in the prosecution of his professional duties. Five years later, in 1905, he was made General Passenger Agent of the Illinois Central and of the Yazoo & Mississippi Valley, and on March 1, 1911, became Passenger Traffic Manager of the two roads.

Mr. Hatch was a Mason and an Elk, and was also a member of the Chicago Athletic Association, the South Shore Country Club, the Flossmoor Country Club and the Olympia Fields Country Club. In this connection it may be stated that he was a director of the Athletic Association for four consecutive years, was vice-president of the South Shore Country Club for a year, and was chairman of the House Committee and a member of other prominent committees from time to time, of the latter club. He was also at one time president of the American Association of General Passenger and Tick-

et Agents, now the American Association of Passenger Traffic Officers.

Mr. Hatch leaves a widow and two little daughters, the latter aged two and a half and four and a half years respectively; he also leaves a son of 11 years of age by a former wife.

Among others, the following resolutions adopted at Atlanta, on the 17th, on the death of Mr. Hatch by Passenger Traffic Managers and General Passenger Agents of Southern Lines are quoted as being appropriate in connection with this appreciation.

SAMUEL G. HATCH

"His associates who remain find difficulty in giving expression to sorrow at the loss of their friend and colleague, Samuel Grantham Hatch, because his strong character had made such an impress upon their memory as to keep alive with them always the spirit of good fellowship and good sense which were the predominant elements of his

character as a man of extraordinary business and social accomplishments.

Having chosen his life's work in the field of transportation, and performing with eminent success the important duties as a railroad official extending over a long period of years, in the capacity of general passenger agent and passenger traffic manager of the Illinois Central Railroad, as president of the American Association of Passenger Traffic Officers, and as a member of the Southern Passenger Traffic Committee, he is distinctly missed among his business associates.

The representatives of all the railroads in the South, assembled this 17th day of July, 1918, at Atlanta, Georgia, being deeply affected by the said circumstances of his death at Chicago on Friday, July 12th, 1918, join in expressions of sincere sympathy and condolence to his wife and members of his family."

LETTER COMPLIMENTARY TO CONDUCTOR RICHMOND AND FLAGMAN GROVER AND ACKNOWLEDGMENT BY SUPERINTENDENT ROTH

Decatur, Ill., March 23, 1918.

Mr. H. J. Roth, Superintendent, Illinois Central Railroad,
Mattoon, Ill.

Dear Sir:

I am connected with a chain of very successful theatres and we have built this success upon courtesy and service. We are very grateful whenever our patrons report the actions of any of our force, whether they be good or bad, as in that way we can better build a real service and courtesy machine.

I do a great deal of traveling and feel it my duty to report to you Conductor Richmond and Flagman Grover handling the train out of Peoria for Mattoon every morning. These two men deserve the highest praise for the way they promote courtesy and service in the interest of your company.

I take great pleasure in recommending men of this calibre and hope you receive same in the same way. I am

Very sincerely yours,

J. A. Carrier,
Manager Carrier Amusement Co.

Mattoon, Ill., March 25, 1918.

Mr. J. A. Carrier, Mgr., Avon Theatre,
Decatur, Ill.

Dear Sir:

Beg to acknowledge receipt of your letter March 23rd, and note what you say about our Conductor Richmond and Flagman Grover.

It is the great desire of the management of the Illinois Central that all of our employes, in addition to being efficient, are courteous and obliging to our patrons, and it certainly is pleasing to receive such a letter as yours, and I assure you that I will send it to our General Superintendent, Mr. Downs.

Sincerely yours,

J. H. Roth,
Superintendent.



What the

World thinks

THE AMBULANCE CHASER

In large cities there is a class of lawyers known to the fraternity as "ambulance chasers." These are men who go into the legal business and find clients too few and fees too meager to meet their desires. Business does not come with a mere invitation so they find it necessary from their point of view to go out and get business. The usual plan of these fellows is to scan the columns of newspapers for accounts of accidents. If an employe of some street railway company or some steam railroad or large corporate concern is injured they can be reasonably sure that by the time they have reached their home or a hospital that some of these impecunious lawyers will be on their trail with a proposal to sue the corporation for heavy damages. These cases are nearly always based on contingencies. The lawyer may get a nominal fee to cover cost of starting proceedings. But in most cases he secures contract with the employe to handle the case on a fifty-fifty split of any amount which the jury and the court may determine.

Because of persistent activity on these lines the lawyers who engage in this sort of business gain the cognomen, "ambulance chasers." Courts and lawyers everywhere appreciate the fact that in a considerable percentage of these cases the law and evidence cut little figure. The factors that count are prejudice of men from whom jurors are chosen against corporations, sympathy of these men for

the injured individual and his dependents. The "chaser" lawyer aims to keep within the lines of the law. He observes the forms prescribed by the courts. But all the while he is playing between the lines to the prejudice and sympathies of the juries. Every railway in the country and most of the big corporations pay out every year large sums of money in settlement of claims which in truth have little merit and less in the way of legal status because it is less expensive to pay an unjust claim than it is to go up against the chance that a jury prejudiced against corporations will return a verdict for the plaintiff out of all proportion to the equities of the case.

Secretary McAdoo has taken cognizance of this situation. He is a man of experience. He knows the legal gentry classified as "ambulance chasers." He has stated that a verdict against the railroads now is a verdict against the government of the United States. He has intimated that so far as he is concerned the day of the ambulance chaser is done. While he is in charge of the railways claims will be taken up and adjusted equitably without recourse to the courts. And if some of these persistent contingent fee lawyers get too busy and too insistent on poking their clammy claws into this line of legal business it may mean disbarment proceedings. It is generally conceded among lawyers themselves that there has been in the past too little activity in this direction.

If Mr. McAdoo shall succeed in free-

ing the railways of the expense annually mulcted from them by the contingent fee legal sharks he will in large measure have justified government control if nothing else appears on the credit side of the ledger.—*Editorial, Council Bluffs (Iowa) Nonpareil, June 13, 1918.*

A WAR BENEFIT

The war has brought suffering and sorrow to the world; but it has also brought benefits.

In Mississippi, and every other state in the union, it has killed the chances of the personal injury lawyer to become rich at the expense of the railroads.

Nowhere in the country did the personal injury graft flourish as in Mississippi. Some of the best-known attorneys in the state made their fortunes from such suits.

Juries, always ready to "soak" the corporations, never hesitated to award maximum amounts in such cases, regardless of the justice in the matter, and the lawyers, on the fifty-fifty basis, got the most of the proceeds.

Did a man who was hopelessly crippled win a suit for \$50,000, his lawyers got \$25,000.

But they won't repeat these performances while Mr. McAdoo is running the railroads of the country. Personal injury suits are rapidly going out of style, anyway. Juries that never hesitated to give judgments against corporations take some thought over giving a judgment against the United States government.

Elsewhere in this issue Director-General McAdoo's statement upon this point is published. It says the fifty-fifty contract will be ignored in all cases. In other words, if an injured person is awarded a verdict of \$10,000, instead of receiving \$5,000 for himself and giving \$5,000 to his lawyer, he would receive \$5,000 and his lawyer a reasonable compensation for his services.

A perfectly fair, honest, and just system this. It will hit the grafters hard. The honest lawyers won't be injured, but honest lawyers never had any part in these unethical operations, anyway.

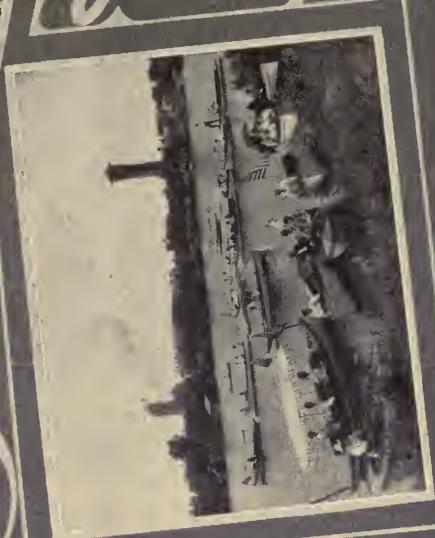
The hey-day of the personal-injury grafter has passed. It will never come again. Mississippi is slowly awakening to the fact that its hostile attitude toward capital has injured the state; has seriously hindered its development.

Then, too, there is hope that when the present tribe of jury-juggling corporation-baiting lawyers passes on, there will not be any more like them.

Kept from their prey for the period of the war, they may turn their efforts into more legitimate and more honorable paths.—*Editorial, Jackson (Miss.) News, June 6, 1918.*

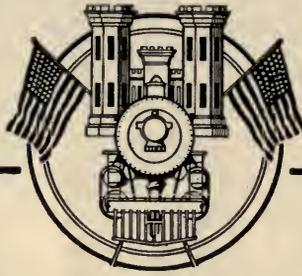
IMPORTED INJURY SUITS NOT TO BE HEARD

The first judicial action following the issuance of Order No. 26 by the director general of railroads took place in the Hennepin county (Minn.) district court, when a personal injury case imported from Nebraska was continued until the end of the war. The injury sustained by the plaintiff occurred last year at Center City, Neb., or about 700 miles from the court. The section of the director general's order which forbids the trial of such cases until after the period of government control aims to prevent such interference with efficient railroad operation as would result from requiring railroad officers and employes to go long distance from their work to appear in court. The action of the Minnesota court virtually removed from its calendar 150 other suits of a similar character. Minnesota tribunals, and especially the courts of Hennepin county, have been a "dumping ground" for personal injury suits originating all over the Northwest.—*Railway Age, June 21, 1918.*



KANKAKEE, ILL.

MILITARY



DEPARTMENT

LETTER FROM FRANCE

Somewhere in France, June 11, 1918.

Dear Mr. Walter:

Some time ago I received your letter and later the I. C. Magazines. I certainly appreciate your kindness in sending both. After finishing the magazines I turned them over to Dunning, Bach and Moorhead. Just a few days after receiving the magazines I had a surprise visit from the boys. They were in a detachment of another engineering organization which camped near us for about a week.

We had several long visits. Gee! but it was just like seeing someone from home. They are the first ones whom I have seen that I knew before getting in the Army.

Was in a camp in central France for a while near Styles' headquarters but did not get to see him. He was out on the road both times I was in his city. Doesn't that sound just like the old days on the I. C? He is in the office of the Chief Engineer Service of Utilities, and his work is similar to that which he was doing in civil life.

My work is much like that which an R. E. does on a piece of I. C. construction, reports and all. There is a big difference though. When the maximum grade is 4 per cent and the maximum curvature is 76 degrees and your earth moving machinery is a detail of men on the business ends of No. 2 track shovels the similarity ceases.

The track comes in sections 16.4 feet (5 meters) long. The rail (16-lb.) is riveted to crimped steel plates which are the ties. These are spaced 2 feet C to C. This makes a piece of track which four men can handle and six men can handle it all day without being worn out. We have four degrees of curve—20, 30, 50 and 100 meter radius. These are also in the 5 meter lengths. The gauge is 60 cm. (1 ft, 11 $\frac{5}{8}$ in.). Hence the name "soixante railway."

Now I suppose you have decided that we have a toy to play with. It may be small but it is no toy. It is a very important part of the lines of communication.

Our equipment is the last word in railroad rolling stock. The gondolas are over five yards capacity and the flats are ten ton capacity. The trucks are M. C. B. standard. Exact miniatures of our standard gauge at home.

We have both steam and gasoline power. The gasoline tractors are not so good but the locomotives are excellent pieces of machinery 2-6-2 type with every modern appliance. They have no tenders, the tanks are on the side of the boiler over the drivers and the rear of the cab has a coal bin. The enginemen and firemen think they are the finest things they ever saw. One of these pulling 5 to 7 cars gets over the road at from 6 to 12 miles per hour.

Now what do you think of it?

We also have Sheffield Gang Cars and Buda lever cars for the maintenance gangs. These are exact models of the ones in use at home and will carry 8 to 10 men. Nothing about it even resembles a toy. And to make things more realistic we are suffering from a car shortage.

The railroads at home would sit up and take notice to see the way we handle business. Two or three turnovers per car in 24 hours. When a car is spotted for loading or unloading the detail literally jumps on it before the coupling is cut. The officer responsible knows that he will be in trouble if the car stands empty or under load for more than an hour or so. The only demurrage he can pay is sweating blood trying to explain "why"?

We haven't had any excitement to speak of around here. An occasional barrage when a raiding party goes over, an areoplane battle or a rumor that the boches are going to make a drive on us, are the only things that are different from life in any of the camps in the States.

Planes are too common to attract attention and barrages usually come off in the sma' wee hours when everyone is asleep, so things are mighty dull for us.

To be sure there is hardly an hour day or night when the artillery isn't enhancing fire in a desultory way, and sometimes in ways that are not so desultory, but as yet that hasn't given a good thrill.

We have been driven from our work several times and have had several hurry up calls to repair track that had been shot out. Some of our work has had to be done at night and in rainy weather as it was in the open very close to the lines.

Arn and his outfit must be seeing the big things now. The last I heard they were with the English in Flanders.

We get only the briefest of accounts of the big fight and those occasionally. We have to depend upon our visitors for the news. Those that we hear seem to indicate that the "Yanks" are giving a good account of themselves. Hope we do as well when our tryout comes.

Please do not think too hard of me for not having written before, for I was just running true to form. My intentions were good.

I send my best wishes to Mrs. Walter and the babies.

Sincerely,

S. B. Christopher,

Formerly Resident Engineer, I. C. R. R. Co.

Letter From a Former Employee of the Auditor of Passenger Receipts Office

Fremont, Cal., June 6, 1918.

Mr. L. C. Esschen and Employes.

Dear Friends:

Have found a little more time to write you another letter. This time I will go a little into detail about how we live, drill, etc.

First of all, I will give you a line on how we live in our tents and different orders and regulations which we are expected to obey. I will start with the most difficult of all, and that is, rising in the morning. The first call is at 6:15 a. m., and at 6:30 a. m. we must be in line for reveille and roll call. After reveille we wash ourselves and sweep up in our tents and wait until the mess call is announced. We are fed very good here, as we have bacon and eggs, wheat cakes and syrup, fried potatoes, besides prepared fruit and vegetables every morning. The other meals are comparatively as good. We each have a mess kit and the tables are all set when we get to the mess hall. At 8:00 A. M. inspection of tents takes place. The inspection is not very strict as the lieutenant only looks into the tents to see that the beds are properly made and the floor swept. Soon after this we march out to drill.

We completed the "Manual of Arms" drill last week and expect to go to the rifle range some time next week. The rifle range is some six miles distant from here and large auto trucks are used to transport the soldiers. The rifle range practice will last two months, each regiment being allowed a certain length of time. Four men are required to fire on each of the 250 targets all day long. During the period of this intensive rifle practice, it is proposed to use 5,400,000 rounds of ammunition, costing \$162,000. We drill 4½ days, being off Monday afternoon, Saturday and Sunday. The daily drilling hours are from 8:15 A. M. to 12:15 and from 2 to 4:15 P. M. About two hours of this is taken up in army games and lectures. There are three first and two second lieutenants in our company and each one has a different lecture on some military topic. That is, one speaks about various wars one day, the next day another speaks about the rifle and its uses, and so on. We form a ring under a big tree, sit down and smoke. We are advancing rather rapidly in drilling, as we are now drilling with our full pack of equipment. Last week we drilled in bayonet charging on field and in trenches, hand grenade throwing, crawling exercises, walking a four inch board, jumping fences and running through entangled barbed wire. There are several different trenches out here. One of the most interesting is the winding trench, as it has numerous passages and very difficult to find your way out at the other end.

Have had several visits from some of my friends located at Presidio and Fort Scott at Frisco. We have visited several towns within a few miles from here, the largest being San Jose with a population of 35,000. Also visited the Stanford University at Palo Alto, one of the largest in the world. The Memorial church located at this university is the second best. Last Sunday I was down to Frisco, and judging from my first visit, I'll be there quite often.

Next Sunday our regiment will compete in the song contest which will be held at the Stanford University grounds. We have selected the long, long trail song. We will sing the first verse and chorus, then whistling the chorus and again singing the chorus. We will also dress parade and drill and judging from the enthusiasm and work devoted to this affair, it should be one of the best seen here for some years. Only regiments from this camp will participate in this contest, and all are working hard for the first prize. Some of the world's celebrated singers will also perform at this affair. The arena seats 17,000 people and the entire proceeds will go to the Camp Fremont fund.

The climate out here is ideal. The sun during the day is hot, but a continuous, cool and invigorating breeze makes it hardly noticeable. The rainy season will not be due here until Nov. 1 and possibly until the first of the year.

Closing with kindest wishes to all and the best of luck and health to those that are leaving the office in the near future, I remain,

Yours as ever,

Priv. Jos. Chalupsky,

Com. M., 13th Inf., Camp Fremont, Calif.

Letter from D. L. Hall

D. L. Hall received a citation from the French Government, another one of which will entitle him to a Croix de Guerre. This citation came under the personal observation of the general. He has also received gold chevrons, which are given for each six months of service in the American Expeditionary Force in France.

March 15, 1918.

Dear Mr. Pinkerton:

This in answer to yours of Dec. 15, of which I acknowledged receipt. I received this letter Feb. 3rd, and got busy immediately on your suggestion about the poem and picture, but am sorry to say it has taken over a month to get the desired result, not thru any fault of my own however.

Because of the fact that he is on detached service some distance from Headquarters, the Major, in answer to my letter, suggested that I take the matter up with the Adjutant at headquarters, which I did. Soon after this this adjutant, on one of his trips out to our detachment, talked the matter over with me, and I secured his promise to send the regimental photographer up to take the picture. For reasons, which I am not entitled to question, he has delayed doing this until a couple of days ago. Am enclosing the picture herewith, and hope it is what you wanted, also that the delay hasn't interfered with your plans in the matter. The parody made a big hit with the boys, and they all wanted to get in the picture. They send their best regards to you.

I have heard some rumor that all railway journals were suppressed. However, am not sure there is anything to this or not.

No doubt you were disappointed at not being able to get over here, but I think it is just as well as it is. You are making a "go" of things where you are, and then, too, the family needs you at home, don't you think?

The magazines you say you were sending me must have been lost, as I haven't received any from you since last Fall, when you sent the Ry. Agr. and an I. C. magazine. However, the folks sent me the Dec. I. C. containing my letter to you, and photo. I am very much indebted to you for this favor, and want to express my appreciation.

How is your business holding up? I don't suppose it has been affected much by war conditions. What are the Wildwood prospects for this year?

We are just emerging from a comparatively quiet winter on our sector, nothing much to contend with except the natural elements. We have had a certain amount of shelling occasionally, of course, and the bombing 'planes are always busy when the occasion is favorable, which isn't so very often during the winter. All in all, we haven't much kick coming, and have been living fairly comfortable.

Things are beginning to liven up now, though, and there is promise of much action in the near future. I wish I could write whatever I pleased in these letters. I could give you some mighty interesting and enlightening facts, if such were the case.

The Americans are well into the fight now, and are making a good showing. Wherever they make their appearance on the line, you can be sure there is a hot reception by the Boche waiting for them. You know, in many places on the Western front, the fighting has drifted into almost a state of coma, you might say. A gun is seldom ever fired, and then only to keep them from getting into a state of disuse, and there are cases where not a single wounded man has been brought out of a sector in six months. It's simply a case of a few men



LEFT TO RIGHT—STANDING: BEESON, FRESHETTE, JONES, DAVISON, KINNEY, REYNOLDS, COOK, MOORE, BLACKBURN, DE COURSIN. SITTING: DINSEN, BROWN, HALL, PALMER, LAGERWALL AND LIEUTENANT KERN.

manning the trenches in shifts, and living there as comfortably and as peaceably as in his own home, always, however with an eye on the enemy, in case he tries to pull off something rude. They have what you might call unwritten agreements or understandings; if you don't do so and so, we won't do so and so, and so on, and you would be surprised to see how faithfully they stick to these agreements. Well, when the Americans came along and took up their positions they were young and fresh and full of ambition, of course, and they couldn't see this way of doing business at all, so they tore in and started shooting things up, and violated a lot of these unwritten agreements. The Boche of course, had to retaliate, and the result is that our boys have woke up a lot of these dead sectors, and started things going. Now, when the Germans learn that any Americans are moving to take up a new point on the line, they start shelling them with their big guns while they are still miles behind the line. Quite a compliment, don't you think?

I spent three days in Paris on furlough recently, and enjoyed the visit very much. As I told Elva, I am going to try and get permission to spend my next furlough in Birmingham to visit your folks. Just now we are not allowed out of France, but it may be possible to have an exception made of the case. I was wondering if you could possibly aid me in doing this. However, I will not be ready financially to make the trip until summer or Fall.

In answering my letter, the Major said he remembered you very well, and asked me to send you his regards.

I am in the best of health and have gained much weight. Trusting that I may hear from you regular, and that this finds yourself and the family in good health, I will close,

Sincerely,

Denys.

Come Over and Help U. S.

I

Come on you Uncle Sammy boys, O hurry o'er the sea,
To fight the cruel Boche, and make the Belgians free
And join us in the chorus from Chicago to the Spree,
When we go driving thru Germany.

(CHORUS)

Hurrah, hurrah, the flag that made us free,
Hurrah, hurrah, fight for Democracy.
And join us in the chorus from Chicago to the Spree,
When we go driving thru Germany.

II

To protect the rights of Uncle Sam, we sailed across the sea
To hunt the Kaiser out of France, and drive him to the Spree,
To teach him that the Stars and Stripes stand for Democracy.
When we are driving thru Germany.

III

Come over the top, you Sammy boys, come over on the run
To help Serbia and Roumania to freedom from the Hun,
So join us in the chorus when the Kaiser's on the run,
And we are driving thru Germany.

We'll set the Bear upon his feet, put Italy in the sun
We'll give Democracy to Prussia, and go home when this is done,
So join us in the conflict, and the victory will be won,
When we go driving thru Germany.

To keep us in good fighting trim if you cannot come
Buy a Bond from Uncle Sam it is your long range gun
That will help us do the shooting to make the Kaiser run,
When we go driving thru Germany.

Private D. L. Hall,
Co. A. 13th Engineers, U. S. Army, A. E. F., France.

Council Bluffs, Ia., February 26, 1918.

To the Editor Illinois Central Magazine.

Dear Sir:

"As the Governor of North Carolina said to the Governor of South Carolina, it is a long time between drinks" and as such I find it with any item of news in the Magazine from the Iowa Division, especially Council, Bluffs, Ia., so if I may be allowed a small space in your very interesting book I will try and tell you a few happenings and doings at our terminal.

To start, it is very gratifying to all readers of the Magazine to find in the columns the pictures, and doings of all "OUR" boys that are doing their bit, and best for our country, both here and "over there" and it goes to show the big spirit and bravery that is in the heart of the I. C. boys. We see in the Magazine many pictures of the boys from the Chicago offices, who are in the fight, and yet we at this little town have seen many of our boys enlist. and among them are some in France. and others are serving with their regiments in this country awaiting the call to go, and I am going to give you the names of our boys who have left their jobs, and homes to go and help, and I am here to say that those who went, are the boys who will help win, for they are all MEN and not a vein of fear in the make up of any of them, and woe to the Dutchman who comes in front of any of them, because it will be "Raus Mit Him." The boys who have gone are as follows:

Geo. Benz, switchman, Co. "B" 109th Engineers, Deming, N. M.
 Art Lennox, switchman, Co. "L" 168th Infantry, France.
 Wm. Stalley, checker, Co. "L" 168th Infantry, France.
 A. T. Nelson, switchman, Aviation Corps, Waco, Tex.
 Hubert Hall, switchman, Aviation Corps, Galveston, Tex.
 Geo. Lorenz, switchman, Aviation Corps, Galveston, Tex.
 Ray Walker, hostler, U. S. Navy.
 W. S. Smith, fireman, Co. "D" 1st Replacement Engineers, Washington, D. C.
 C. Halstead, fireman, Co. "D" 1st Replacement Engineers, Washington, D. C.
 C. Renninger, fireman, Co. "D" 1st Replacement Engineers, Washington, D. C.
 F. Palmerton, fireman, Co. "D" 1st Replacement Engineers, Washington, D. C.
 L. Olson, Clerk, Co. "B" 109th Engineers.
 Dorrance Mann, machinist, Co. "L" 168th Infantry, France.

Now for a small place like our terminal I feel we have done well, and as you will see by all the papers Council Bluffs has had more men enlist than any city of its size in the United States. We have had the following companies, made up of young men, and its hard to beat: Co. "L" Infantry, Co. "A" Infantry, Co. "B" Engineers, Co. "K" Red Cross, Home Guard Co.—and over 900 men have enlisted in the Army and Navy. I speak of this performance, merely to show what spirit predominates with the men of Council Bluffs. There are lots more who are willing to go, but age keeps them back.

Now at our terminal I must speak of the great improvements that have taken place in the last year. We have had a new mill building built, comprising of the following group: Air test room, painters' shop, casting room, wood working mill, lumber storage sheds, car foreman's office, engineers, and R. H. men's building and car men's building, all new machinery and the latest improved hot and cold water, and toilet facilities, with shower baths included. So you see we are some up-to-date people at this place.

We have just passed through the most trying winter of cold and severe weather, and we are still 100 per cent, as we have not had any accidents or mishaps, all through the winter, we have gotten every train out on time, and have had no freeze ups, and you can bet it was not to be, for the simple reason that each man here knows he has a man in Mr. Mac Leay, general foreman, and Mr. Norman Bell, master mechanic, who appreciate all a man does, and these gentlemen are not the kind who are "camping on a man's trail" all the time, and when you have superior officers of that caliber, you can rest assured good results will come from the rank and file. I trust I have not presumed too much to send this little affair to you, but if it meets with your approval, you can use it, and if it does not, why place it where all bum stuff goes. Should you want an interesting piece for your book send the " Rambler " out here, and he can write about God's country and His people.

Yours truly,
 J. R. Newcomb, Clerk.

ILLINOIS CENTRAL RAILROAD EMPLOYEES AT DU QUOIN, ILL., WHO TOOK PART IN THE LIBERTY LOAN DAY PARADE, APRIL 15, 1918.



1.—C. R. ISHERWOOD, AGENT. 2.—FRANK CLARK, NIGHT YARDMASTER. 3.—B. B. GODDARD, DAY YARDMASTER



1.—JOHN HILL, ROUNDHOUSE EMPLOYEE.
 2.—LEWIE WESTERWELLIE, CAR REPAIRER. 3.—ARIL LUKE, CAR REPAIRER. 4.—ROSS GLASSCOCK, ROUNDHOUSE EMPLOYEE.

10 COMMANDMENTS OF U. S. ARE MADE PUBLIC

All Pertain to Good Treatment for Soldiers' Civil Rights While at War.

Indianapolis, May 27.—The Lake Division News, official publication of the Lake Division of the Red Cross, which includes Indiana, Ohio and Kentucky, contains what it calls "Uncle Sam's Ten Commandments" in the current issue. The "commandments," submitted by an Ohio chapter, follow:

"1. Thou shalt not evict, for non-payment of rent, a soldier's dependents, under penalty of \$10,000 fine.

"2. Thou shalt not cut off a soldier's life insurance because of delayed premiums.

"3. Thou shalt not foreclose a mortgage on a soldier's property.

"4. Thou shalt not take away a soldier's home on which he has made part payment.

"5. Thou shalt not sell a soldier's property because of his failure to pay the taxes, national, state or local.

"6. Thou shalt not settle a lawsuit against a soldier in his absence.

"7. If a soldier is sued, the courts shall postpone action until he can attend to it.

"8. If a soldier have a mine, timber or farm claim, assessments on which are overdue, it shall be held for him.

"9. Honor thy soldier and thy sailor that thy days may be long.

"10. No man hath greater love than that he offer his life for the world's sake, and it is commanded that lawyers, loan sharks and tithe gatherers shall not fatten on him."

A Woman Tells Whose War It Is

By Mrs. Eva Whitaker Davis, Clerk, Superintendent's Office, Vicksburg, Miss.

The following very patriotic contribution in connection with the Third Liberty Loan is taken from the *Commercial Appeal*.

It was written by Mrs. Eva Whitaker Davis of this city and furnishes many excellent reasons why we should all buy liberally of war bonds.

'WHOSE WAR IS IT?'

Vicksburg, Miss.

"To The *Commercial Appeal*.

"Whose war is it?

"I heard a group of corner loiterers ask and it set me to thinking. I wish that I might have had the privilege and pleasure of standing each of that group up in a schoolroom until they could and would learn 'Whose war is it. And learn, too, that it is a matter for serious thought and not jest.

"Whose war is it?

"Well, it is mine, it is yours, it is everybody's that desires to see wrong put to flight and justice rule! It is my war, because I am a woman, and women have been outraged and little

children tortured. It is my war because I have given all that I have to give, my husband, to help win in this struggle for democracy.

"When my husband enlisted he came to me and asked me if I cared if he went into the army. If I cared! He was all that I had. We had no means. It meant four square walls and the click of a typewriter again for me—perhaps always. He believed it was a fight for right, and he gave himself, and who am I to delay the struggle or the victory because I care? This is a fight too big for individual consideration, and only the welfare of the world must be considered. I said that he must decide the question for himself, knowing full well that the decision would mean his going. He has gone now, and I only look ahead trying to divine God's plan, but simply waiting in reality—some day it will be over, and if God wills, he will come back.

"But 'whose war it is'?

It is yours, it is mine, because those we love are fighting their life away. They need our support, they need our prayers. They are sacrificing 'over there' and we must sacrifice here that they may be cared for, that this war may end as speedily as possible and an end put to endless cruelty by the world's foe.

"You can help win it.

"Buy a Liberty bond, a war savings stamp, a thrift stamp. That will help the men over there 'do their bit,' and it will be doing yours as well. Do not buy just what you can spare or what you do not need. Sacrifice for them, they are for you.

"Buy Liberty bonds!



THE YOUNG GENTLEMAN HOLDING THE FLAG IS WARREN SCHAFFER, SON OF DISPATCHER A. N. SCHAFFER, CLINTON, ILL., AND THE OTHER YOUNG GENTLEMAN IS JOE MANN, SON OF ASSISTANT CHIEF CLERK J. R. MANN, OF SUPERINTENDENT J. W. HEVRON'S OFFICE, CLINTON, ILL.

McADOO

Sung to Tune, "Jerry, Go Ile the Car."
All out, me b'ys, put on the car,
And Casey, you come, too;
We'll drill all hands today, me son,
For Mr. McAdoo.

He's got a train a-comin', men,
It's full o' biskets, too;
They musen't spill 'em in the ditch,
On Section sixty-two.

These biskets they are for our b'ys;
And billed for France straight
through;
And that they reach their port of call
Is up to me and you.

The engineer that pulls that train,
I know he's grit clean through;
He'd work his blarsted top knot off
For Mr. McAdoo.

And the con I know is as game a man
As ever donned the blue;
And when you give that g'ink a train,
He'll see that train goes through.

And the Supe that starts this outfit out,
Oh! he's a La-la-Loo!
He's kicked his schedules inside out
For Mr. McAdoo.

His varnished cars he's set aside,
Till the bisket train goes through;
And he's sweatin' blood both day and
night
For Mr. McAdoo.

So out, me b'ys! Now git a move!
That train is almost due;
We must be sure the track's O. K.,
Them biskets *must* go through.

Now raise that jint and tamp the ties,
And tamp 'em solid, too;
We'll have no wrecks and no delays
On Section sixty-two.

And gauge that jint and line her up;
Put in a tin or two;
We'll make her safe, go hang expense,
Says Mr. McAdoo.

You ask who is this mighty man,
That's put our road askew:

Just listen and I'll tell you, son,
 This Mister McAdoo.
 He's only a cog in the big cog wheel,
 The same as me and you;
 Only we are the cogs in the little cog
 wheel,
 And we've all our bit to do.
 But if the big cog fits in the little cog
 wheel,
 And the car runs steady and true.

We'll give that Hun a run for his mon,
 And the Devil will get his due.
 And he'll get it so hard and he'll get
 it so quick,
 And he'll get it so swift and true;
 And the hardest kick the kaiser will
 get
 Will come from McAdoo.

(Contributed by George Summers, Secretary, No. 12
 Mineral, Wash.)

Son of I. C. Railway Dispatcher Writes Home of Voyage to France

Lieut. Page Now in Garrison in Famous Fort with Machine Gunners

The following letter, describing the trip across the Atlantic with the American troops, and also telling of experiences in France, was received by A. F. Page, chief dispatcher of the Illinois Central railroad, from his son, First Lieut. C. D. Page, Machine Gun Company, 164th United States Infantry, now serving in France with the American Expeditionary Force. Mr. Page lives at the Louisville Hotel:

France, June 15, 1918.

Dear Old Dad: Your letter of May 17 came a few days ago, also the copies of the "Overseas Edition" of the Courier-Journal, and I have read them with much interest. I have subscribed for copies of our newspaper "over here"—"The Stars and Stripes"—to be sent to you; it has become quite a famous newspaper during its short existence and is supposed to be a true reflection of the American Army in France.

You, no doubt, have read by this time of the exploits of our troops at Seicheprey, Cantigny, Chateau-Thierry, and we are all most proud of what they have done and hope to do as distinguished a service when our opportunity comes.

Today it is just six months since we set sail from New York harbor, on a cold, bleak December morning about 3 a. m., and saw our last of the tall buildings and the Statue of Liberty,



CYRIL D. PAGE

and so today we are all wearing our first gold service stripe, signifying six months' continuous service in the war zone. The stripe is exactly like a Sergeant's or Corporal's chevron and is worn about two inches from the cuff on the left arm. Similar stripes on the right arm denote wounds received in action. We came over on the famous "Vaterland," now the "Leviathan," and it was her maiden voyage in the service of Uncle Sam. Of course the

voyage was very exciting, as we all thought the Kaiser's submarines would try especially hard to get the big boat with its many troops. We landed in Liverpool the day before Christmas.

France is very beautiful right now with all the wild flowers and the cherry trees and roses in full bloom. I'm sure I will always carry a remembrance of how she looked in June when I return to more peaceful occupations again. At present we are in garrison in a famous French fortress, but do not expect to be here much longer. It is a most interesting place and much more comfortable than billets. Here the famous old moats with their draw bridges, dungeons and mysterious tunnels and secret passages, come out of the story books and become a reality. We are operating a machine gun school on "ecole mitarilleuse," as the French insist on calling it—in which the officers and men of my company are training the officers of the ever-increasing American Army in the latest wrinkles

in machine gun technique. It is very interesting work and with the latest machine gun practices—of overhead firing, indirect firing and barrage work—it quickly has assumed all of the highly technical exactness of artillery work. Recently we went out in pitch darkness and laid our guns entirely from maps and instruments—with never a look at a target or observation point—and scored absolutely direct hits on targets at 2,900 meters! This will give you an idea of the careful calculations necessary in modern warfare.

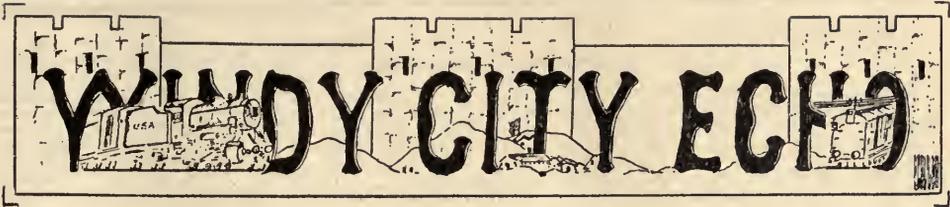
I expect you have been watching the Big Drive quite closely back home and you can imagine how interested we were in it—and are—for it is still raging. Frequently we can hear the big French "heavies" (naval guns of 15-inch caliber, mounted on railroad trucks) and more than once we have gotten ready to do some resisting ourselves when the course of fighting got started down our way.—*Louisville (Ky.) Courier Journal, July 6, 1918.*

Tribute to Our Soldiers

By P. A. Gavin

Sleep, soldier boy, in your quiet hero tomb! Rest from the weary march and lonely vigil of the night! For you no more the cannon's roar and battle smoke, the cry of anguish and the swell of victory's surging throng! You have played well your hero role and we would have you rest. We gave you sad farewell the day you went away, and all the world of tenderness and all the world of unselfish devotion was in that last sad "good-bye." We followed you in life's fitful gleam with tears and prayers and hopes. We know that when you fell with your eyes upon Old Glory's folds and in your heart the last conscious thought of those you loved, we would have given everything to fold around you loving arms and pillow your throbbing head upon the tear-dewed cheeks of kindred dear. We wished that we might have been at your side to see your hero-death, or say one word of comfort or press one kiss of parting on the pallid lips, or hold your hand and let you feel that last, long clasp of

life from those you loved. Sleep, soldier boy, in your country's uniform. Above your glorious grave the stars look down in silent pity. Above your tomb the silvery clouds move quietly and sad. The sunrise falls in regal fullness on your dew-studded grave. The soft warm breezes of the Spring-time whisper a slow sweet requiem through the blades of grass that stand like sentinels pointing to the skies. And all we can bring to your quiet resting place is our silent thoughts, our earnest hopes, our fervent prayers. We lay our tribute of flowers above your turf, we would that you might feel the heart throbs that pulsate in our breasts today. We would that you might hear the words our love would prompt us to utter. We would that you might hear the music and the sweet melodies of the human tongues that sing your praises in the endless eulogies above your consecrated dust. Sleep, soldier boy, sleep. Rest, and God grant, you peace.



13TH ENGINEERS, (RY) U. S. AMEXFORCE IN FRANCE

Vol. 1. No 6.

JULY 13, 1918

PRICE 2½ Washers

THE GARDENS

Major W. C. Arn.

One of the most important duties of everyone in army service is to maintain and increase the efficiency of the men. Many, many things are of course conducive to this result, but one of the things of prime importance is good health and a second, a partial consequence of the first, the cheerfulness of the men.

The free use of fresh vegetables, especially in summer time, being of prime importance in maintaining good health, the question arises as to the source of the vegetables. It being impossible to supply, at most, through the regular source of supply, more than a very small percentage of the possible consumption of fresh vegetables, it becomes apparent at once that gardens must be made wherever and whenever possible. Our position being such that there was a reasonable certainty of our being allowed to remain long enough to enjoy the fruits of any efforts put forth in the line of gardening, it was decided in plant local gardens at every station on the line and in addition, small gardens at all crossings where watchmen were maintained and conditions were favorable.

It was, of course, the intention to have the gardens in proportion to the size of detachment at each station, but unfavorable conditions at some stations and especially favorable conditions at others made it advisable to vary this program, especially as regards potatoes, which will constitute the largest crop.

Improvements, actual and prospective, interfered considerably with our plans at Walshville, the west-end headquarters, and there and at other points the difficulty in getting plowing done has been a serious matter and a considerable handicap. The unusually late and exceedingly wet spring caused us to lose some of the early seed planted, through rotting, and has also made late our earliest products of all kinds.

We have gardens at about 69 locations, including the little ones at crossings, and practically every garden has at least radishes, onions and lettuce.

In the usual station garden along our line one finds radishes, onions, lettuce, tomatoes, parsnips, parsley, turnips, corg, cucumbers, spinach, cabbage, beets, peas, beans and potatoes, there being in addition in a few gardens, celery, peppers, salsify, leek and carrots.

Our sources of supply for funds and seeds have been somewhat varied. Having got started with our plans considerably in advance of the time when we learned of the Garden Service Department in the American Army, we did not, in the early stages, obtain from them the assistance which might have been possible.

(Continue Page 3, col. 1 & 2).

THE HISTORY OF THE THIRTEENTH

By D. I. Illette.

(Continued from the June issue).

Sunday, July 21st, 1917, the ---- with Companies A and B and detachments from Headquarters and Medical Department on board sailed out alone headed for ----.

The quarters, food, amusements and other diversions on this ship were similar to those on the ----, and a general account of them would merely be a repetition of what has already been said. However, something did happen during their voyage which very nearly marred the history of the 13th. That is, the history of the 1st Battalion would necessarily have been concluded with a grand obituary if the attempt to sink their boat had been successful. It was shortly after seven o'clock on Sunday morning, July 29th, while everyone was at breakfast, when the sound of bursting shells made everyone run upon deck. Several hundred yards astern could be seen intermittent flashes coming from the guns on a German submarine, which was first attempting to disable and overhaul the ---- before sending her to the bottom with torpedoes. Immediately, the ---- started to zig-zag, keeping her stern to the Hun so as to furnish a small and yusteddy target, and at the same time turned loose with all six guns. For about thirty minutes the duel continued, but at the end of that time the ---- with her great speed had left the submarine far behind and the inspection showed that she had escaped unscathed at though a few shells had exploded uncomfortably close. A little later on in the day two destroyers were met which convoyed her safely into ---- July 31st, where she laid in the harbor a day while trawlers swept the ---- Sea for mines. During the rest there, no one was allowed to go ashore, but from the ship a wonderful panoramic view of a small section of ---- could be seen, and in fact, the boys of the 1st Battalion are still talking about the beauties of the ---- Isle, as they remember seeing them that day.

---- was reached in safety the 1st of August and they had gone on down to ---- the same day. The British soldiers had given them a very enthusiastic reception and the next week was spent in getting better acquainted with them, visiting the nearby villages, sampling the native ale and instructing the Islanders in the gentle art of the Galloping Dominoes

(Continue Page 3, col 2 & 3).

OUR NEW COMMANDING OFFICER

Soon after Colonel Kutz left us, rumors began to spread all over the line concerning the identity of the new Commanding Officer. One guessed that he was a West Pointer and strong on the military end, while another claimed that he was an experienced railroad man from one of the big American roads.

Strangely enough, both rumors proved to be true, and we were all mighty well pleased to have Lieutenant Colonel Nathaniel L. Howard return to the regiment, for he is both a well trained soldier and a railroad executive of proven ability.

He attended West Point Military Academy from 1903 to 1907, but resigned from the Army in the fall of 1907 to enter the railroad game. His first job was as civil engineer on the Burlington, was later Roadmaster at Aurora, Ill., Trainmaster at Centerville, Iowa, Assistant Superintendent at Galesburg, Ill., and Superintendent at Burlington, Iowa.

When he was commissioned Major in the Engineer Officers Reserve Corps and assigned to our regiment in the Spring of 1917, he resigned as Superintendent of the Missouri Division at Hannibal, Mo. He remained with our regiment until shortly after our arrival in France when he was transferred to the Staff of the Director General of Transportation

GENERAL LANGFITT VISITS WINDY CITY

On Sunday, June 9th, we were honored by a visit from our first Colonel, now Major General Langfitt. A band concert was held on the hill side that evening, during which the General made a short speech to the large crowd of officers and men who had gathered there to hear him. As he rose to speak a wave of cheering broke out which proved he had not been forgotten by his old command.

General Langfitt stated that he was very proud of us, having heard so many satisfactory reports of our work in France, and was sorry that his constantly increasing duties had prevented an earlier visit to our sector. While here General Langfitt visited the other interesting points on our line and left the 10th for Headquarters.



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WINDY CITY ECHO

The unofficial organ of the 13th Engineers Ry, U. S. Army. Published monthly on the 13th. Price 25 centimes per copy. On sale at YMCA, Company offices, and all detachments. Remittances are to be made to the Treasurer, and request for additional copies, or back number addressed to the Circulation Manager.

S. L. Beckwith,	Editor-in-Chief
W. N. Bissell,	Editor & Treasurer.
D. I. Hette,	Associate Editor.
J. E. Rogers,	Sporting Editor.
W. G. Burns,	Business Manager.
C. C. Woods,	Circulation Manager.

EDITORIAL

This is a good time to look back over the first twelve months since the organization of the regiment. Considering that the operation of French military railroad by American railroad men was an experiment and that the experiment has worked to the entire satisfaction of the French authorities and that we find ourselves at the end of a year in sound operating condition, both officers and men have reason to feel extremely gratified.

One of the best pages in the record is that of health and accidents. During the twelve months the general health of the regiment has been excellent, two men have been seriously injured, two have died by accident and two have died of sickness.

Eighteen Commissioned officers have been advanced and twenty-two enlisted men, every one of them from this command, have been commissioned lieutenants.

"HIGH BALL" — ONE YEAR

Well boys it'll be a year this month

That we packed and sailed away.

But what's a year while we are here?

There may be more to stay.

Of course we've done lots of kickin'

And suffered some hardships too,

But the Fourth of July reminded you why

So I guess we'll all see it through.

Remember it might be a damn sight worse.

And it isn't as bad as it seems,

Life at its best is only a jest, [dreams.

And there's an end to all nightmares and

We came over here to our bit,

And we're doin' it you can bet,

The French, you know, have always said so,

And at that we ain't started yet.

A year or more stares us in the face.

So accept your lot with a smile, [win it,]

There ain't no "ifs" in it, WIN, (sure we'll

'Cause the job we're doin's worth while.

So just do your darndest what ever you do,

Take hold of your job with a cheer,

Forget the year gone, meet the next with a song,

Here's to the year that is here.

TED SULLIVAN.

Co. A

Corporal J. D. Murray — Editor.

Bill Bryant is helping his French Mademoiselle shuffle hay, the way they do it in Sulpbur Springs. That's another burg we have got to visit when we get back to the States. Cherokee Jones says it isn't in it with the little old village with the insane asylum on the hill.

Why did Floyd Belscamper have to borrow a suit of BVDs from Slim Husinger during the last hot spell?

Ironhead Sheehan is all right - the worlds wrong, that's all. He cant get accustomed to a country where it rains eight times during the day and all night.

Our Saddler, the recent corporal Morrison is sure overworked. He works on the section all day, and makes Sam Browne belts all night. He has cancelled his subscription to the Commercial Appeal. He hasn't even time to read now.

Wagoneer Frank De Baker wants to know if its unlucky to lend money on Friday. You tell him, John, I aint got the heart.

Our new top-cutter, Sergeant Brunner says the only difference between Pinard and water is that you dont have to pay anything for water.

Beacat Tom Wynne has arrived home again and now amuses himself by chasing operators and Chefs de Gare up and down the right of way.

Our new Mess Sergeant, Vic Hundley, while reposing on the ground with two bucks on top of him promised that there would be no more irrigated beans in A kitchen.

Little White Wings Huggins drifted in again with great tales of a bumper grape crop this year in France, and we hear that Chicago is going dry. It aint such a bad war, after all.

Thad Canyon, the supplyless supply sergeant wants sleeping cars put on trains between here and the Windy City.

Brother-officers Jack Sheehan, Art Bam and John Law led the melancholy parade the other night, put on account of no mail for three weeks. Its sure was a sad affair.

Chicabout Buckner escaped from here and was finally apprehended in Nice where he was forcibly compelled to stay for seven days.

Corporal Everhart is now training at the Windy City West Point learning all about squads East.

Joe Callahan wants to know why the Echo never has any pictures in it, so that everyone can enjoy it.

Y. M. C. A.

The Steel-Jackson-Bloomquist trio gave a fine entertainment at the two huts during the past month. Steel had a fine voice and the ladies, as always, captivated the appreciative 13th Engineers.

Judge Tod B Galloway was here Saturday and Sunday June 15th and 16th. He gave a good talk on the history of Joao of Arc and also related other interesting parts of French history which concern this section of France. Finally, he surprised and delighted his audience with several vocal pieces of his own composition.

The Y. M. C. A. now has a Ford camionette

and effort is being made to reach the men in the various detachments who find it so difficult to get the necessary supplies from the Y canteen. Detachment commanders can help the men by getting up a list of needed supplies and sending in a request to the Secretaries in charge at Windy City and Washington.

Lieut. Coons has done a fine service for the men at his town (formerly known as Deyos-dump) by providing a reading and writing room for the convenience of the train men who board with him from time to time. The Y. M. C. A. furnishes the reading and writing material but the personal supervision of the Lieutenant constitutes the proper service for the boys.

A big stock of athletic goods was secured by Secretary Jenkins on a recent trip to Paris. Practically everything needed for the various sports was secured. This effort was supplemented by Secretary Smith in a more recent trip, and it is now certain we shall not lack for anything in the athletic supply line.

Better cinema service is assured now that the Y. M. C. A. has established a division supply station near the American front. In recent weeks there has been a big addition to the number of films available in France, and also in the number of experienced movie men to look after the interests of the troops.

The Duddy combination gave a fine concert during the last week in June. This is one of the best treats we have had through the Y. M. C. A. entertainment service. Mr. Duddy is a fine pianist while Miss Wright is one of the best violinists we have heard in France. Miss Hlorisberg is equally proficient as a soprano singer, and the entire troupe is well balanced and polished. They made a great hit at both huts.

Co. B

Owing to a misunderstanding, no company news was submitted for publication in the July issue.

Co. C

Pvt. V. H. Williams — Editor.

"Haddy Snavey, the highest tonnage eater, wants to sell his meal book.

Sgt Morrill wants to adopt a French war orphan. They're not putting out any over eighteen, Earle.

If home was anything like this Artie Coons would be there yet.

Woods doesn't care for expenses. He's had lots of them lately.

Cadwell is reported in love. You shoot, I can't.

We are backing Paul La Valette for the fat mens' race.

Who did "squads wrong" at ----- last week? Ask Williams, he knows.

Seems to be a good opening for a loan shark in the regiment.

Our coegenial friend, Walter Stotts, was awakened the other morning by the crowing of a rooster. His first words were "At last, at last. Home at last" He will recover.

The joys of war, — Provost Marshal in Nice.

(Continued from Page 1, col. 1).

The bulk of our early seeds were purchased from a special fund authorized for our regiment to be expended for garden seed only. The Garden Service Department of the U. S. Army has furnished most of the seed potatoes and we expect to obtain there most of the plants and seeds for later planting. Our total area in gardens is 20 acres of which much will yield us a second crop.

The regimental fund has helped out to some extent and so also has each company fund so that every member of the regiment is interested, first because he is helping to pay, through the company fund, for the gardens and second because of the direct pleasure and benefit of having a greatly increased supply of fresh vegetables throughout the late Spring, Summer and early Autumn.

The regimental and company funds have, in general, been called upon for only the cost of such items as could not be paid for out of the Government seed fund, or could not be obtained from the U. S. Garden Service. These consisted of purchase of manure, purchase of a few tools and pay for plowing. In most cases the plowing was done for us with teams furnished by the French Majors de Cantonnements, or the Village Maires, for which they refused to accept pay, these being merely some of the many favors and courtesies shown us by the hospitable French, wherever we have come into contact with them.

Several of the Commissaires Militaires have taken a direct personal interest in this work at their respective stations and to them and others mentioned and not mentioned above, we wish to extend our most hearty thanks. The genial and efficient Commissaire Militaire at Headquarters station has been especially helpful and accommodating.

The garden service is directly under Corp. H. K. Myers, of Company D, Chief Gardener, who has had considerable experience in this line of endeavor and any and all success will be very largely indeed, due to the continuous and persistent effort which he has made and is continuing to make for successful gardens at every station. Other gardeners assigned exclusively to garden service, except when in the provisional company, are:

Pvt. S. Arnold, Co. D
Pvt. F. C. Zody, Co. B
" D. Lloyd, Co. F
" G. Jones, Co. B
" J. C. Watson, Co. C
" A. B. Swinn, Co. C
" C. W. McBride, Co. D
" H. R. Andrews, Co. C

In addition to the above the following men devote part of their time to garden work:

Corp. H. S. Curtin, Co. D
Pvt. Jos. S. Bell, Co. B
" Jas. Piscatello, Co. A
" H. Brandon, Co. A
" D. E. Herndon, Co. B
" E. L. Snyder, Co. F
" E. J. Waters, Co. E
" W. O. Tucker, Co. A
" B. F. Temple, Co. C

At other points on the line, the men comprising the detachment have taken charge of the cultivation of gardens at their respective stations.

There has been, in the different detachments, a varying amount of interest in the gardens, but it is believed that as soon as every detachment commander and his men realize the great benefit and pleasure to be derived from their

garden, that there will be everywhere the same enthusiastic interest as has already been manifested in several detachments.

The number of men allowed to be assigned exclusively to garden work is only one-percent, which is far from sufficient for all we have undertaken, consequently it is the duty, and should be the pleasure of everyone in the regiment, to assist directly in this work in every way and at every time that he can.

By the time this is in print, probably every man will have had at least one taste of fresh vegetables from our gardens.

(Continued from Page 1, col. 2).

Just before the 2nd Battalion arrived, a large number of the men were given twenty-four hour passes to London as the paymaster arrived on the 9th due to the earnest solicitations of Major Beot. During the first week in camp rain came down every day and the light russet colored shoes soon became unserviceable, so that it became necessary to have the British issue our men heavy hob-nailed English Army boots which greatly relieved the uncomfortable situation.

After the regiment had been re-united on the 12th of August, we spent the next two days in rifle practice, gas mask drills and regimental reviews. At retreat, the evening of the 14th, Major Black announced that our regiment and also the 12th, 14th and 17th Engineers were to go to London the next day, parade through the streets and later be reviewed by the King and Queen of the British Empire.

On August 15th, therefore, Reveille was sounded at 3:00 A.M. but as usual the hard working cooks had beat us an hour or so and had a good breakfast waiting. After breakfast, we formed in the company streets and then marched out onto the parade ground for inspection. Soon we were pouring along a country road in column of fours with the Commanding Officer and Staff leading the way in the semi-darkness of early morn. Occasionally we emerged from the wood-lined road and tramped through the streets of neat little villages, awakening the sleepy inhabitants thereof by our whistling and singing. Finally, we reached the last of these villages, one which bore the graceful name of ----- and here we found trains waiting to carry us to London. We were thus afforded another brief but interesting view of England from the car windows which soon made us forget our fatigue resulting from the early rising and the long hike. Before we realized we were so near our journey's end, our train was pulling into Waterloo Station where a huge crowd of enthusiastic Londoners was heralding our arrival with a mighty roar. Detraining, we again formed in column of fours and passed on out of the train shed to a street packed on either side with cheering throngs. After a short march we turned into the courtyard of Wellington Barracks, there stacked arms and were dismissed for breakfast which was served by the British troops on duty there. During this time, two other regiments were arriving and marching up to Wellington Barracks so that an enormous mob was soon besieging the iron fence on one side of the inclosure to look at and talk to the Yanks. The London girls were especially hospitable and it is to be regretted that so many of our men were forced to decline the numerous invitations to dine out extended by these fair and willow maidens.

At 11 o'clock the buglers blew "Assembly" and we all fell in for the big parade. The 13th, preceded by the magnificent band of the Grenadier Guards, led off followed by the 14th and 17th regiments. Heading the 14th was the Irish Guards band and heading the 17th, the band of the Welsh Guards. We had not gone far when we were halted on the Horse Guards parade to allow the 12th regiment, headed by the band of the 1st Life Guards, which had been waiting in the Horse Guards Avenue, to slip in ahead of us. Then to the inspiring strains played by these famous British bands we tramped on through the streets of London. Never, anywhere, has any body of men received such a tremendous and enthusiastic welcome as we received that day. We, who only a few weeks before, had silently and swiftly left our native country with only a few to cheer us on our way, were amazed to find this strange country and strange city opening its doors to us and greeting with such hearty and sincere good-will. It is doubtful if anyone of us (New Yorkers and Chicagoans included) had seen such an outpouring of people before. Both sexes, all ages, all classes and a great variety of nationalities were jammed on both sides of the street, hanging from lamp posts, sitting in windows and from every other possible vantage point straining themselves to watch the Yanks march by. Aside from being the first armed body of troops from a foreign nation to march through the streets of London since the time of William the Conqueror, we constituted the van-guard of America's Expeditionary Forces to France and as such, were the first to be seen in England.

Our route of march from the Horse Guards Parade was through the Horse Guards, thence Whitehall, Cockspur Street, Pall Mall, St James Street, Picadilly and Grosvenor Place, where, from the balcony of the American Embassy, Admiral Benson, Ambassador Page and attaches stood and saluted us. Passing through Hobart Place and Grosvenor Gardens we swung into Buckingham Palace Road and presently were directly in front of Buckingham Palace. There in the Central Arch stood Their Majesties, the King and Queen attended by a party of notables, among whom were instantly recognized Field Marshal French and ex-Premier Balfour. As each column arrived at ten paces from the reviewing party the Commanding Officer gave "Eyes Left" on which every officer, N.C.O., and man turned his head and eyes in that direction until two paces the other side. When the colors went by the regimental flags were dipped in salute.

We were finally halted in the Green Park adjoining the Palace and were given refreshments consisting of meat pie, biscuits, chocolate bars and ginger beer which we hungrily devoured. After a short rest we formed again for the return march to the station which was via the Mall, Horse Guards Parade, Horse Guards, Horse Guards Avenue, and the Embankment where we first saw the Stars and Stripes flying above the Houses of Parliament, Westminster Bridge, and Westminster Bridge Road down to Waterloo Station.

(To be continued).

Co. D

Sgt. G. H. Hittel — Editor

Just to remind you that the Puget Sound Extension runs in the direction of Berlin and that it has not been completed yet. Estimates are that all construction work will be completed by Fall.

Sgt. Mullin having resigned to take up the course at "West Point" has left Horicon Swamp for an indefinite period.

D Company claims another officer, Sgt. W. E. Whisler having received his commission on May 27th. We are glad to announce the recommendation of Sgts. Marshall and Barnard for commissions.

SOCIETY NOTICES

John Cable, boss of the fatigue work etc, at the local camp celebrated his 32nd birthday in good style June 18th 1918 by giving a Birthday supper at the Hotel de Gonsalves. Seven selected friends (including the staff reporter) were seated at the Honor Table which had been reserved some days before. The following is the menu:

"T" Bone Steaks	Shoe String Potatoes
Lobster Salad	(New)
à la Newburgh	
Lettuce	Pickles
Apricot Pie	Sponge Cake
Cocoa	Collage
	Wines
Graves	Vin Ordinaire.
	Pall Mall Cigarettes.

DECORATIONS

Daisies Poppies Wheat.

At a great expense and a lot of persuasion Messrs. Jacobi, Gonsalves and Frueh offered their services as waiters for the gala occasion.

Here is to the new orderly B. J. Hallihan May his work and worries never increase.

Corp. Simms reports periodical activities on the "Western Front."

Gen. Yard Master O'Keefe reports a large increase in the cars handled during the month ending June 30th. His switch engine (Maude, a high tempered mule) has been sent back on repose.

Terminal officials Sgt. H. G. McMahon and Corp. H. L. Russell are two of the number who have recently investigated the mysteries of Alex' place.

"Tention — All hail the new Top. Sgt. Munro is now on the job. Best of Luck, Frank.

"I'm imbued with the spirit of battle, and all I want is plenty of space and a chance to get at 'em" Sage sayings of Long Bill.

From last reports McMillen ain't got any answers to his ad. Aint it H... when a fellows got to advertise in the La Vie Parisienne for a "Pretty, Young Godmother".

Bushnell wants to join the Tanks. Keep away from them, Bush, one bottle is enough for any man.

Harmann, Cornelius, Stanley, Taylor, Carmichael, Mace, Lee and Hinthorne are the latest victims of the call to arms, and are now doing their bit to win the war at our own West Point. Jim Stewart, Peters and Phillips just returned from there and are now polished soldiers.

PROVISIONAL COMPANY

Oliver J. Franke — Editor

Gone, but not forgotten, Provisional Companies, 1, 2, 3 and 4.

The makings of a soldier, (not Bull Durham), Capt. Hagelbarger, Lt. Johnston, Sgt. Roe, a little spice, two weeks ---- some soldier.

Try a bottle of our famous health tonic, full of Wim, Wigger and Witality. Directions, shake before taking. This tonic contains a herb that is grown near the village of Waukegan, and is called "pep". It is used to a great extent by the Jackies of the Great Lakes Training Station, and is recommended highly. Passed by the Food and Drug Act and contains the following misery.

Physical Torture----- 7. 15 A. M.
Smothering Exercise----- 8. 30 A. M.
(Gas masks will be worn while taking this dose)

Squads North and East--- 10. 15 A. M.
(Heavy Hardware will be used at this time)
Redose at----- 1. 30 P. M.
This is to be taken each day by order of Doctor Wm. G. Rose, attending physician

Another great invention discovered by one of our graduates from the Military Academy, is an aeroplane that will travel to Chi in nothing flat when the word retreat is sounded. More power to you, Mullin.

MED

Ted Sullivan — Editor

The Captain has gone, the Captain has come. Good luck, Success and Contentment to both.

On June 20th, Capt. Charles F. Clayton, who has been in command of the Medical Department since the departure of Major Thearle last November, was transferred to one of the large Base Hospitals in the South.

Capt. Thompson, who succeeds him, is a well known Chicago physician and has been in active service with the British Army for over a year. Voicing the sentiments of the men in the Medical Department, Captain Thompson looks, talks and acts like a Doctor, as well as a Captain. We of your Department welcome you and wish to assure you of our heartiest co-operation in maintaining your department in the manner you desire.

From all reports, Jack Castagnino (our linguist) is now studying German to be on the safe side. Safety Foist, John, S. F.

Shepard of the Southland has gone North for the Summer.

While Charlie Corvell and Pete Boyle will linger in Repos Valley.

Did Bob Morris talk George Seagrove into going to Aches and Pains, or vice versa?

Patty Patenaude, former w.k. Medic, has fled the coop, aspiring for the higher things in life.

Robinson and Carson have nothing to report or spend since their return from Nice.

"Red" Heines borrowed the Stoupton photograph the other night and used it to serenade one of the nurses. That's one way to horn in.

After visiting the city up there "Royal" Gately says he can sympathize with the Crown Prince on being repulsed in those parts.

HEADQUARTERS

Sgt. J. P. Casey — Editor

A lively discussion is continually in session in Headquarters barracks in regard to the respective merits of private secretaries and dispatchers. In the past former Master Engineers Doud and Dudley very creditably upheld the dignity of the dispatchers.

Since they have left Master Engineers, Dunn and Smith are having a hard time holding up the dispatchers' end as they are pitted against such master minds as Jojo Lette, Kentucky Jim Hays and Little Chester Moody.

Owing to the inadequacy of the style of headgear now in vogue, smoked glasses are becoming popular. Perhaps we are fortunate that an eye test is not a requisite to discharge apres le guerre.

Two casualties to report in Headquarters Company. Our pontoon expert Alex Robinson came out second best in his wrestling match with Submarine Frank. I'll say Sub. more than covers the initial sack. Ye Ed tried to push his finger through a foul tip but found that it can't be did with any success.

WOODMAN SPARE THAT THREE.

Archbold visited Boisysburg recently and fell into one of the newly constructed moats. We claim Archy would make a poor night scout.

Captain F. W. Taylor with the personnel of his clothing house has removed to Washington. Bissell and Collignon are delighted with the move, but they say it is difficult to freeze on to the change with so many emporiums within walking distance.

Whittler did Whither go on his long sought permission? He and Le Grande McDowell are giving the la belle femmes at Nice a treat.

Walker and Kinder deserve to be congratulated on the fine line of groceries they are handing out at Headquarters-Kitchen.

Can you imagine that? Ask Lagerwall if he can imagine himself going out of camp again without a pass?

Rags O'Gallagher, Fay Philbin and Tommie Landers have received their diplomas from the Windy City Military Academy.

To Raise Five New
Engineer Regiments.

Washington, June 7. — The war department, yesterday, announced that the organization of five new regiments and 19 battalions of railway engineers, to be used in addition to the regiments already working in France, is being completed by the staff of the director general of military railways, Samuel M. Felton.

The work has been done in conjunction with the engineer corps. When the new forces are put on duty, there will be 50,000 Americans engaged in railroad construction and operation in France.

A total of \$160,000,000 has been spent on railway materials alone, not including supplies provided and used by the engineer corps proper.

Co. E

John J. Duffie — Editor.

Through the generous contribution to our Mess Fund by the officers and employees of the Chicago & North-western Railway Company, the members of Company E are enjoying a variety of menu. Being all C&NW, we have "The Best Of Everything"

Joe Mendleskis reason for joining the Army, "Eventually! Why not now?" Enlistment papers show Joe was born and raised near Minneapolis.

John Barrell & Co., Ltd.
Dealers in High Explosives!
We Specialize in Dynamiting

Our well known lampstere, Madison Connors has returned from his permission to Southern France. During a visit to the beach at Nice, he claims to have seen Annette Kellerman on one of the diving boards. An inquiry proved that the lady in question was only a Parisian stenographer spending her vacation in the south.

Another new overseas cap! What about the underseas cap originally designed by Edward Marsh and recommended for Sulmarine Service?

— Another Citation.

Thomas S. Hayes was again "sighted" last Sunday talking to a french friend, who is visiting her folks in the country. He showed unusual courage and calmness throughout the conversation.

We have all heard of the war being brought home to America. Not so, with Sgt. Wm. G. Burns, who has already sent part of it to the States in the form of souvenirs. Recipient: A young lady "Somewhere in Du Page County, Illinois"

Engineer Thomas King explaining a road delay to an officer. That fireman of mine could not keep water hot enough for a one armed barber.

Sergeant McLean forwarded a Boote holster to his brother in Chicago with the following directions attached — Best Adapted for Holding Square Objects.

We have been informed through the Chicago Tribune that Commander Evangeline Booth, of the Salvation Army, will visit all Camps to inspect doughnuts. To date Miss Booth has not arrived, neither have the doughnuts.

Sergeant William G. Bug is the Cy de Vry of the Thirtieth Regiment. Recently and with some difficulties he captured a wild eagle, now on exhibition in the Bird House at north end of Park.

Special notice.

An open meeting of the Heather Hill Masonic Club will be held on August 8th at 8 PM, in the Headquarters mess hall, in commemoration of the first anniversary of this Club. Entertainment will be given and refreshments served. All members of the fraternity are most cordially invited to attend.

BASEBALL

Last month was a busy one for the baseball enthusiasts. One could see the Old Timers loosening up their salary arms on every night the weather permitted. The Windy City diamond is now in fairly good shape. The evening games afford amusement to the onlookers and good excess and fun to the players.

On Sunday, June 7th a double-header was staged. Company B's team taking the measure of a picked team from Coontown to the tune of 16 to 5 in the first game, and Tom Willis' Tom-Toms annexed a victory over a team from a Company F detachment by the score of 3 to 2.

On Sunday, June 15th the All Stars captained by Master Engineer Gulo were beaten by Co. B. Walbrand was in the box for Co. B, and twirled a nice heady game. Hall lobbed then over for the All Stars and did well, although his support was shaky. Doty was the star with the stick, getting three blows. French caught his usual steady game. Co. B. played a good game in the field and at the bat and came out the winners by the score of 5 to 2.

On Sunday, June 23rd The All Stars avenged themselves for the defeat of June 15th and just nosed out Co. B by the score of 11 to 10. Baker twirled the first two innings for the All Stars and held them scoreless. In the All Stars half of the second Bryant walked, Casey forced him on an attempted sacrifice, Robinson and Barrett walked after which Baker came through with a single over short scoring two. Baker gave way to Hall in the third. Co. B put over two runs on him making it two all.

The All Stars were stopped in this inning and Co. B. came back in the fifth with three more, the All Stars made it 5 to 4 in their half. Hall then settled down and held Co. B. scoreless until the ninth. In the sixth the All Stars filled the bases, then Casey came through with a double and Barrett, Baker and Hall singled driving in live runs. In the eighth the All Stars got one more run on a double by Carmichael, and singles by Bryant and Casey.

Co. B. came near making it a draw in the ninth Mammel put the wood on one and pulled up at second, Hall singled, Gunn rapped to Carmichael who pegged low to first filling them up, French got a toe hold on a fast one and doubled to deep center scoring three, Ferguson scored two more with a single, through short, but German ended the fracas with a pop fly to Sid Smith. Carmichael, starred with the stick with three singles and a double. Bryant caught well, Baker pulled down a few nice catches in right. Hall pitched a nice game whiffing nine Co. B. men.

"Bath house John" is pretty handy with that cold water hose.

There's an old saying, that murder will out, and that reminds me of a little, or should I say, big incident, that Sgt. S. C. Moon kept under cover all this time. Fellows, Moon, is a full fledged "Benedict" — in other words, he's married; got married last April, and been posing around us as a single man; now what do you think of that?

Co. F

Private E. A. Creech — Editor

Pvt. Ashley graduated with honors, from the Windy City Military Academy, but said he preferred to railroad.

Pvt. Barrett "opines" that he is some ball player, in spite of the declarations of his critics, to the contrary.

Pvt. Stolmeier says that he regrets losing his position in the Provisional Company Claims that he has visions of the bangs from now on.

Pvt. Waterberry, our friend from the "wild and woolly" lived up to western traditions out on the range, no telling what that "bird" might have done with a six-shooter.

At this writing, our heavy weight horse shoer, Dorsey Smith, familiarly known to us as plain Jimmie is about to "partee" on his furlough; here's hoping nothing goes wrong with the pay roll while he is putting on the grand Promenade.

Saw Pvt. Markley strolling slowly across the parade grounds the other day, and inquired "why all the joy, Mark?" He said he was bound in the general direction of his little switch shanty, after completing his course at the Academy.

Burrows and Laird also had a whirl at "setting up exercises" and are now sighing with joy and are firm believers, once more, in ratroading.

Corp. Harry Neff claims to be enjoying himself immensely in Windy City, well, he hasn't got any thing on us "natives", has he?

Sgt. Parker while suffering from a painful boil on the back of his neck, paid Pvt. Franke a friendly visit, and Parker says while there that Franke "whackicated" him; I'm still hunting through dictionaries, to enlighten myself as to the meaning of that awful word, as Parker refuses to supply the information. Seems that there's a razor in the plot.

Pvt. G. B. Creech got lost in the "shuffle", while on his way to Aix-le-Bains, but he reports an exciting time, nevertheless.

Corp. McCarty and "Packey", McFarland had a great time of it, in Aix-White on their furlough, they went in for violent exercise in the shape of a "Push-mobile"

Cook Holland says that he has to grin every time he thinks of the wood-chopping detail.

Corp. Bailew was some busy little soldier, in that fair city of Chambrey, in all appearances, his popularity down in that neck of the woods, was surpassed by none.

Cook Martinson and Pvt. Bivens report very exciting doings in Nice; Gus said that he might have gone in for housekeeping, but couldn't find a stove to suit him.

We extend hearty greetings to our new lieutenants, Warren and Harrison, who, prior to their being commissioned, were sergeants in Co. F.

Heard that Jimmie Pyle had a new Sammy Backer; how do you do it Jimmie?

Sgt. Phillips, recently christened "Jesse James", is getting to be a wonder with the rifle; he almost made a bulls eye last week, while on the range. Says that he will try again.

YOU TELL 'EM

By Ted Sullivan

It isn't the mess " it's what you get in it

"To the Hail life is just one darn ruo after another.

Workin' aint so hard it's tryin' to rest up

Kasier Bill . . . Gott is mit us ", well if He is, Bill, He's in for a hell of a time of it

The Kasier says " Paris or Bust ", we've got the same idea " Bill", but it can't be done

It's a good thing they run the railroads on tracks or some of us never could get home o' nights.

Mathewson must have laid this railroad out according to the curves in it.

The War will be finished in three weeks. — Pass the Durham, Joe

From some of the letters the fellers write their gals they are " More to be pitied than censored " WIIO? The girl, the feller or the letters?

Here's hopin when they call " peace " that the " Hails " slogan, " First in, First out " will apply to the 13th.

We hope by the time the " Over There Theatrical League of America " get agoin' we'll have a stage and they'll not overlook us

Oh where is the feller who took up semaphoring aboard ship?

Do your bomb-proof building early

Our Officers have taken to the hills, but may they never be taken to THE hill

What happened to that " Learn To Speak French " book you bought the first week you were over here.

War bread makes me sick, Soda Crackers. — Wow! —

Do you know that one of the Examining physicians name was Rice?

According to the Stove Pipe Correspondent in the Windy City, one of the leading barbers there has been making a big hit with certain village mesdames on account of his willingness to shear their childrens' Spring crop of hair.

Barrack moving and rat killings are popular pastimes in the Windy City these days.

THE WINDY CITY GARAGE

**CORNER HOGAN'S ALLEY AND THE BULL YARD
ARMORED TAXI SERVICE TO LA THEATRE DE LA GUERRE**

Two phones and Wireless Connections.

The only efficient service in town Our cars meet all trains and beat most of them. Exquisite limousines and war-n out touring cars for all occasions Bullet proof wind-shields and corrugated iron tops are special features on all cars

MOTORCYCLE SIDE TRIPS

Our Indian motor-cycles (with sidecars for passengers) are noted throughout the country for their speed, neat dodging and healthful vibrations In fact, severe cases of internal disorder have been cured in twenty minutes riding Account of low visibility, they are especially recommended for daylight riding on the Puget Sound Extension

TEAMING AND TRANSFER SERVICE

We have six Pierce-Arrow trucks available for all sorts of hauling from blue bags to barracks We refer you to satisfied patrons such as the Windy City Wholesale Meat and Grocery Co., The Walshington Gents Clothing Store, Stoupton Water Co., Windy City Rock Quarry and the Paris-Berlin Chemin-de-Fer. The latter will testify as to our efficiency in clearing a wreck in the local yard last fall

SERVICE DEPARTMENT

All cars repaired under the personal supervision of Master Engineer Vincent and Sergeant Nelson, both experts on Fords or automobiles A full line of auto accessories, always accessible. Shell shock absorbers for use near the trenches and side curtains to prevent the enemy from seeing you. Our machines are noted for their endurance- -they get less tired the more they run. Gasoline at prices that would delight the Standard Oil Co. Pocket lighters filled free of charge (if no one is looking)

PERSONNEL

All drivers carefully selected from the well known Auto Bandits League of Chicago

Kankakee, Illinois

The City's Growth—A Page of History

THE name Kankakee has percolated through several strata of language and may be impregnated by them all. The river was discovered by the French at an early period and was one of the principal routes to the Illinois country. Since 1689, travelers, cartographers and others have designated it by various names, such as Thealike, Hankiki, Huakik, Huakika, Teakika, Theakiki, Kaukaki, Quin-que-que and Kankakee. In 1720 Charlevoix spoke of it as the Theakika, which, he said, "by a corrupted pronunciation our Indians call Kiakiki." He proceeds: "Theak signifies a wolf in I do not remember what language; but this river bears the name because the Mahnigans, who are likewise called the Wolves, had formerly their refuge on its banks." Another authority says that "Theak does not signify wolf in the language of any tribe ever known to frequent this part of the country, but speaks of the river being called Kankakee, and says that Kankakee is an Algonquin word meaning "raven." Some hold that the present name is an Iroquois word, and comes from Kantake, signifying "Among the meadows." The "Gazetteer of Illinois," 1834, contains the following statement about the river: "Its aboriginal name was Theakiki, or as pronounced by the French Te-au-kee-kee, which, by the fatality attendant upon many of the aboriginal names carried through French into English has become fixed in the sound and orthography of Kankakee." But Gurdon S. Hubbard, who came to Chicago in 1818 with the American Fur Company's Illinois Brigade, and was later placed in superintendence of all the company's posts on the Iroquois and Kankakee Rivers, and understood the Potawatomie language well, said that the Potawatomie name of the river was Ty-yar-ac-ke, that this was modified to Ty-an-ke-ake, finally becoming Kankakee, and that the name meant "Wonderful Land."

The story of Kankakee begins with a house by the side of a road. The house stood at the outer line of the timber that fringed the river, on ground that is now the northeast part of the court yard. For

many years it was the only building where the City of Kankakee now is. It was built in 1834 by Case Wadley for Francis Bourbonnais, Sr., to whose Potawatomie wife, Catish, in 1832, there had been made a reservation of the land, one section in all, by the Treaty of Tippecanoe. This house was a double log cabin, or a cabin of two rooms with a space between, all sheltered by the same roof, covered with shakes. It faced the northeast, one of the rooms being in the southeast, the other in the northwest end. Neither room was subdivided, but sometimes blankets were suspended to partition off parts of a room for the convenience of the occupants. In the southeast room was a fireplace with a stone chimney standing outside. It is likely that before much time had elapsed the Bourbonnais family ceased to use it, and that white settlers began to occupy it, for within a few years after its building the Government removed the Indians to country west of the Mississippi. And it is written that in 1836 Elihu Springer preached in this log cabin.

The road passed along the northeast side of the house. It followed the general course of the present road from Waldron through Bourbonnais to Wilmington. It was probably the same as the mail route mentioned December 14, 1841, in a printed advertisement for bids for mail service on route No. 4819, from Danville, by North Fork, Milford, Iroquois, Bull Bonus Grove, Rockville and Wilmington, to Joliet, 112 miles, once a week. The Masonic Temple is on the line of the old trail, as are also the barn on the residence lot of the late Thomas P. Bonfield and the barn on the lot of Dr. O. B. Spencer. It is the road that many a settler in the Kankakee country traveled to Wilmington to have his grist ground at the first mill of the early day.

The Bourbonnais' have left their impress upon the nomenclature. One of the streets bears that name. Our neighboring seat of learning honors it. And even to this day an early settler now and then speaks reminiscently of Squaw Grove and Squaw Creek, as refers to our primeval oaks and



KANKAKEE, ILL.

the fast vanishing water course that debouches into the river west of Chicago Avenue.

The east half of the reservation was sold in 1833 to Samuel Russell, who was probably the person, who, in 1836, 1838 and again in 1846, was postmaster of the office from which the present postoffice of Bourbonnais derives its lineage. Later an interesting party of gentlemen seeking investment came on horseback from Indiana. One of these gentlemen was Isaac E. Elston, a daughter of whom became the wife of General Lew Wallace, and another daughter of whom became the wife of United States Senator Henry S. Lane, of Indiana. Mr. Elston purchased the west half of the reservation from the Bourbonnais in 1847. He conveyed it in 1852 to George Griswold, Morris Ketcham and Jonathan Sturgis, and after the County of Kankakee was organized in 1853, these men offered a court house site and \$5,000 toward the cost of erecting a court house, if the people of the county would locate the county seat here. Momence, Aroma, Bourbonnais and Kankakee were all aspirants for the location. Neither of them received a majority in the first election, but the second election, held June 21, 1853, resulted in the selection of Kankakee. In pursuance of their offer Messrs. Griswold, Morris and Ketcham dedicated the present court house block to the county for court house purposes. A court house was built, and by November, 1855, was ready for occupancy.

In 1852 Abram True erected a house, which, though of late years divided, still stands on Maple Street. It became a public hostelry, and by reason of its distance from the court house site was known as the "Half Mile House." The first store erected was Clark & Roberts' store on the south side of Court Street, where now stands the Pallisard building. On July 14, 1853, the Illinois Central Railroad was opened from Calumet to Kankakee, and during that month the first freight was received here, being a consignment of lumber to Solon Knight. This road had been opened from Chicago to Calumet, May 15, 1852, and was opened from Kankakee to Spring Creek, December 2, 1853. The first railroad bridge across the river was of wood, and was so constructed as to allow the passage of teams over the lower section, and for some time was used as a toll bridge.

The original town was platted June 8, 1853, and was called the Town of Bourbonnais. The place was also known as Kankakee Depot. It was by the latter name that it was voted for and selected as a county seat. A historical sketch prepared by W. H. Bristol, as part of the City Directory of 1876, states that the postoffice here was first called Clarksville. By an act of the legislature that went into force

February 15, 1855, the name was changed to Kankakee City. In later years the city became incorporated under the provisions of the general law of 1872, and thereby acquired the present name, City of Kankakee.

The City of Kankakee is a growth and not a creation. Its story is now a tale of sixty years. Better in a thousand nights than in a thousand words could the inspiring tale be told. But its growth is symbolized by the stride from the house at the side of the road to those splendid structures, the postoffice and the Young Men's Christian Association buildings, the Masonic Temple and the court house, that now cluster around the spot where the old log cabin stood.

For half a century, it may be said, Kankakee advanced slowly, though all the time gathering strength and vitality for the great future which is now certain to be hers. Like the seed planted in mother earth, she exhibited little outward change, but during this period was germinating within her that spirit of enterprise and liberality which was eventually to burst upward into the sunlight of prosperity and blossom into a new life. Here, on what has been declared one of the richest soil belts in the Central West and surrounded by the most productive farm lands ever given to man out of the bounty of nature, what was formerly a strictly agricultural community has been transformed almost in the twinkling of an eye into a mighty work shop filled with the sound of throbbing machinery and clanging hammers. Splendid business blocks and office buildings line the principal thoroughfares, beautiful and costly edifices house the public business of the city, county and nation, artistic and luxurious residences flank the miles of broad, well paved and shady streets, while all around are grouped thousands of neat, comfortable homes of Kankakee's laboring population, well paid and happy in the general progress and uplift of the city.

Throughout the northern part of Illinois Kankakee is noted for its beautiful residences, well kept parks and delightful drives. In the building of their residences, our citizens have not aspired to the palatial establishment of the millionaire, but rather have shown a preference for the artistic, comfortable and moderately priced home, which reflects the true spirit of the home lover. These universally well kept homes give to Kankakee as a whole the appearance of an enterprising and progressive community whose members work, not for personal gain alone, but for that spirit of co-operation in their business life and good-fellowship in their social life, which all tends toward a bigger, better and more prosperous city. Kankakee justly bears the title frequently bestowed upon her—"A City Beautiful."

Parks and Play Grounds

Only during the past five or six years has a need for public parks and play grounds been felt. When the city awoke to the fact that the steadily increasing population would soon utilize all available space for building purposes, a park system was established and the next few years will see each section of the city amply provided with public parks and play grounds.

Great progress in this line has already been made. The most pretentious effort is the banks of the Kankakee River. Here nature has furnished magnificent trees and a beautiful river, and man has supplied additional shrubbery, fine walks and drive-ways, flowers and rustic benches. The result—a park to which all Kankakeans point with pride and delight.

Nature has been more than generous to Kankakee in the matter of fine trees and lawns and a drive through any part of the city must create a most favorable impression, but on a journey through Riverview, the principal residence district, and the Riverview Park, a true lover of the artistic in homes and in nature will surely revel in this beauty spot of the city.

Almost adjoining Riverview Park is Electric Park, the terminus of the street car line. Here there are amusements during the summer season, a fine dancing pavilion, summer theatre building, scenic railway, excellent boating and a good bathing beach. In this park are numerous summer cottages occupied throughout the season by families desiring to escape the heat of the city and enjoy the woods and the water.

A few miles up the river are found many comfortable cottages for rent during the summer and also a number of personally owned summer homes. In fact the banks along the Kankakee River form a vast natural park, visited annually by picnic parties from Chicago and the surrounding country.

On the south side of Kankakee a small park fronting on the river will soon be ready for public use. A similar park on the west side is nearing completion. On the west side also is located the Sol Alpiner play ground, where toboggans, swings, horizontal bars and games are provided for the children.

Few cities are the center of more beautiful drives than Kankakee. Good stone roads radiate in all directions, some of them leading to delightfully cool woods and through shady groves, while others follow the river for many miles, winding in and out through the trees, with the water always in view.

The pleasure derived from visiting a city with artistic homes, beautiful parks and fine drives, and one which also boasts the best of hotel accommodations, has made Kankakee the mecca for automobile tourists from all parts of the state.

Health Conditions

The general conditions of health in the city of Kankakee and surrounding territory is equal to that of the best locations in the State of Illinois. Its natural lay is high and dry, with a perfect natural surface drainage. It is underlaid with a layer of limestone deep enough under the surface of a loose alluvial soil to favor any underground system of sewerage that may be necessary, the natural drainage to the Kankakee River being ideal the high ground upon which the city stands extending back and east a distance of nearly three miles, giving a gradual slope to the river from the east, south and west. The city is drained by a large bend of the river, which runs through the city on the south and west, while the north side is drained by the Soldier Creek Valley coming from the northeast and running to the west through the northern edge, emptying into the river below. The natural slope of that portion of the city on the south side and that portion lying on the west side of the river is equally as well drained. The larger portion of the business center has an excellent rich and fertile soil averaging twenty-eight feet above the layer of limestone.

The supply of water for the city's consumption is obtained from the river above the city and is of excellent quality. The pumping system situated up the river on the southeast border of the corporation limits furnishes an abundance of water for all purposes, with an excellent system of filtering in the plant, insuring its purity and healthfulness.

These natural conditions greatly lessen the ratio of disease such as typhoid, malaria and kindred diseases that obtain their origin from low, wet and undrained soil.

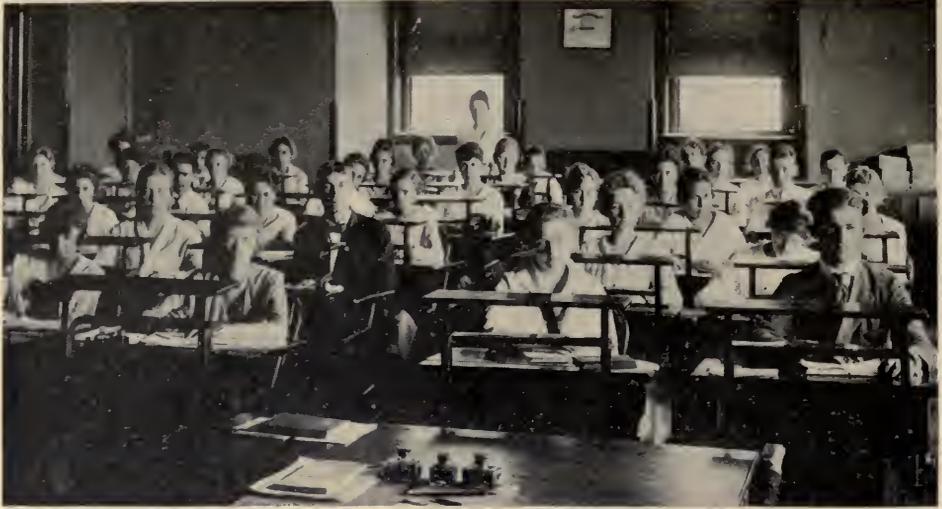
The fact is that from a health standpoint obtained from a medical statistical source verifies the fact that Kankakee and surrounding farming community has less typhoid and malaria than any community within a hundred miles. In fact malaria is almost a "remembrance of the past" with us, due to the excellent sanitary system of furnishing and supplying an abundance of pure fresh and well-filtered water for the city's consumption and its excellent system of underground sewerage.

City Government

Wise heads have decreed that municipal affairs in Kankakee shall not be complicated and retarded by the rancor of partisan politics, and in the choice of city officers men are elected on their merits and not on close party lines. This gives to the city, government of a high character and a tinge of independence which results in a reasonably liberal-minded administration coupled with unusually clean morals. Kankakee is fam-



KANKAKEE, ILL.



BROWN'S BUSINESS COLLEGE, KANKAKEE, ILL.

ous for her moral standard, and yet in no sense is individual liberty restricted.

The good judgment with which city and county affairs are administered is shown in the small tax rate under the expense of great public improvements. The police department is fully adequate to every demand and five splendidly equipped fire departments guard the property of the citizens against destruction, tending toward a material saving in insurance rates.

Educational Advantages

Fully in keeping with the spirit of the times in education, as in other ways, Kankakee has expended large sums on her schools, which are unexcelled in equipment, management and accomplishment. Graduates of her high school courses of study are admitted to the best known colleges of the country, thus establishing the completeness of the courses of study prescribed.

It is the purpose of Kankakee to afford in her Public Schools as good advantages as may be found in any city of similar or even greater size, in the state. Good courses have been arranged for in the elementary department and the High School. These courses have been made flexible so that they can be adapted to the needs of the various pupils, and they also admit considerable originality upon the part of the teacher. In the grades, while sufficient stress is placed upon the necessity of thoroughness in instruction in what are usually termed the fundamental studies, enough time is devoted to music, drawing, calisthenics, etc., to prevent the

schools from becoming tedious and monotonous. Music and drawing tend much to make school life attractive for children. Great interest is taken in both in the Kankakee schools.

Manual training for the boys and sewing for the girls are taught beginning with the sixth grade and continuing through the High School. In the modern school course there is so much that appeals to the children that few are found who do not like to attend school. The High School courses are so well arranged and the instructors are so competent that the High School is fully accredited by the North Central Association, which entitles the graduates to enter any of the colleges of seventeen of the Central and Western states. Among special features is the well equipped Manual Training department under the charge of a very competent supervisor and his assistant. The work of this department never fails to interest those who examine it.

The business course is also very popular and successful. It includes instruction in mental and commercial arithmetic, commercial geography, bookkeeping, office practice, typewriting and stenography. All who pursue this line are required to take a four years' course in English. The result is that the business graduates are prepared to intelligently compose business correspondence.

The Board of Education is constantly adding to and improving the equipment and making the buildings as sanitary as possible. Drinking fountains are installed in all of the buildings, and paper towels are

in use. It is something of a tribute to the thoughtfulness that has been exercised to say that the schools have never yet been closed on account of an epidemic of a contagious disease.

Kankakee is exceptionally well supplied with facilities for a thorough Catholic education. All but one of its six parishes (including Bradley and Bourbonnais) have their parochial school, St. Patrick's Church being ready to start building its own this year. Besides these parochial grammar schools, there are two flourishing academies, with a high school course for young ladies. This is St. Joseph's Seminary, founded in 1860, under the direction of the Sisters of Notre Dame, from Montreal. These institutions have a capacity of about one hundred boarders each, besides the large number of day scholars whom they accommodate and who may and do follow special business courses, in shorthand, bookkeeping, etc.

St. Viator's College, founded in 1868, under the direction of Clerics of St. Viator, Priests and Brothers, has over three hundred young men who follow the commercial, the classical and the literary courses, besides the philosophical and theological departments, along with special courses in the languages and in the sciences. The Board of Managers are empowered by the Legislature "to confer such academic degrees and honors as are conferred by colleges and universities of the United States." Hundreds of priests and professional men of the Middle West look back with pride to St. Viator's College as their Alma Mater.

The school Sisters of St. Francis have charge of the parochial school of St. Mary's Church (German) and the Sisters of the Holy Family of Nazareth are at St. Stanislaus' Church (Polish). The public has not yet been informed of the name of the Sisters who are to have charge of the new school at St. Patrick's Church. St. Rose's schools and those of the Maternity Church (Bourbonnais) are in charge of the Sisters of Notre Dame from Montreal, a teaching order founded by the Venerable Marguerite Bourgeoys in the seventeenth century and a leader in the new world ever since in Catholic educational work. The Brothers of St. Viator's College teach the boys' school.

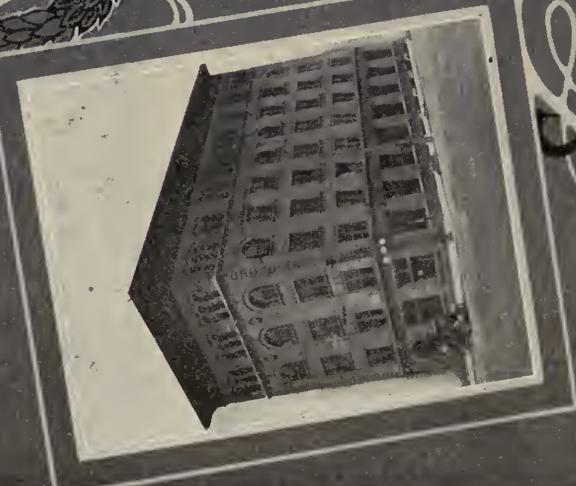
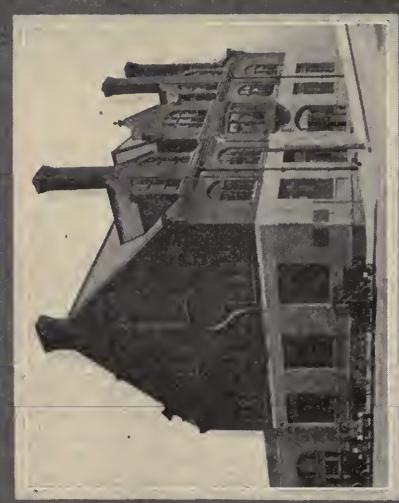
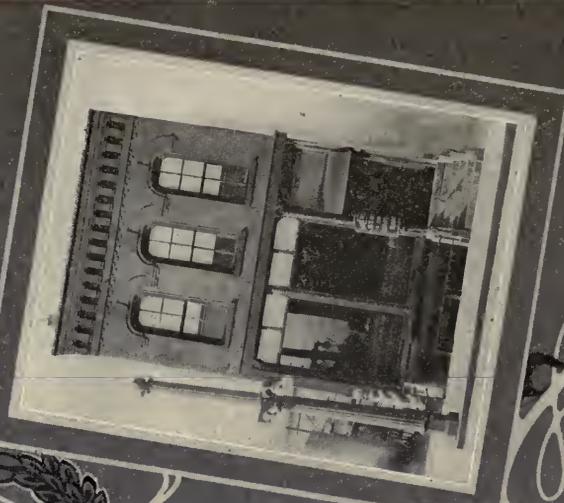
It is needless to add that special attention is given in these Catholic schools, colleges and academies to the cultivation of a high moral character, and that much time is also spent in the study of vocal and instrumental music and oratory. Care is also bestowed upon a sane development of physical culture and sports, in so far as they help the general good health of the pupils and justify the old adage—"a sound mind in a sound body."

One of the best Business Colleges in the State of Illinois is also located here, offering every opportunity of business training to the youth of the city and surrounding territory.

A handsome library building, erected in 1898 at a cost of \$20,000, gives evidence of



KANKAKEE STATE HOSPITAL



KANKAKEE, ILL.

the literary taste of the people and is a valuable adjunct to the general educational facilities. The shelves of the library contain over eleven thousand volumes and in addition to the volumes of fiction, travel, encyclopedias, etc., all of the best current magazines, periodicals and Chicago and local newspapers are to be found in its reading rooms. It is constantly being enlarged by the monthly purchase of the latest editions of books, carefully selected, the purpose being that the library shall be of benefit to the minds of the readers and that no book that may have a tendency to injure in any way will be accepted.

Hospitals

The people of Kankakee can boast of having one of the finest and best equipped hospitals of its size in the state. The Emergency Hospital is now in its sixteenth year. It has enjoyed prosperity and a continued growth, under the careful management of the Sisters of the Sacred Heart of Mary.

Prior to 1895 Kankakee had no adequate hospital facilities. One of the fondest hopes of Father Paradis of the St. Rose Church was to build a hospital for Kankakee. With this idea in view he, with a few public spirited citizens, raised the necessary funds to buy the present lot and erect a small building.

On March 30, 1897, the building was completed and opened to the public, but it soon proved inadequate and an addition was erected a few years later. Three years ago sufficient funds were secured to add another story to the building. This including principally a new operating room. Visiting doctors have said that it is the equal of any operating room in the state, not excluding Chicago. An electric elevator was another valuable improvement at this time.

In addition to the hospital is a pretty garden and park where convalescent patients may enjoy the fresh air. The Sisters of the Sacred Heart of Mary take care on an average of twenty-two patients daily. In the past year over three hundred patients were treated.

Kankakee State Hospital

The Kankakee State Hospital was established in 1878 on the recommendation of a commission appointed by Governor Shelby M. Cullom in 1877. The point was selected because of its ready accessibility by the main line of the Illinois Central railroad, because of the unlimited water supply from the Kankakee River, and lastly, through its proximity to the City of Kankakee. The first buildings, including the Administration Building and the main buildings, were erected immediately under contract with the Prison Department. This construction is of native stone with floors of brick arches and I-beams. The construction is of such

character that it remains practically unimpaired to the present day. It will be seen that this main building is of fire-proof construction. During the next succeeding five years an innovation was inaugurated through the influence of Dr. Frederick H. Wines, then the Secretary of the State Board of Charities, with whose plan the Superintendent, Dr. Richard H. Dewey, heartily co-operated. This innovation consisted in the erection of detached cottages of home-like character, laid out on tree-lined streets, and according to a comprehensive pre-arranged plan.

Friends of this modern institution, with its spacious lawns and beautiful roads, paths, trees and shrubbery, are proud of the fact that this plan of having separate cottages has spread all over the world and is being extensively followed in many foreign countries as well as in many of the States of the Union. At the time the institution was planned the legislature limited its appropriations to accommodate not more than 800 patients. With the introduction and extension of the cottage system the population was increased gradually and by 1895 approached 2,000. After this time for a number of years there was little done in the way of increasing the size of the hospital, but in 1908 a beautiful hospital ward building was erected, and in 1910 another cottage was added to the number already completed. These additions, together with the increase due to the growth of population of the hospital district has brought the present day population of the institution to above the 3,000 mark. With the increase in population there has been an increase in the number of employes, so that no fewer than 500 people are employed on the grounds.

Much is done in a medical way to give the patients the best of treatment. In 1908 a complete hydrotherapy outfit was installed for each sex and it has been in constant use since that time. Probably nothing conduces more to the health and comfort of patients than this hydrotherapeutic equipment. The best of medical care is accorded the patients on the modern hospital wards and in the tuberculosis pavilions. All the patients able to walk are taken out-of-doors at least once each day for out-of-door exercise. Two-thirds of the patients are actively employed, and large numbers of them follow such healthful occupations as driving teams and working on the lawns, gardens and farm, in all 1,000 acres in area.

The institution, containing in all a population of more than 3,600 people, has all the departments and mechanics necessary to any small city. The payroll is great accordingly and is not far from \$20,000 per month. For the payment of the employes



and the purchase of food, the institution pays out every year not less than a half million of dollars.

The Kankakee State Hospital is one of the largest and greatest institutions of its kind in the United States. Its fame has spread abroad and the hospital is frequently in correspondence with officials at foreign countries. The population is secured through commitments from the following counties: Kankakee, Cook, Champaign, Coles, Cumberland, Douglas, Edgar, Ford, Grundy, Iroquois, La Salle, Livingston, Vermilion and Will.

Transportation Facilities—Steam and Electric

The growing industrial importance of Kankakee is due in a large measure to its excellent facilities for the distribution of manufactured products afforded by the numerous railroad lines entering the city. Five great railroads cut through the very heart of the manufacturing section—the Illinois Central, the Big Four, the Chicago, Indiana & Southern, the Kankakee & Seneca and the Chicago & Interurban Traction Co.

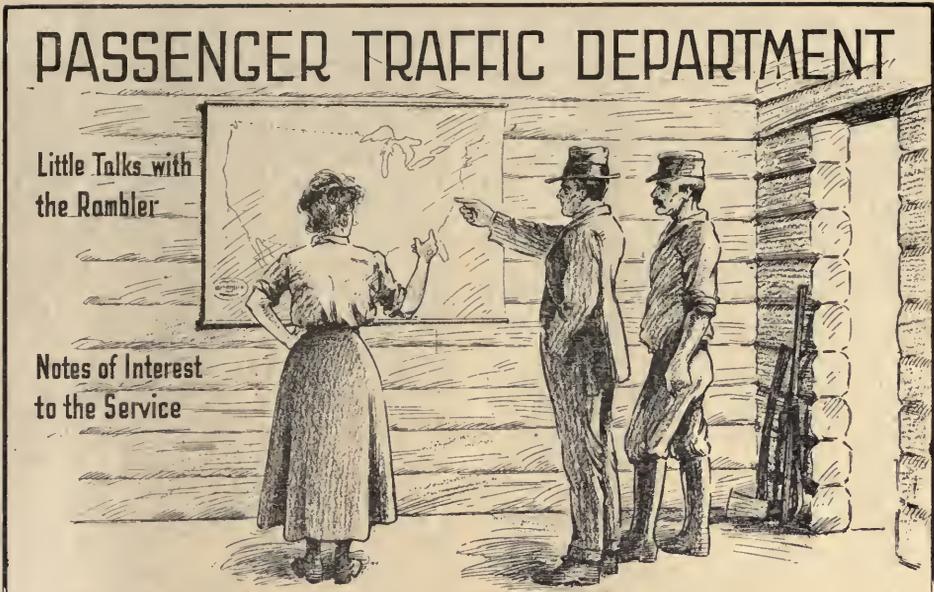
The Chicago, Indiana & Southern Railroad probably offers the best advantages to concerns with extensive shipments. It starts from St. Joseph, Mich., on Lake Michigan, where it has connections with all the lake routes, coming southwest to Kankakee and then circles north and west.

It is only two hundred miles long, but it crosses thirty-two different roads, including all the roads going east, south and west of Chicago. It is the most important short line transfer road of the New York Central lines, taking through trains from east to west and vice versa, saving the passage through Chicago's congested freight yards.

The Illinois Central taps all the south, through to New Orleans. The Big Four goes direct to Indianapolis, where it makes connections with the roads of the east and southeast. The Kankakee and Seneca road runs to the western part of the state and the Bloomington branch of the Illinois Central takes in Central Illinois.

Kankakee is on two of the greatest coal roads in this section of the country. The Illinois Central has branches to the coal fields of southern Illinois and Indiana. The Chicago, Indiana & Southern runs into the center of the Danville coal fields. Coal can also be obtained from Essex, a short distance of twenty-five miles. Concerns which use coal in making their own power know that it is absolutely necessary that coal be delivered constantly. Kankakee, by its freedom from switching delays, is assured of quick delivery.

Kankakee can boast of ample passenger and express service, there being fourteen daily trains each way to and from Chicago, as well as the hourly train service of the Chicago Southern Traction Company, which converges in the heart of Chicago.



Everything in a Name

"Oh, why wasn't Howard born rich instead of talented and handsome", exclaimed Mrs. Tyro with a laugh as she met the Rambler in a department store, through which the latter was making his way from the "Men's Store" out on to the street. "I see", was the good-natured response, "even the plethoric pocketbook of one of the leading editorial writers of the country is insufficient in depth, I suppose, to meet the absolutely necessary requirements of his wife on a shopping tour. But really, Mrs. Tyro", he added as he looked at his watch, "the strenuous hours of bargain-hunting that you have evidently just gone through have made you look exhausted, and I'll warrant you came from home with practically no breakfast; just a snatch or a bite was all you had time for in order to make your suburban train into the city. In fact, my dear Madam, you look hungry to me, and as it is about my own lunch time, suppose we go to the tea-room where you not only can sit down and rest, but gain strength for further efforts while you incidentally tell me your

troubles." With a laugh at his facetiousness, she allowed him to lead her to a quiet table in one of the pretty and cozy restaurants of the store. After they had become settled and their order given she entered into his mood and said, "Now Sir, pray advise how it happens that you, a crusty old bachelor, should have presumed to think for a moment that you could be of any assistance in the matter of what you assume to have been a woman's shopping troubles? What do you know about shopping, especially in a dry goods store? I do not believe you even know how to buy your own shirts to good advantage. Howard gave up trying to buy his a long while ago; said he always got 'stung' on quality."

"Ah," he interrupted, "that was your fault, I'll warrant. You did not like the stripes he picked out, and after feeling the goods all over insisted that he paid too much for the quality of the material that was in them. Yes, I may be a crusty old bachelor, but I am not half as green as I look. I once had a home in which the ladies, God bless them, knew all about

qualities, and there was a time in my career in which I had my socks, and even neckties, (more's the pity) bought for me. However, I will confess not being very wise in such matters, and had no thought of trying to pry too deeply into your shopping troubles. I just thought possibly it might relieve your mind and give you a fresh start to have you talk them over to a willing ear. I knew you would not tell me any more than you wanted to, and I could at least look sympathetic until you reached a state of mind in which you would forget all about me or my implied offer of assistance. Of course" he added keeping up the jocose mood, "if it was a matter of Howard's pocketbook being too small you might be glad to know that I owe him some money, which I would take a chance of turning over to you if it would help." She knew he was joking and had been quietly laughing at his tirade until he mentioned money. Then with a look which implied doubt as to how to take his last remark, she said with a positive shake of her head, "I don't believe it. I don't believe you owe Howard money. I doubt if he ever had any to lend; and if he had I would have known of it." she added in a burst of confidence, "for you know we always go over our accounts together. Not." she added hastily, "that I am one of those women who insist on calling their husbands to account in such matters. It is he that insists on it. He was good enough to say soon after we were married, that I knew how to take care of money better than he did, and ever since he has practically turned over his salary to me. He is not as bad, however." she added with a little lurking smile of pride, "as he thinks he is, for between us we have paid for our own home." Wise and lucky Howard." said the Rambler quietly as a thoughtful look came over his features. "All joking aside, do you mind telling me the cause of your exclamation to the effect that Howard 'should have been born rich instead of talented and handsome.'"

"Oh, no, I do not mind a bit" was the

quick response. "On the contrary, the exclamation was prompted by seeing you, and you were nearer the truth than you suspected when you seemed to assume that it would be a relief for me to tell you my troubles. The fact is it was not the kind of shopping that you thought it was that made me think of the capacity of my man's pocketbook. It was the matter of the cost of a railroad ticket. It is just awful to think of, is traveling these days, and I am told the trains are going crowded."

"Ah," remarked the Rambler. "It's that Eastern trip that has come up, has it? That long deferred but almost necessary trip that Howard was telling me about the other day. Well, what about it? Is it going to cost more money than you thought?" "That is just it. Howard, you know, is too busy and I did not want to trouble you, so I have been making inquiries this morning as to railroad and sleeping car fares to New York, and I do not see where the money is coming from. Why, just think," she went on with some animation, "the last time I went the first-class railroad fare was only \$21.10 and I understood then that on certain lines it was only \$19.10. Now, including Pullman accommodations, it is \$39.82. But what was all that the ticket agent told me as to why it was so much? I got lost in the maze of complications before he was half through. I suppose it's all right but I'd feel better if I understood it. Of course in a way the one word 'War' explains it all, but such brevity does not seem to satisfy me. Now do not smile in that superior sort of way that you railroad men sometimes assume, but tell me what that Ticket Agent tried to tell me. I am feeling better already with this lunch, and think I can concentrate my mind on your elucidation," and as she said this, her countenance showed that she was returning to her normal cheery mood.

She always interested the Rambler, did Mrs. Tyro, and her change from nervousness to calm poise particularly appealed to him on this occasion, as he began to explain to her about the cost of

her ticket. "Yes," he said, "the one word 'War' expresses it; in which connection you of course know that the Government is administering the railroads. One of the early things that it did was to raise fares and rates, the former, for passengers, being made a flat rate of three cents per mile as a minimum basis. It went further, however, and said in effect, 'three cents per mile shall be the rate if one wants to travel at all, but if to travel is to include the luxury of a sleeping or parlor car, such luxury shall also be paid for and the rate shall be three and one-half cents per mile for the railroad part of it.' Hence the three cents per mile is for coach travel, and the three and a half cents per mile is for travel when made in a Parlor or Sleeping car; the tariff of the latter having nothing to do with it. Now your ticket to New York is a case in hand," and taking a letter and pencil from his pockets he scribbled on the back of the envelope as he talked, showing the figures as he made them.

"It is 908 miles to New York and at three cents per mile that would make \$27.24 railroad fare if the trip were taken all the way in a coach. But you, of course, must have a through sleeping car, so to that amount \$4.54 is to be added for the privilege of indulging in such luxury, it being the difference in railroad fare alone between three and three and one-half cents per mile. Now the war comes in again, for even before the raise of fares a war tax of 8% of the cost of the railroad ticket was in effect. That Tax on your \$31.78 amounts to \$2.54, making your total railroad ticket \$34.32. Fortunately for you the sleeping car accommodations have not been raised in price except that the Government has also placed a Tax of 10% on the cost of parlor and sleeping car tickets. When you last made that trip," he continued, "you said you paid but \$21.10 for your railroad ticket. At the same time you paid \$5.00 for your sleeping car, and you pay the same now except that to it the Government has added 10% war tax. In this case that makes \$5.50 for your sleeping car, which added to your \$34.32 for

your railroad ticket brings your total cost to \$39.82; which is the amount the Agent told you you would have to pay, I believe."

She nodded her head in acquiescence and remarked, "Then there are the children's fares to be added. Do you wonder that I thought of Howard's pocketbook?" "No I don't, but there is a way out of it you know:" and in answer to her look of inquiry he quietly remarked "you can stay at home. You do not have to travel, do you?" "Yes, I do" she said emphatically. "Of course there is an element of pleasure in it, but there are reasons why I must go east this summer and take the children with me. Oh," she added, "for the days of the good old newspaper pass on the railroad." "Yes" was the smiling rejoinder, "that old free transportation would come in handy now, wouldn't it? But like a great many others, those days have gone forever and to the mutual satisfaction, in the main, of both the newspapers and the railroads." "But it was not 'free' transportation you know" she said with rather a positive shake of her head. "I know some of you railroad men used that term in such connection but Howard always declared that it was not free; that it was paid for both in advertising and in other ways." "We will not quarrel on that score", he replied, "as in a measure I agree with you." "But there is everything in a name sometimes" she insisted with a mischievous perversity, "and I do not think the word 'free' should have been used." "Well," he responded as he motioned the waitress that they were ready for her to bring on the desert "there is everything in a name sometimes; and that reminds me of a case that once came under my observation that will illustrate the truth of that thought." "Oh, goody, goody", she laughed, reverting to the semi-humorous vein in which they had accosted each other on meeting, "now you are going to tell me one of your stories and I am glad of it. These unpleasant facts and figures get on my nerves; tell me your story." "No," was the reponse as the Rambler with an air or gravity shook his head. "I do not think I will tell you the one I

had in mind, but I will tell you another one apropos to your observation instead."

"Many years ago I was in the northern part of Canada seeking for wood-choppers who were going to Mississippi to fell pine trees in the northern woodman fashion. The Superintendent of the woodmen in the district, which was in the vicinity of Parry Sound on Georgian Bay, was an old gentleman of some 75 years or more of age. I had had some previous knowledge in the matter before the visit of which I am speaking, and on meeting the old gentleman, after having told me that matters had been arranged he took me to see the foreman of the men selected to go to Mississippi. The name of that foreman was Knight, and in the course of conversation with him I said that his name reminded me of a station we had on our line, called Knightsville. On his expressing, probably through courtesy only, a mild interest in my statement, I went further and described the town, and particularly our station there. His wife, I noticed, seemed to be paying closer attention to what I was saying than he was. She asked me several questions about the place, some of them clearly leading up to a matter of identification, for she finally said that the founder of that village was an uncle of hers who had quarreled with her father many years before, resulting in a separation of the brothers. On my advising her that it was my understanding that the founder of the village, which was quite a small one, was still living, she was greatly pleased, and the whole affair resulted in my securing the long haul for our line of thirty-five wood-choppers who had been preparing to go part way via another route which would give us but a comparatively short haul."

Mrs. Tyro was one of those ladies who was interested in a general way in everything; except small gossip, for which she had no predilection whatever. While it was not particularly in the line of ladies talk she evinced an appreciation of the story and asked if the Rambler did not have some further illustrations to cite on that line of thought. He laughingly said

that he did not know that he could give her off-hand anything further of interest in that line, except that he might add incidentally that it was tradition in days past that the Chicago, Milwaukee & St. Paul Railroad, at that time, secured nearly all the Milwaukee and St. Paul business on account of its name. He then added that as a curious fact, she might be interested in what he had been told some years before was the reason for a large immigration to Florida from a certain district in Wisconsin.

"'You see,' said one of the immigrants, of whom I made the inquiry, 'the way we got started was this: Old man Jackson, from Jacksonville Camp Ground, Maine, came here to settle in Wisconsin, and one winter, having the money and nothing else to do he went down to see Jackson, Florida. He went more to see what it looked like compared to his old Jacksonville Camp Ground in Maine than for anything else. When he got there he bought cocoanut groves in and around the Florida Jacksonville, and, being thrifty, when he got home he began to sell them to us people up here until he had quite a colony settled down there. Now every winter some thirty or forty families go down through Jacksonville looking after their interests in the vicinity, and for a change of climate. The name did it, I reckon.'"

"That reminds me of something I have heard Howard tell about names", said Mrs. Tyro, ever ready to do her share when it came to conversation. "According to him, on the nomination of Rutherford B. Hays for the Presidency in 1876, the politicians began looking around for a Vice-President nominee, and it so happened that they hit upon an ideal man, in their estimation, for a running mate for Mr. Hays. The proposed man was more or less of a politician but not sufficiently so to be well enough known to have any political handicap. He had been governor of his own state and was a good strong business man and would have been just the man for the financial end of the business of president making. He was finally discarded, however, on account of his

name, which was Straw; 'for' said the wise politicians, 'that combination of names, Hays and Straw, will give our opponents too many opportunities to possibly defeat us by ridicule.'

"That's a good story" exclaimed the Rambler nodding with approbation, "and what's more", he added gallantly, "it was well told. No wonder those children of yours confided to me that the reason they are willing to go to bed early is because you tell them such beautiful tales after they are tucked up for the night. But I must be going, if you will excuse me," he added on glancing at the clock on the wall and noting the time.

So they parted, not however, without Mrs. Tyro thanking the Rambler for his entertainment and declaring that the diversion had put her in good spirits again about the price of the ticket to the East. She also declared that when her husband came home she was going to make him divulge whether or not, after all, he had not held some of his earnings out and had it tucked away in some old stocking for this Eastern trip.

The sum and substance of this the Rambler told me himself later in the afternoon; and as we sat at his desk chatting the office boy brought in the last mail of the day. I quickly detected an unopened letter from which he hastily separated the envelope, throwing the latter to one side as he did so. From where I sat I was able to see that it was from "Over There" by its label reading "Controle Postale Militaire". "Ah" I said to myself, "from the Trunk Lady. It is time for me to go." But as I started, he said, "Wait a minute, until I finish this letter. This is from our mutual friend The Red Cross Nurse, and there is something in here that will interest you. Listen," and he read aloud as follows:

"You know I have so many interesting and beautiful things I could write about, but you also must know my time is very limited. I have written home and told them about the wonderful trip we had crossing, so if you just ask them

they will read my letters to you, saving me from writing it again.

"We are now stationed at an Evacuation Hospital, not very far from the lines. We have been told that we are the first American nurses to be sent as close to the front as this. I do not know if it is true but as a rule no female nurses are stationed at the Evacuation Hospitals; at Base Hospitals only. We do not expect to stay here long because as the line is moved back we close up to the line. When we first came here we were a very short distance from the front; (you have no doubt read about the wonderful drive the U. S. Marines were in) now we are much farther away. As they prepare for their drive we will be moved closer up. We came here just in the middle of the Marine's drive and never shall I forget what I experienced those first five nights, (I was on night-duty in one of the operating rooms). I worked up a most terrible hatred against the enemy I hope no one ever says anything in sympathy with them after I get back home. Any one that does may as well keep away from me the rest of his life. We have had some enemy prisoners as patients, and I am here to tell you that it's the hardest thing in the world for me to be civil to them. I have to make myself do what has to be done for them. That is very different from what I used to be; no matter how I disliked a person I could be good to them if they were sick, but not so with the 'Hun'.

"We were very busy the first two weeks we were here (that was while the drive lasted) but now for about two weeks it has been very quiet. One of the boys told me that the State of Illinois ranked highest in the Marine Corps. I really believe him for we have had so many boys who were Illinois boys and a large number of them were Chicago men. No wonder they are good fighters. You know it's just like meeting an old friend to meet someone from Chicago, and usually if they are not too awfully sick they ask whoever receives them if there are any nurses from their home city and of course I visit all the

boys who ask for a Chicago Nurse, and usually have a good time doing it. Every body here makes a fuss over the Marines. They are given the credit for having saved Paris. They are wonderful boys.

"We have to contend with some difficulties but I would not miss this opportunity for anything. I just love the work. I have to be busy doing something for my patients all the time.

"I think I forgot to tell you that I

reached here about 5:00 o'clock in the afternoon; was on duty at 7:00 and had but just got started when I was taken to the bedside of a young man who had asked for a Chicago nurse."

The Rambler ceased reading and we were both silent for awhile. Finally he bestirred himself and remarked as I started to leave the room, "What if I am beyond the draft age; that does not prevent one from enlisting."

Notes of Interest to the Service

The Grand Rapids & Indiana advises that the following of its Northern Division trains have been discontinued until further notice: No. 41, leaving Cadillac at 8:20 a. m., arriving Traverse City at 10:10 a. m.; No. 46, leaving Walton Jct. at 3:45 p. m., arriving at Cadillac at 4:40 p. m.; No. 48, leaving Traverse City at 6:45 p. m., arriving Walton Jct. at 7:30 p. m. Attention is called to the fact that with the discontinuance of No. 48 there is no connection at Walton Jct. for passengers from Traverse City and intermediate points with Train No. 18. Train No. 46 now leaves Traverse City at 3:00 p. m., and on Sundays only "Passenger Extra" leaves Walton Jct. at 4:20 p. m., No. 46 arriving at Walton Jct. 4:05 p. m.; "Passenger Extra" arriving at Traverse City at 5:25.

The Baltimore and Ohio has made arrangements to hold at Louisville, Ky., their train No. 44, for Cincinnati, 10 minutes for connection with Illinois Central Train No. 104, when passengers for the B. & O. are reported from off No. 104. Illinois Central Train No. 101 will be held at Louisville, Ky., 10 minutes to protect connection with Baltimore and Ohio Train No. 45 from Cincinnati, when passengers are reported from off No. 45.

We are advised by the Great Northern that Trails and Passes of Glacier National Park are now open and in good shape. Chalet Camp at Granite Park is open for business, but Sperry Glacier Camp will not be opened this season. The saddle horse company will handle tourists direct between Going-to-the-Sun Camp and Lake McDonald.

Among other recent changes on the Wabash is the discontinuance of the standard sleeping car operated formerly in Trains 2 and 3 between St. Louis and San Francisco.

The Canadian Pacific advises that "Glacier House," Glacier, B. C., was closed on July 31st.

Some of our national transportation problems and difficulties can be better understood when it is remembered that in the northeastern section of the United States, including New York, Pennsylvania, adjoining states and New England, the population is 693 persons to every mile of railroad; in the South the figures are 407 persons per mile, and in the West, 252.

There are fifteen square miles of land to every mile of railroad in the West, while in the East there is one mile of railroad to every five square miles of land.

There are innumerable factories in this eastern theater, and the bringing in of coal and raw material and the carrying out of manufactured products make up a tremendous freight tonnage.

The railroad administration is solving gradually many problems. By the elimination of many unnecessary passenger trains several thousand engines are diverted from passenger to freight traffic, which relieves the situation materially.

Also by loading the freight cars to full capacity a great saving is being accomplished. Routing freight by the most direct route and other methods adopted by the administration are doing much to ease the strain on our transportation facilities.
—Chicago Herald and Examiner.

There are two sounds familiar to the country that one rather misses in the city. I refer to the shrilling of frogs in distant marshes and to the echoing locomotive whistle as some midnight train sweeps like a golden serpent past the sleeping hamlet.

Almost like a living creature it seems as with two long and two short blasts the train catches its breath and goes rushing on over the silvery, threadlike rails into the darkness. It is a bit of throbbing life and energy from the great city momentarily interrupting the slumbers of the country folk.

From a far-off farmhouse a watch-dog barks a challenge.

Carrying people one has never seen to destinations as mysterious, the modern caravan glides in and out among the starlit hills. The echoing whistle sounds fainter and fainter, dying away as soft as flute notes in a dream.—“The Passing Show.”

A coast line state highway between Los Angeles and San Francisco, begun five years ago as the connecting link between California's two world expositions in 1915, will be completed this fall, it is announced, and will constitute 500 miles of the finest military highway in the world. This great trunk highway system of California when first projected was generally accepted as a lure for automobile tourists. Its completion, however, has brought a realization that the state was building better than its people knew, as the smooth asphalt road for automobiles may now be used as a military highway.

It may interest those who wonder whether the workingman has a chance in these days to know that this Eric Geddes, first lord of the British admiralty, was not so long ago a day laborer on the Pennsylvania Railroad in this country.—From a current editorial.

James B. Montague warbles in the following jocose vein under the title “It Can't Be Done,” in the Chicago Herald and Examiner.

The Government is going to make an effort to simplify railroad timetables.—News Item.

How often I've hunted the time-table through

And picked out a train to Cohoes
And planted myself on a sleeping-car shelf

In quest of elusive repose,
To find in the morning when forth from my berth

I tumbled, still fully awake,
That the train that I chose didn't stop at Cohoes,

But dumped me at Saranac Lake.

How often I've studied the time-table o'er
And picked out a train that was due

At nine-forty-nine with an uncle of mine
With a loose hundred thousand or two,
And found that the train that I ought to have met

Was named on a preceding page,
And had come in and gone in the cold,
drizzly dawn,

While my uncle had left in a rage.

I've toiled over time-tables early and late;
For years I have tangled my brain

In the hope that I might find some one that was right,

And always my hope was in vain.
And if Mr. McAdoo straightens them out
He is surely a wonderful man.
But I'll cheerfully own that I'll have to be shown

Before I'll believe that he can.

There was a man named Joseph Cable,
Who bought a goat just for his stable.
One day the goat, prone to dine
Ate a red shirt right off the line.

Then Cable to the goat did say:
“Your time has come; you'll die this day.”
And took him to the railroad track,
And bound him there upon his back.

The train then came; the whistle blew,
And the goat well knew his time was due;
But with a mighty shriek of pain
Coughed up the shirt and flagged the train.
—The Maize.

An all too fast disappearing generation of older railroad executives are accustomed when recalling Gen. James C. Clarke, for many years before his death president of the Illinois Central, to speak of his stately courtliness, the warm southern tinge of his hospitality, and the depth and breadth of his personal charity, which ever kept him in lean purse. But the general, says the Wall Street Journal, was also a live rail-roader, no respecter of mere custom, and well to the fore in the era which transferred Chicago from a Michigan port to the largest interior continental city in the world.

Gen. Clarke was fond of telling how in the postbellum days an order was issued from the head office of one southern system that no more personal valets should be carried on the payrolls, and that the name of the bureau of which it was a part should be painted on the door of each room.

Shortly after the president, on a personal inspection tour, opened the door of a very small room and confronted an ancient negro of eminently respectable and respectful mien. Said the president:

“You black rebel, are you still here?”

“I shoas is,” he bowed.

“And what payroll are you on?”

“I doan't know what pay roll. General, but I bresh de colonel's coat, black his shoes, comb his hair, and sech. He says to me, jes' like dis: ‘Major, he say, ef dat damned fool old general come 'roun' hyar axin' whut yoah air doin' hyar, jes' tell 'm axing yoah honoh's pardon, I'm in de departmen of accidental superfluousness.”

The Main Street crossing of an important town was recently blocked for twenty min-

utes and the conductor was called to court to tell why.

"You see, it was like this—we were pulling into the station when the train stopped suddenly. I went to find what was wrong. Well, the engine was around one curve, the caboose around another, and I could not get a signal to either man. The towerman was handing me the back-up and somebody else was giving me the go-ahead. Just then I found an angle cock had dropped from the air tube on one of the cars and they were trying to line up the switches for me. Then I got a stop word and I found out a pin lifter had dropped. I slacked 'em ahead as soon as I could, but I couldn't help matters."

"I guess so," said the judge. "Ten dollars."—N. C. & St. L. Employees Magazine.

A little southern woman on Buena Parkway had occasion recently to call up a North Side storage and moving company in regard to a waybill of some merchandise she was shipping to her family in New Orleans.

"Where is the shipment going?" she was asked.

"Ah tol' you it was goin' to N'Oluns."

"Nawluns! There ain't no such town on the map, lady."

"Why, didn't you-all eveh heah of N'Oluns—N'Oluns, Louisiana?"

"Never heard of no such city. Sure you've got the right place?"

"Why, of co'se. Wasn't I bo'n there? Just mark the goods 'N'Oluns.'"

"Spell it."

"N-E-W O-R-L-E-A-N-S—N'Oluns."

"Oh, you mean New Or-LEANS! Why didn't you say so in the first place?"—Paul T. Gilbert in Chicago Herald and Examiner.

A banker was in the habit of wearing his hat a good deal during business hours, as in summer the flies used his bald pate for a parade ground, and in winter the cold breezes swept over its polished surface.

A negro workman on the railroad each week presented a check and drew his wages; and one day, as he put his money in a greasy wallet, the banker said: "Look here, Mose, why don't you let some of that money stay in the bank and keep an account with us?"

The negro leaned toward him, and, with a quizzical look at the derby the banker wore, answered confidentially:

"Boss, I's afear'd. You look like you was always ready to start somewheres."—Clipped.

There are places in the world where the weather has been better the last few weeks than in the American sector northwest of Toul, but the prevailing dampness never even tarnished the American sense of humor.

The colonel of a regiment, making a night tour of the trenches, was challenged by a sentry who had been standing at his post for two hours in a driving rain.

"Who's there?"

"Friend," replied his colonel.

"Welcome to our mist," said the sentry. And the most serious thing the colonel did was to laugh.—Clipped.

If an S and an I, and an O and a U,
With an X at the end spell SU,

And an E and a Y and an E spell I,

Pray, what is a speller to do?

Then if also an S and I and a G

And a H E D spell side,

There's nothing much for a speller to do
But go commit siouxeeyesighed.

—Exchange.

The following, from an exchange, might also explain why some people like to ride on railroad trains:

"Then you don't care to ride in your friends' automobiles."

"No; I get oil on my clothes, dust in my mouth, and long waits for repairs, all with no chance whatever of registering a kick. The public conveyances for mine."

Private S.—Do you know why the kaiser is like a man from the north of Ireland?

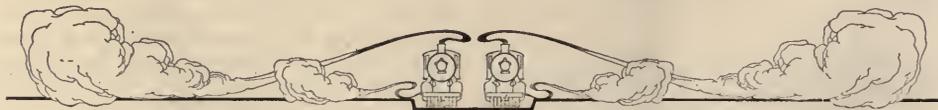
Corporal H.—Search me!

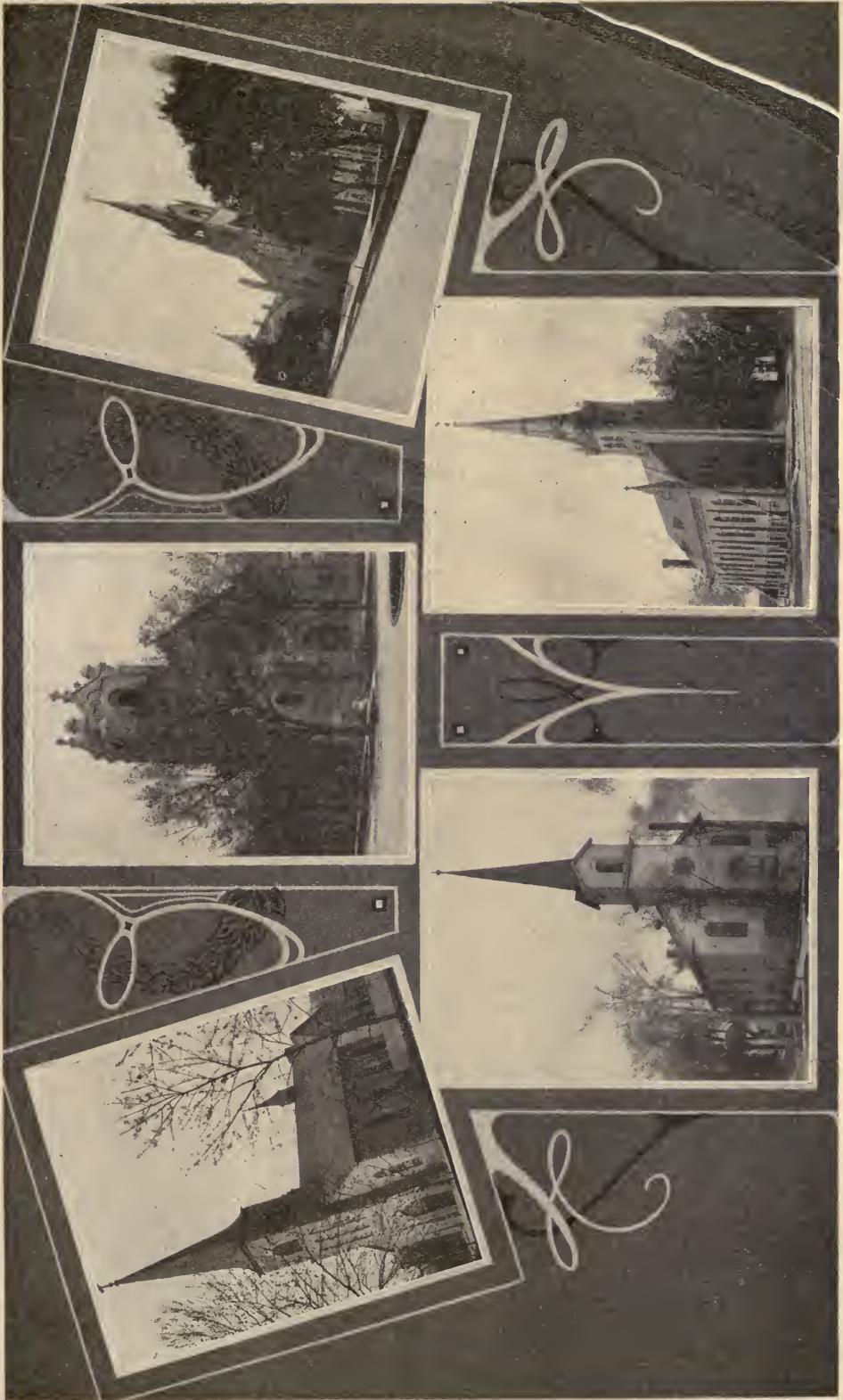
Private S.—Well, one comes from Belfast and the other's going to Hellfast. —Wadsworth Gas Attack.

"I called a doctor last night."

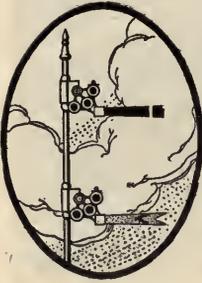
"Who was sick?"

"He was when he saw what I held."—Clipped.

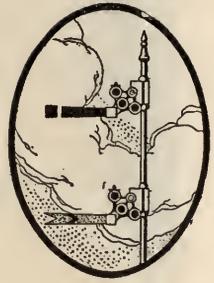




KANKAKEE, ILL.



SAFETY FIRST



Minutes of Safety Meeting Held in the Office of Mr. G. E. Patterson, Superintendent, at 9.00 a. m., Wednesday, May 22, 1918, McComb, Miss.

Present:

Mr. G. E. Patterson, Superintendent.

Mr. J. M. Hoskins, Traveling Engineer.

Mr. J. D. Harrell, Traveling Engineer.

Mr. L. L. King, Division Storekeeper.

Mr. H. G. Mackey, Division Claim Agent.

Mr. J. L. Small, Division Claim Agent.

Mr. H. S. Scott, Supervisor.

Mr. W. McCubbin, Chief Clerk.

Visitors:

Mr. H. P. Campbell, Train Master.

Mr. T. J. Quigley, Train Master.

Mr. J. E. Schneider, Chief Dispatcher.

AS YOU know, this is our quarterly division staff meeting. There was a time when the quarterly division staff meeting was looked forward to as a time when the staff would be able to personally make suggestions for bringing about safer operation and reducing personal injury accidents, but at that time the regular division staff meeting was our only time for getting together and making suggestions, exchanging views, etc. During the last two years the members of this committee meet each Monday morning and discuss every personal injury sustained during the previous week, together with settlements made during the same time. We also discuss the killing of stock, as well as damage to equipment, and division quarterly staff meeting cannot but be a repetition of suggestions made previously at our weekly meetings. I feel that it is a hard matter to bring up new subjects at these quarterly meetings; however, there is no objection to bringing up for further handling, views and suggestions that have already been discussed.

WIRES ON FLAT CARS.

This matter was taken up at our previous safety meeting. Mr. H. G. Mackey, Claim Agent, and other members of the committee, say there has been a marked improvement in this respect, and they have noticed but few flat cars passing over the road with wires attached to the side pockets, stakes, etc.

PERSONAL INJURIES.

Attention is called to flat cars passing over the line of road empty with long side stakes leaning in side pockets, which often are not securely fastened and as a result strike an obstruction which is liable to cause serious accident. Instructions have not been issued that such stakes must be removed before cars are permitted to go forward.

BOND WIRES (SIGNAL PLANT).

Attention is called to bond wires being raised up at switches and allowed to remain in that position which creates a hazard to employes working along track. A special campaign will be conducted toward having maintainers and section foremen when they find wires raised up to place them back in proper position. This practice will be followed up closely with maintainers and section foremen in order to eliminate the trouble entirely.

BOTTOM DUMPS.

The matter of keeping dumps properly wound up and securely fastened was impressed upon all those present.

Recently the General Manager called attention to the large number of dump cars reaching mines with dumps not carefully replaced and all present were instructed to see that this was done not only to prevent damage to equipment but also to preclude possibility of personal injury.

HAZARD OF ACCIDENT.

Hazard of accident due to logs, timbers, etc., falling from cars.

This subject is being given a great deal of attention on the Louisiana division, and, while we had no accident due to logs or timbers falling from cars enroute, we have experienced hazards especially with logs loaded south of Hammond, destined to New Orleans, and instructions have been issued requiring logs to be wired in addition to stakes. We have not previously required wires, in addition to stakes, or logs moving from Galva and Ruddock to New Orleans, but we feel that we cannot afford to continue the present practice.

INSPECTION OF TOOLS.

It is thought that division tools are not being properly maintained. We have had few personal injuries on the Louisiana Division that have been chargeable to the use of defective or worn out tools, and, while we have general inspection by committee in shops and by roadmaster and supervisors in road department we feel that a great deal of good can be accomplished by a special committee on each operating district, to consist of claim agent, traveling engineer and general foreman in reference to shop tools, and committee consisting of claim agent, traveling engineer and supervisor in reference to road department tools. The committee to make inspection of tools quarterly and make report to the Superintendent, Roadmaster and Master Mechanic of all defective tools found in use immediately after quarterly inspection is made. This committee will be organized on the Louisiana Division within the next ten days and the first inspection will be made within the next thirty days.

We feel that a great deal of good will be accomplished by having special committee to inspect tools quarterly and that this will bring about good results.

COMPLIMENT TO BAGGAGE PORTER

Clinton, Ill., April 24, 1918.

Mr. L. A. Downs:

I am quoting below letter from Mrs. W. S. Evans, 55th Blvd and Michigan Ave., Chicago, which is self explanatory and which, of course, has been acknowledged.

I would suggest that this communication be printed in the employee's magazine. The porter concerned will be complimented on his action.

"We owe a compliment to your negro baggage employee, Homer Breedlove. We wish to state to you of his courtesy to mother and my two children, assisting them to the parlor car on the Chicago train after arriving in Clinton about 1 o'clock p. m. March 25, 1918, without the thoughts of a tip. This practice is certainly appreciated by us, as mother failed to give him a tip."

J. W. Hevron, Superintendent.

FREIGHT TRAFFIC

DEPARTMENT



A Brief Glance at the Coal Situation

By F. H. Law, Assistant General Freight Agent

SO much has recently been said about and so many have, by actual experience, been impressed with the importance of coal to us individually and as a nation, that little space need be devoted to the vital necessity of dealing with this commodity in the most intelligent and unselfish way possible in these stressful times.

As in many other things, our land of plenty is richly endowed with coal, it being estimated that the United States has fifty-one per cent of all the coal in the world. The deposits have a wide range in character and location. The grades may be broadly grouped into five classes—anthracite, semi-bituminous, bituminous, sub-bituminous and lignite.

Practically all anthracite is produced within an area of about 480 square miles in the State of Pennsylvania. Normally, its greatest use is for domestic heating purposes. Semi-bituminous, or so-called "Smokeless" coal is found principally in West Virginia, Maryland, Pennsylvania, Arkansas and Oklahoma. It is an excellent steam coal, some grades of it can be utilized in making coke, it is used for blacksmithing purposes and quite extensively as domestic fuel. Bituminous coal is found in twenty states with a great diversity of quality and uses. Sub-bituminous resembles bituminous coal, being of lower grade.

It is found principally in Colorado, New Mexico, Wyoming, Montana and in many of the districts of Washington and Oregon. Lignite is the name for what might be termed an unfinished coal, it being a formation between peat and sub-bituminous. It is produced in eastern Montana, the Dakotas and Texas.

Normally the coal production in some sections of the country exceeds the consumption while the reverse is true in other sections.

We thus have two factors which have a marked effect on the distribution of coal, viz:

(1) The geographical location of the various grades and the greater adaptability of some than others for given purposes.

(2) The inequality of production and consumption in various sections.

When times are normal these conditions result in a very wide distribution throughout the country requiring many thousands of miles of transportation.

Under ordinary conditions this is as it should be, but we are now engaged in the greatest war the world has ever known and the nation's coal supply, just as everything else we possess, must be utilized in the best possible way to insure an American victory.

As is well known the Government,

early in the war, undertook the regulation of the coal supply. The United States Fuel Administration realizing that one of the great problems is that of distribution and having in mind the unsatisfactory conditions last winter, devised and put into effect April 1st this year, the present Zone System for the distribution of bituminous coal.

To use the words of the U. S. Fuel Administration—"The general effect of the Zone System is to restrict eastern coal to eastern markets and fill the vacancy in the Central and Western states with near-by coal produced in those states."

It is expected that by thus restricting the zones of distribution a great saving in transportation will be made and the volume which the railroads will be able to transport will be correspondingly increased.

An important feature which some have overlooked is that there is opportunity for wasting transportation within the zones and that the principles which were applied in fixing the zones can be used with good effect in

making the distribution within them, Points on the Illinois Central, can, in the majority of cases be most efficiently supplied from mines on that line and the same is true of other coal producing railroads. Of course, this is not invariably the case, but in any event long and circuitous routes and cross-hauling should, and by the exercise of judgment and co-operation, can be avoided.

The whole plan means that a great many must use coal not so well adapted to their purpose as is normally available but in this as in all other similar situations all should be, and a large majority are, prepared to make such sacrifices as are necessary to "help win the war."

Last, but by no means least, none should overlook the importance of getting their supply now when the railroads can transport it promptly. Every ton stored now will relieve the transportation lines to that extent when adverse weather conditions come and will help insure a supply when it might otherwise be uncertain.

General Supt. Egan Thanks Mr. Bryant Jackson for Saving Bridge at Watson's Bayou

July 26, 1918.

Bryant Jackson,
Box 71, Philipp, Miss.

Your letter of July 6th addressed to our Superintendent, Mr. V. V. Boatner, in regard to your discovering and extinguishing fire at our bridge at Watson's Bayou April 12th, 1918, has been sent to me.

I was advised of your action some time ago, but on account of not having your address, I could not write you. I am now availing myself of the opportunity to thank you in behalf of the Railroad Administration of the United States Government for the valuable service you rendered by your forethought and prompt action when discovering the fire. Such actions aid our Government and its Allies in more promptly winning the war; and you have proven yourself in this instance a real patriot.

Again thanking you, I am,

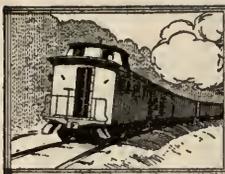
Yours truly,

(Signed) A. H. EGAN.

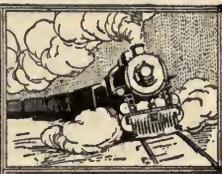
General Superintendent.



KANKAKEE, ILL.



TRANSPORTATION DEPARTMENT



Minutes of Meeting Held at McComb, Miss., 2:00 P. M. May 12th, 1918

PRESENT:

Mr. J. G. Hayes, Chairman.

Mr. H. A. Comfort, Vice-Chairman.

Mr. G. E. Patterson, Superintendent.

Mr. T. J. Quigley, Train Master.

Mr. W. McCubbin, Chief Clerk to Supt.

Mr. J. J. Carruth, Divsn. Claim Clerk.

Mr. E. P. Russell, Agent Brookhaven.

Mr. H. P. Hungate, Agent Summit.

Mr. B. L. Baker, Agent Tickfaw.

Mr. W. H. Allen, Agent Independence.

Mr. C. S. Rand, Agent Hammond.

Mr. M. W. Webb, Agent Fernwood

Mr. A. P. Guntharp, Agent McComb.

Mr. W. A. Cram, Agent Amite.

Mr F. E. Carruth, Agent Johnston

Mr. E. P. Jerome, Agent Gluckstadt.

Mr. E. C. Ellerton, Agent Osyka.

VISITOR: Mr. E. K. McGinty, Traveling Auditor.

MEETING was called to order by the Chairman promptly at the appointed hour and after roll call the reading of minutes of previous meeting was dispensed with, after rising vote.

Under the order of business, "Communications", a letter from Mr. J. L. East, Superintendent of Freight Service, Chicago, dated Feb. 7th, 1918, was read, the communication having been received just after the previous meeting: While this letter was written in connection with subject, "The careful handling of freight thereby keeping down loss and damage and conserving food supply," which was discussed at meeting of Feb. 10th, it covered the subject in such a thorough and concise manner, that it would not be out of place at any meeting at which the interests of the company were being seriously considered. After the reading of the communication, the Chairman made special mention of several of the good points brought out, which would be of practical benefit to each and every agent present and profitable to the company.

Passing to "Report of Committees:" The report of Stationery Forms Committee with reference to tags to be used in tagging freight was incomplete and more time was granted in which full report could be prepared and presented at next meeting. This committee reported that it had received assurance that forms for reporting freight received at stations in containers insufficient to safely carry the shipment, as recommended at our meeting of Feb. 10th, would be furnished at early date—substantially the same as recommended to the management by the Committee. Incomplete reports of

other Committees were discussed and referred back to the Committee for final reports.

Cases were cited by agents present indicating that only recently cases had come under observation of several where had proper containers been used trouble and delay would have been avoided—one where second-hand scrap brass had been placed in sugar barrel; weight of the material in barrel being 650 pounds, of course, would not carry to destination and necessary for the shipper to repack the shipment before it could be accepted by the railroad; another the "old regular"—household goods—which had to be wrapped and properly crated; discussion of the last case brought out the importance of properly describing such shipments and making the notations of shortage or damage at destination more specific—so far as possible minutely describing the short or damaged article in order that it may be fully identified—the description, of course, beginning with the B/L is made out—cases of apparent substitution of articles under the meagre description having been cited.

Superintendent Patterson was called upon to make a talk and stated that he believed if we could fix two things in the railroad, the containers and keeping billing with the freight, carload and less than carload, we would have overcome a great deal of our loss and damage expense. We have practically no effective system of keeping the freight and billing together; all of you who have worked at a transfer shed know what it is to have a car without complete billing, which causes over reports and it is reasonable to assume that when you make over some other station has to make shorts, the freight without the billing making the overs necessary and the billing without the freight making the shorts. I am willing to overlook error causing freight to go without the billing, but I am not willing to overlook the employee who then sends the billing out without saying something about it; we have waybills in every mail which we do not know from where received, and to those who belong to this Association I wish you would delegate yourself as a committee of one to get the thing stopped—we are not going to give anyone trouble except the man who persists in sending way bills without advice as to where they are from and in cases where you receive waybills without an explanation or note enclosed indicating where from I want you to call the matter to my personal attention, enclosing to me the envelope in which received; I am going to follow every case up. I want to see all waybills traveling with the freight, but we can't have it this way on our division without having it so on the entire railroad. It is appalling to think of the number of shipments moving on the railroad without billing. We frequently make an awful fuss about a little box of freight being over in the warehouse, but say nothing about the carloads moving without billing—of which we had nine yesterday on this division moving as empties—nine cars of freight arriving at one point without billing. Think of it! We are just drifting and when you think of the fuss sometimes caused by one little box of freight in warehouse and say nothing of the carloads, it is astonishing. We had a car of furniture which belonged in Illinois arrive at Jackson, Miss. I would like to receive your assistance and suggestions as to how we can keep the waybills with the freight, carload and less than carload and if we can do this we will avoid a lot of over and short reports and stop a lot of claims. The practice has grown to such an extent that it is going to be hard to get away from and will require the earnest efforts of all interested and a campaign of long duration to bring about the desired results and simply ask your hearty cooperation with view to overcoming this, to say the least of it, bad condition.

I think that the efforts of the organization in a campaign against insufficient containers will be of great benefit and I will extend to the agencies the assistance of my office in whatever way possible in correcting a condition which I realize contributes largely to claim payments.

Another feature of the work I would like to mention at this time is the weighing of less than carload shipments and at the larger points weighing of carload freight. I believe that some of the agents have the wrong impression about making reports of gains from this source; I think you have a right to request weight of the shipment from consignee on shipping ticket and if then you weigh the shipment and find a gain, believe it only fair that you show such gain on your report. While in the General Manager's office 27th of last month I saw a statement showing how many agents had made the report and was surprised at the number of blank reports. I would like to see the agencies take hold of this matter in such way as will reduce the number of blank reports.

Another matter I would like to mention is yard checks: I have recently issued a circular on this subject instructing that the yard clerk who makes the check sign his name and show date on same; this is necessary that in event of a claim we would not be in the position of having found the record but not able to use it on account of being unable to determine who made the check; a record is of no consequence in defending a suit if it cannot be determined who made the record. It would be better to show track on which the car checked is located, the car number, initial, whether loaded or empty; in other words, make a check to which you can testify; if the yard clerk signs his name and makes a check in such way that he can testify that he checked the car and found the conditions indicated by the check, that is all that is necessary. While it is not instructions from the General Manager that yard checks be signed, in my circular I added that they be signed by man who makes the check, in order that we may be able to produce the men who made the check to testify to same if necessary.

The freight Claim Agent is making bitter complaint about agents failing to answer correspondence: "I asked the chief clerk if we had been getting any personal letters from freight claim agent with reference to Louisiana Division agencies not answering correspondence promptly; I felt that it would be useless for me to put out a letter on it, but stated that if would advise me what agents were not making prompt replies, I would be glad to take up with them. The laws in some states require that a claim be paid within a certain time, therefore, it is obligatory on part of agents to reply to claim letters promptly that the freight claim department may complete investigation and either arrange to pay or decline the claim within time required by the statutes.

Agent Guntharp, McComb, reported that some mills had been loading furniture cars with lumber, which when necessary to transfer was hard to get another car of sufficient capacity to carry the load and that it was expensive and created delay to split the loads. To this Superintendent Patterson replied that he would undertake to bring about correction and requested all agents to notify him of such violations of instructions covered by recent circular issued by his office.

Chairman Hayes brought up the subject of duplicate or copy of reports necessary to furnish, especially to office of Auditor of Freight Receipts, account of originals lost in transit or in destination office: From the discussion of the subject by those present the trouble seemed to be more or less general and it was suggested that some of the trouble doubtless due to mis-

carriage in the mail. Superintendent Patterson stated that he felt this could be corrected by agents reporting cases where copies of reports requested to his office that matter might be handled in whatever direction necessary to bring about the desired results.

After discussing the few topics of general interest, we passed to the first subject for discussion at the meeting, i. e., The Manibill System, and brief synopsis of the discussion follows: Agent Rand—I do not know so much about this billing, handling it only from Chicago. We frequently get the billing long before the freight, which has tendency to create short reports and not infrequently it is illegible on account of having so many stamps and marks on face of the billing. I cannot see wherein it helps at my station; it does not reduce the work and if you depend on making water copy you are going to have bad records.

Agent Hayes: I take one of the yellow second sheets and make an impression copy, which is filled for permanent record.

Agent Cram: I think the manibill would work all right if fixed up to suit our requirements; local coming in late and clerk gone I have not time in which to expense the freight and if already expensed I can frequently make deliveries of shipments that I could not otherwise deliver date received.

Several of the agents at larger stations stated that they did not receive sufficient copies of expense bill under the manibill system and after considerable discussion of this feature, Agent Russell made motion that matter of having one additional copy of the manibill expense bill, furnishing the receiving agent with four copies instead of three copies as at present, the fourth copy to have two holes in end for filing purposes, to eliminate necessity taking water copy. Further ask that the four copies be in one sheet to avoid loss of one or more copies of the billing while enroute. Motion was seconded, carried and referred to Stationery Forms Committee with instructions to investigate thoroughly and report at next meeting, if possible.

Chairman Hayes introduced the next subject "Filing Tariffs": Stated that while most of the smaller stations had no system of filing tariffs, it served the purpose of the agents in a manner, but should a relief agent take charge of the station, he would not be able to find the tariffs, which is the result of having no standard system for filing them and that the necessity for the Association to adopt some system whereby all agencies would file tariffs in the same manner was apparent. A good many of us are express agents and are familiar with the express tariffs, which are prepared in such a manner that it is almost impossible for an agent to make an error in rate, regardless of destination of shipment.

Others gave their method of filing tariffs and while the different methods met requirements of the individual agent, they were not uniform, as would be necessary in order that any agent could readily find tariffs filed by another agent.

At this juncture Agent-Webb made quite an interesting talk, having had experience in compiling and filing tariffs in general offices: Stated that the tariffs are based by different classifications—Southern, Western and Official—and that different tariffs covering the various territories were so numerous that it would require considerable time and effort to work out a system of filing that could be uniformly adopted by all stations, as it is necessary for the agent to know the different tariffs applying to various territories; suggested that a diagram be obtained from some tariff committee, showing territory covered by the different classifications, indicating territory covered by the different tariffs, Hall's, Leland's, Hinton's, Washburn's, Ful-

ton's, etc., and of course you would not file tariffs coming under Western Classifications along with tariffs governed by Southern or Official classification or vice versa. My suggestion that you get one of these diagrams was in order that you would have a guide from which tariffs applying to certain territories could be filed together or in one section of tariffs case. Tariffs should be kept in a convenient place so that we can get them when needed and filed in such way that we can locate rate to any point. I believe that the law requires that your list of tariffs show the case number and number of shelf filed in and when you want a certain tariff you refer to your index of tariffs and opposite that tariff would be its location in the file.

After the discussion of the subject of filing tariffs, it was suggested that matter be submitted to our general freight Agent before any action taken by the committee.

Mr. McCubbin called attention of agents to the necessity of having the new four part export declaration accompany export shipments attached to the way bill; serious complaint having been received in conjunction with shipment of a car of cabbage which was forwarded to junction point in Illinois where it was held five days for export declaration.

A very interesting and instructive meeting was enjoyed by all present.

J. L. MORGAN,
Secretary.

Liberty Bonds

BONDS of the First and Second Liberty Loans may now and until November 9, 1918, be converted into $4\frac{1}{4}$ per cent bonds. Bonds delivered upon conversion will have the same maturity as the bonds surrendered. In all other respects they will be identical with the bonds of the Third Liberty Loan. This conversion may be effected through the subscriber's bank.

Holders of 4 per cent bonds of the First Liberty Loan converted, presenting them for conversion on or before November 9, 1918, will receive in exchange, without an adjustment of interest, $4\frac{1}{4}$ per cent gold bonds of 1932-47, bearing interest at the increased rate from June 15, 1918.

Holders of 4 per cent bonds of the Second Liberty Loan, presenting them for conversion on or before November 9, 1918, will receive in exchange, without an adjustment of interest, $4\frac{1}{4}$ per cent gold bonds of 1927-42, bearing interest at the increased rate from May 15, 1918.

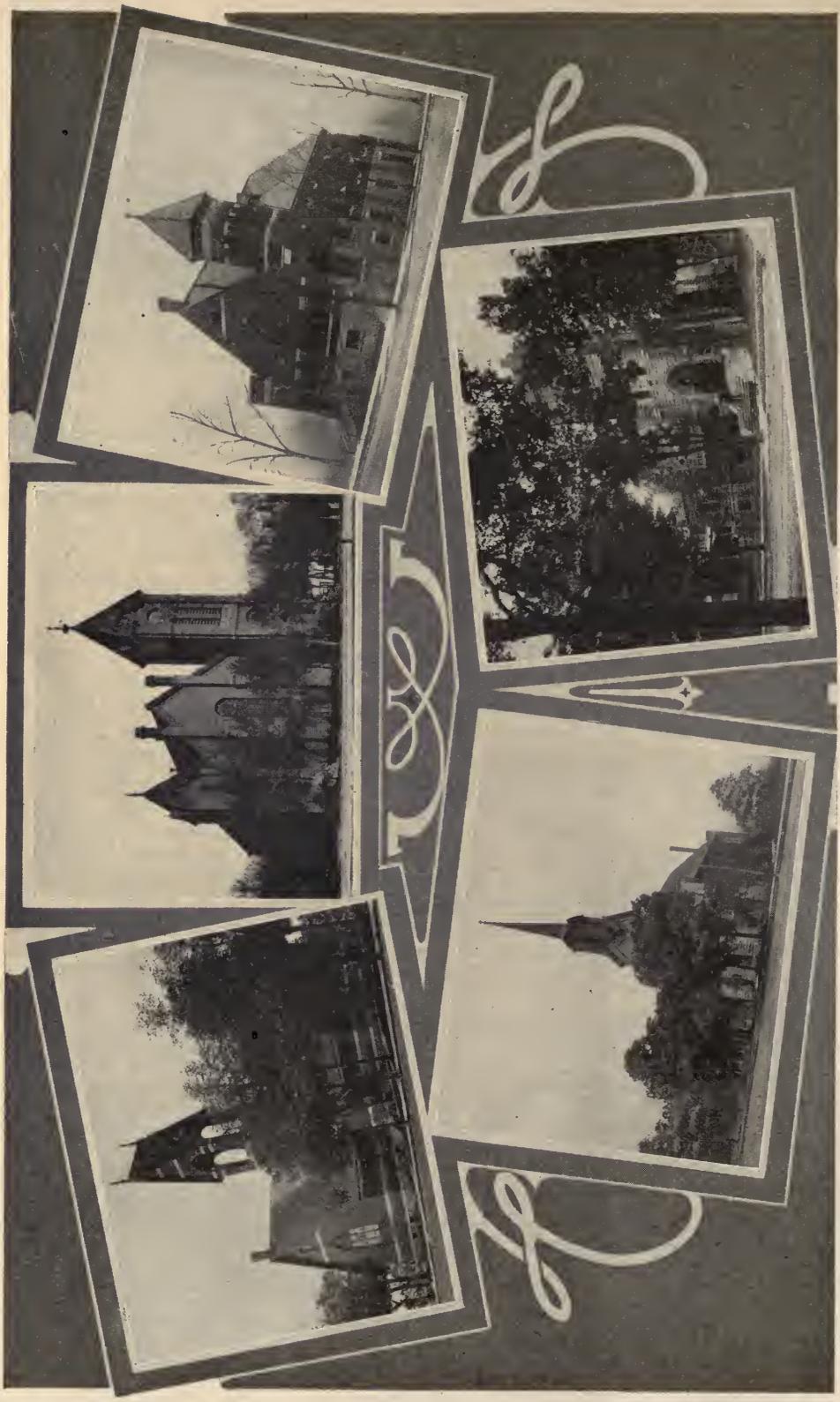
Holders of coupon bonds may receive at their option either coupon bonds or registered bonds; but registered bonds only will be delivered upon conversion of registered bonds, and such bonds will be registered only in the same name as the bonds surrendered for conversion. When registered bonds are presented for conversion, they should be assigned to "The Secretary of the

Treasury for Conversion," on the form appearing on the backs of registered bonds. Such assignments, however, need not be witnessed.

All unexpired coupons must be attached to the bonds presented for conversion, and all matured coupons must be detached.

Holders of $3\frac{1}{2}$ per cent bonds of the First Liberty Loan, presenting them for conversion on or before November 9, 1918, will receive in exchange $4\frac{1}{4}$ per cent gold bonds of 1933-47, bearing interest at the increased rate from June 15, 1918, but such holders must pay the United States Government accrued interest at the rate of $\frac{3}{4}$ of 1 per cent per annum from June 15, 1918 to the date of conversion.

The conversion privilege on 4 per cent bonds of both the First and Second Liberty Loans expires on November 9, 1918, and they cannot be converted into subsequent issues of United States bonds which might come out at a higher rate. Therefore, holders of 4 per cent Liberty Loan bonds should in every case present them for conversion. By converting these bonds they will not only receive $\frac{1}{4}$ of 1 per cent additional interest, but after the conversion period has expired (November 9, 1918) there will undoubtedly be several points difference in the market price of the 4 per cent and $4\frac{1}{4}$ per cent bonds.



KANKAKEE, ILL.

FROM THE LAW DEPARTMENT



Commerce Decisions

CLASSIFICATION—RIGHT OF CARRIER TO RELY UPON DESCRIPTION OF SHIPMENT AS GIVEN BY SHIPPER. *Monarch Paint Company v. C. B. & Q. R. R. Co. et al.*, 49 ICC 367. In this case it appeared that on two carload shipments billed as tar, the carriers had assessed charges at the rate applicable to paint. The Commission said:

"The carriers insist that the commodity is in every sense a paint and that the rate of 95 cents was legally applicable. They urge that as complainant has represented, branded, and sold the commodity to the public as paint, the carriers have a right to rely upon such facts as to the nature of the commodity tendered for transportation. In support of this contention they cite *Andrews Soap Co. v. P. C. & St. L. Ry. Co.*, ICC 41, in which we said:

"When a manufacturer describes his article to the public for the purpose of making a market for it, he also so describes it for purposes of carriage, and it seems as reasonable that the carrier should have a right to accept the manufacturer's representation concerning his product as that the public should be influenced by it in the purchase of the article.

"Upon all the facts of record we find that refined tar or hydrocarbonite, as herein described, is a form of paint falling within the tariff description of articles taking the rates applicable to paint."

COMMODITY RATES—RELATIONSHIP TO CLASS RATES. In the case of *Macaroni Manufacturers' Association v. A. G. S. R. R. Co. et al.*, 50 ICC 289, the Commission said:

"We can not subscribe to complainant's contention that the state of relativity between commodities which features the classification as the real foundation of its structure must necessarily extend to commodity rates. As a matter of fact the reason why a commodity rate is established is that conditions require a departure as to the particular article from this very plan of grouping together certain articles. Those exceptional conditions do not necessarily apply to all commodities; otherwise the class rate would give way entirely to the commodity rate. Nor is this idea of classification relationship necessary to be followed as between carload and less-than-carload commodity rates on the same article. Conditions may demand a departure from the classification basis as to carload and not as to less-than-carload traffic, as apparently has been the case even with respect to cereal products, which move on the class rates in less than carloads."

POINT OF ORIGIN WEIGHTS—SHRINKAGE. In the case of *William Adams et al. v. A. B. & A. R. Ry. Co. et al.*, 49 ICC 415, the complainant charges collected on watermelons from certain points in the South of Chicago

based on the point of origin weights were unreasonable to the extent that they exceeded the charges that would have accrued based on destination weights, and that the tariff rule providing that charges would be based on weights at point of shipment was unreasonable. The complainant in his brief requested a special finding that the tariff rule under attack should be eliminated and a rule prescribed providing for correction of the billed weight when the difference between it and the destination weight exceeded a reasonable tolerance. The Commission pointed out that such a rule would disregard shrinkage, as to which considerable evidence was introduced. The Commission said:

"Results of various tests were submitted both by complainants, who attempted to show that watermelons do not shrink, and by defendants, whose evidence, corroborated somewhat by complainants' witnesses, indicates clearly that a shrinkage occurs in the weight of watermelons during the first six or eight days after picking, this being the usual period of transportation from the fields to Chicago. It is shown also that the shrinkage varies greatly and that it is influenced by many things, including the distance hauled, the season, the locality where grown, the kind of soil and fertilizer, and the species of melon.

"In *Topeka Banana Dealers' Asso. v. St. L. & S. F. R. R. Co.*, 13 ICC 620, we refused to establish a shrinkage allowance on bananas, for the reason, among others, that shrinkage varied with distance, and was, therefore, one of the elements to be considered in fixing the rate. The record herein justifies a like conclusion.

"Following *In re Weighing of Freight by Carrier*, 28 I. C. C. 7, and *Northern Mercantile Co. v. A. E. R. R. Co.*, 42 I. C. C. 290, and other cases, we are of the opinion and find that the rule attached is not unreasonable or unduly prejudicial, as it does not prohibit the correction of the billed weights when shown to be erroneous."

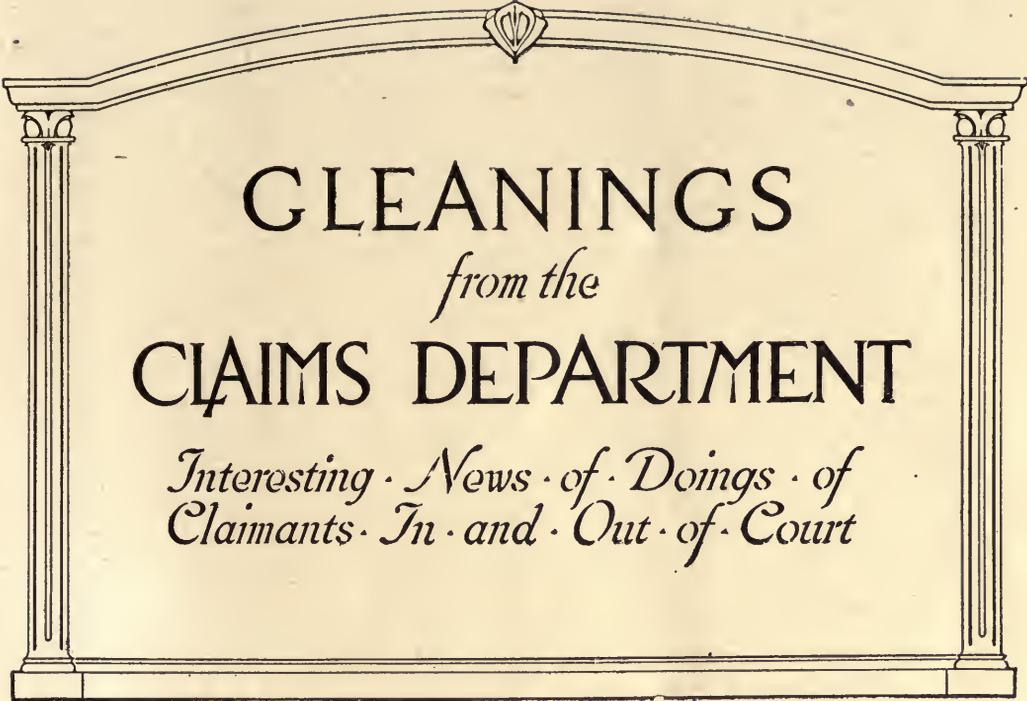
SALE OF UNCLAIMED OR REFUSED FREIGHT. ORDER OF DIRECTOR GENERAL. General Order No. 34 of the Director General, dated July 10, 1918, relating to the above matter reads as follows:

"Carriers subject to Federal Control shall sell at public auction to the highest bidder without advertisement, carload and less than carload nonperishable freight that has been refused or is unclaimed by consignee and has been on hand for a period of sixty days. The consignee, as described in the waybilling, shall be given due notice by mail of the proposed sale.

"Perishable freight shall be sold whenever in the judgment of the agent or other representative of the carrier it is necessary to do so, such reasonable effort being made to notify the consignee as described in the waybilling as the circumstances will permit.

"The place of sale of both nonperishable and perishable freight shall be determined by the carrier. The net proceeds, if any, after deducting freight and other legitimate expenses, will be paid over to the owner on proof of ownership."





GLEANINGS

from the

CLAIMS DEPARTMENT

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

THE GOVERNMENT ENTERING THE FIELD OF PERSONAL INJURY CLAIMS

The Twenty-Ninth Annual Convention of the National Association of Railway Claim Agents was held at the La-Salle Hotel in Chicago on the 30th ult. It was the first regular convention held by the Association since our country entered the world war. The holding of the convention at this time was specially authorized by Hon. John Barton Payne, General Counsel of the Railroad Administration, who was represented at the meeting by Hon. J. H. Howard, Manager, Claim Section, Division of Law, of the Railroad Administration. In his address before the convention, Mr. Howard stated that the policy of the Government in dealing with claimants, through the Claim Agents of the Federal railroads, would be to deal with them direct, without the intervention of intermediaries, and to deal with them promptly and fairly. He quoted from General Counsel Payne's various letters

on the question of discouraging litigation against the Federal railroads, which means litigation against the Government. Mr. Howard made a most favorable impression upon the convention and those present felt that Judge Payne had made no mistake in the selection of his assistant to be charged with the responsibility of handling claims. Mr. Howard said the real purpose of holding the convention at this time was that the Government needed the advice and recommendations of the practical claim men representing the Federal railroads. He said the Railroad Administration was getting thousands of suggestions of what should be done from those who had no practical knowledge of the claim business. The Government wanted suggestions from practical claim men, and he therefore requested that the convention create an Executive Committee, composed of the President of the Association and four members, to be selected by the President, to confer frequently with the representatives of the Govern-

ment and to make recommendations regarding the handling of all claims against the Federal railroads, except freight claims. The Executive Committee named by the President of the Association is as follows: Ralph C. Richards, General Claim Agent, C. & N. W., Chicago, Chairman; Frank V. Whiting, General Claims Attorney, New York Central, New York; A. H. Mansfield, Claims Attorney, Missouri Pacific, St. Louis; D. H. Kimball, General Claim Agent, Great Northern, St. Paul; H. B. Hull, General Claim Agent, Illinois Central, Chicago.

The members of the Association were asked to make their suggestions to the Executive Committee. Mr. Howard let it be understood in his remarks before the convention that the Executive Committee would be a most important Committee and that it would have arduous duties to perform.

THE LULL AND LURE OF THE AUTOMOBILE

Assistant General Claim Agent E. W. Sprague addressed the Rotary Club at Vicksburg, Miss., recently on the subject of the lull and lure of the automobile, as follows:

"The fore part of last month I spent a day with your president in the city of Jackson and while at lunch he entertained me with stories of the practical jokes he had seen played upon the members and also at times upon the presiding officers of different Rotary Clubs he had attended. He then invited me to address this club and would not accept a declination. So I am here, but with fear and trembling, for I still mistrust there is a joke about it somewhere. If your president was serious then he has been misled. At any rate you are the victims.

"That I am no orator it is unnecessary for me to state as you will shortly discover that fact, but in justice to myself I mention it, as I should dislike to have you feel that I am under any delusion in that regard.

"As you have a claim agent for your president I assume you are not greatly

prejudiced against them as a class, or possibly you have undertaken to reform one. This, at any rate, has emboldened me to attempt to say something to you about a subject with which claim agents have much to do. I may thereby escape the criticism commonly justly made of many speakers that they are talking about something of which they know nothing.

"My subject, 'the Lull and the Lure of the Automobile,' is the camouflage under which I am going to try to say something about grade crossing automobile accidents, which daily demonstrate the scientific fact that two objects cannot occupy the same space at one time without disaster to one or both. You have probably all heard the story of the fellow who ran his Ford into the side of a street car. The conductor got off and after coolly looking over the situation nonchalantly said to the driver, "Don't you know you can't drive one of those things with top up under a street car?" I am equally certain that an automobile cannot run over or under a railroad train on a highway grade crossing, because all sorts of people with all sorts of cars have tried it, in all seasons of the year and at all hours of the day and night and an entirely successful attempt have never come to my notice. The old saying that 'The Lord takes particular care of drunkards and small children' (both of whom by the way sometimes drive automobiles) should be extended to some other automobilists, as it is not so much a subject of amazement that so many are killed and injured by these catastrophes they invite, as that so many miraculously escape with their lives and even without any injury whatever.

"However, this is not a subject which can with propriety be treated facetiously or lightly. The loss of life and the grief and mental anguish following such accidents discline one to criticise those at fault.

"I have been unable to find accurate statistics regarding such casualties throughout the country. The department I represent, however, recently ob-

tained statements from the B. & O., the C. & N. W. and the U. P. systems and compiled a statement for the Illinois Central.

"During the year 1917, 34 persons were killed and 148 injured on the Illinois Central alone, or an average of three deaths and twelve injuries per month. Combining these figures with those of the other three roads shows that during the year 1917, 117 persons were killed and 590 injured on the four systems, or a total of 707 casualties. In these four systems we have a representative eastern, northern, western, southern and central system. Their combined mileage is 29,475. The total railroad mileage in the United States is approximately 260,000. If the casualties on other systems were about the same as on the four to which I have referred, then the total number of victims from grade crossing automobile accidents for the year 1917 on all the railroads of this country were 1,026 killed, or three per day, and 5,175 injured, or nearly 15 per day, with a total of 6,200 human beings killed or injured during the year. This would approximate 25% of the population of your city.

"There are thousands of graves in this country which hold the victims of such accidents. Among them were people of wealth and great social and business position; people of exceptional education and refinement—all grades and all classes. They in the main were killed as the result of that greatly to be lamented American habit of taking chances.

"It is a proverb that 'Self-preservation is the first law of nature.' It does not, however, apparently correctly apply to many who drive and ride in the modern method of travel along the highways, for their conduct in racing with trains and failure to look and listen for their approach at crossings which are obscure, shows little regard for self-preservation. That a man's wife and children are his most precious possessions needs no argument. Any man worthy the name will willingly and eagerly give up all he

has, or hopes to have, in their care and protection, even to his own life; yet he will load these incomparably precious pieces of humanity into an automobile, place himself behind the steering wheel and permit the exhilaration of the ride to lull his sense of responsibility and of danger and to lure him to dare-devil feats of speed for which he would shoot on sight a paid servant of a common carrier, thereby showing that he demands a much higher degree of care on the part of strangers who happen to be temporarily placed in charge of his family than he takes himself.

"Oh! but someone says, you have a prejudiced view of the matter; the railroads are the ones at fault; they should separate grades, they should sound whistles, ring bells, slow down trains, place warnings on crossings or erect gates or crossing bells, or do something else. Why should they do these things? There can be but two reasons; first, a moral obligation to avoid injuring others, and second, a legal duty because the law may require some one or all of these things. But in either event the moral or legal duty spring from the necessity of taking more care for the safety of the driver and occupants of a machine than they take for themselves. After all, is not this the root of all the trouble, that we expect and demand and censure others for not taking greater precautions for our safety than we take for ourselves? How many of these legal requirements would be necessary if travelers in machines exercised all the care and caution circumstances permitted? Was there ever a railroad crossing so obscure that the driver did not know he was approaching it? What further admonition of danger is necessary than the railroad track itself, which all can see? Why do highway commissioners erect bumpers at many places a short distance back from the crossing? Not to apprise an automobile driver that he is approaching a crossing, because it is much easier to discern the track than it is the bumpers, but it is to compel the reckless to slow down or else be hurled from

the machine. How often we have seen or heard of a crossing flagman at his post, frantically waving his flag and trying to stop the machine, being himself struck and run over by it and either maimed or killed; crossing gates down and run through and broken; electric bells and illuminated signs disregarded by the driver, who not only will not take any precautions for his own safety and those in his care, but will not observe those taken in his behalf by others. Yet when an accident occurs the survivors seek to shift the responsibility by attempting to prove that others did not perform their legal duties, though forced to admit that they themselves not only disregarded their legal duties, but the much higher and imperative moral duties of self-preservation and the protection of their own loved ones.

"No one has ever been able to make a fool-proof gun. You know the old woman said a gun was dangerous without lock, stock or barrel because her old man licked her with the ram rod. The only way to make a gun entirely fool-proof is to eliminate it. Neither railroad or legal authorities can make a grade crossing fool-proof. The exercise of proper care and caution on the part of those driving along the highway will make it fairly safe; without this we are confronted with the necessity of making it fool-proof and to do so we must do as with the gun, eliminate it, which is neither practicable or feasible at this time in most cases. It is a serious reflection upon intelligent human beings that they must have things made fool-proof for them.

"Of course, I do not want to be understood for a moment that railroad authorities and those running trains should not be required to take all reasonable precautions for guarding and protecting crossings. Where conditions make the approach of trains obscure and where the amount of travel justifies gates or watchmen may be provided and warning signals should always be given. But an examination of the accidents which have occurred shows that a much larger per cent occurred at crossings

which are unobscured. The latest serious grade crossing automobile accident on the Y. & M. V. R. R. occurred at Mattson, Miss., April 9th. An automobile driven by a young lady twenty years of age was struck on a crossing, killing four of the occupants, among them the mother and sister of the driver. The machine had been driven along the west side of the track from the depot to the crossing, a distance of 1,670 feet, and then the driver turned immediately in front of the train which was following them, although there was an wholly unobstructed view for this entire distance and a most casual glance by her or any occupant of the machine back in the direction from which they came would have apprised them of the approaching train.

"It may be of interest to note what the courts in several of the states have said in reference to the care and caution which auto drivers should take. Several of the courts have commented upon the question of whether the auto or the railway train has precedence when both approach the crossing at the same time. The Texas court says:

"Of course, it is not true in either law or reason that when a person is traveling a public highway which crosses a railroad track, that such person and the railroad each have the right to pass the intersection at the same time. Common sense and public welfare dictate that precedence should be accorded to railroad trains, and it is a matter of common knowledge that as a general rule the traveling public recognize and accord such right of precedence to approaching trains."

"As to what drivers should do when the view at crossings is obstructed, there are a multiplicity of decisions.

"The California court says that in certain instances due care may require the machine to be stopped and the driver to alight and go to the point from which he can have an unobstructed view, and in another case the court said that the driver, a woman, should have stilled the engine, where it appeared that its noise interfered with

her hearing the approach of the train.

"The Nebraska court says that a car should be driven at such a speed that it can be stopped after discovering the approach of the train in time to avoid a collision.

"The Texas court said it was such negligence as to preclude a recovery where the driver crossed behind a train which had just cleared the crossing by 40 or 50 feet and was struck by a train going in the opposite direction on the other track.

"The Oregon court has rendered a very sensible opinion in which they say:

"An automobile properly managed is susceptible of control within very narrow limits. It will stay where it is put. It is not to be frightened, yet, unless controlled, it is an engine of great danger, and the larger question of safety to the public and travelers upon trains, requires that one operating such a machine should carefully look upon the track itself where a railroad train may be expected, if there be opportunity to so inspect the situation.'

"The Iowa court has also stated that the exercise of due care may require the driver to alight and go ahead for the purpose of looking.

"Kansas has a national reputation as a Populist state and is pre-eminently a farmers' state and presumably not overly partial to the railroad's side of such questions, but the court of that state has said where a man accompanied by his wife stalled his machine on the track on account of a mudhole on the crossing:

"If the plaintiff's car had not lost power going through the mudhole and up the steep slippery grade and stopped on the track, his wife might have escaped death through his heedlessness by about two or three seconds. The plaintiff sought to negotiate the crossing ahead of the train by too narrow a margin, however negligent the railroad company may have been in permitting the depression of three inches between the rails and plank at the railroad crossing, or however steep the grade, or however muddy the approach to the

crossing might be,' and denied a recovery.

"It is a very common thing after one of these accidents for the driver and occupants of the machine to say that they looked and listened and did not see nor hear the train, although the physical facts show that the view was entirely unobstructed. The Virginia court has this to say about such a case:

"We have repeatedly declared that courts are not required to believe that which is contrary to human experience and the laws of nature, or which they judicially know to be incredible. The court will not stultify itself by allowing a verdict to stand, although there may be evidence tending to support it, when the physical facts demonstrate the evidence to be untrue, and the verdict to be unjust and unsupported in law or facts.'

"The courts say that there is as great an obligation upon those riding as passengers in an automobile to look and listen for approaching trains as there is upon the driver and they should caution the driver if he approaches the track recklessly. The Virginia court says:

"It was the duty of the passenger to look out for himself. No one can be allowed to shut his eyes to danger in blind reliance upon the unaided care of another without assuming the consequences of the omission of such care.'

"The Nebraska court says:

"The plaintiff was not charged with the responsibility of driving the automobile. His opportunity to be on the lookout for impending danger was therefore better than that of the driver. It was plainly his duty to use every reasonable effort to induce the driver of the automobile to slow down or stop the machine if the view of the track was obstructed.'

"The Maine court says:

"The fact that the plaintiff was not driving the car does not relieve him of all care.'

"The Connecticut court has said that though the driver was signalled across by a crossing flagman did not excuse him from looking and that he was negli-

gent in so increasing the speed of his car after being signalled across that he could not stop it when he reached the track and discovered the train approaching.

"Where the husband and wife were seated on the front seat the Iowa court says it was as much her duty to look out and discover the danger as it was his. The Federal court has said the same thing.

"Where two traveling men were using an auto jointly in their trips around the country the Utah court denied recovery to the one who was not driving but who was injured in an accident, on the ground that it was as much his duty to take precautions as that of the driver.

"These cases are from the opinions of courts in the eastern, northern, central, western and southern states; that is, from all sections of the country.

"While I hope that none of you have been so unfortunate as to be directly interested in a personal damage case, I am sure that there has been sufficient such litigation in Mississippi, and particularly in Warren County, that you must have heard something about it and perhaps you have a suspicion, which with us railroad men amounts to a certainty, that the courts of this state are rather more unfavorable to railroads in such litigation than those of any other state. But the supreme court of this state has fallen in line with the decisions I have referred to and in a case against the Gulf & Ship Island R. R. on March 11th of this year reversed a verdict holding the driver of the car to have been guilty of gross negligence in not observing the approach of the train.

"These frightful occurrences are so frequent that it might appear our minds would be so filled with these horrors that we would be unable to enjoy automobiles, much less fail to observe the lesson which they teach. On the contrary, however, there are many instances which would indicate that these shocking accidents are not promotive of greater care and caution.

"At Warren, Ill., on June 28, 1916, an automobile containing six persons

was struck on a crossing. Five were killed outright and one permanently injured. Warren is a town of 1,500 inhabitants. Of course, everyone there and in the vicinity knew of this horrible occurrence, yet on November 15, 1917, a little over a year later, another collision occurred on the same crossing and three persons were killed and four seriously injured. On December 15, 1917, Dr. F. H. Sandman, a veterinary surgeon living at Warren, who was familiar with both of the previous accidents and personally knew the victims and who had been heard to remark that his automobile would never be hit by a train on a grade crossing, was himself struck and killed on a crossing in the same town.

"Many like instances might be mentioned. At Mayfield, Ky., Aug. 9, 1916, two were killed and two injured in a single accident and on November 4th of the same year three were killed and one seriously injured.

"At Jackson, Miss., on Aug. 15, 1916, four were killed and one injured, yet how many such accidents have we all heard of in this vicinity since then.

"Of course, automobile accidents are not confined to grade crossings. Perhaps still more are killed and injured in accidents at other places on the highways, but the great majority of all the accidents are due to a lack of care on the part of someone. The automobile is one of the greatest inventions of the age. It has long since ceased to be merely a thing of pleasure, but has become a great business necessity and like the telephone a thing which it now seems impossible to dispense with. No matter how practical aerial navigation may become, we are certain to always desire to travel our streets and highways and while the automobile may yet be susceptible of much improvement it is beyond human conception that anything can be devised to entirely supplant it.

"The Bible tells us that the love of money is the root of all evil, but that is not due to any inherent quality in money, but because of the misuses many make of it.

"The automobile is not to be condemned, but those who improperly use it. The world war is arousing nations as well as individuals to a deeper sense of their responsibilities to each other and to the fact that we have travelled too far along the road of pleasure and selfishness. We are, to a great extent, our brother's keeper. It is a good time to realize that we should not longer permit the practice of recklessly throwing away human lives in the pursuit of pleasure. As the trouble springs entirely from the pernicious habit of taking chances and unnecessary risks, obviously the remedy lies in curing this habit and substituting one of care and caution. This cannot be legislated into people, though proper legislation and rigid enforcement thereof may restrain

and reform some and aid in the cultivation of the better habit.

"Members of this club as well as other sober minded persons may do much by precept and example. If they will resolve not to permit the ease and luxury of comfortable and rapid transportation in their cars to lull their sense of duty to themselves and others and to take risks and chances, they will not only escape the fate of the multitude of automobile grade crossing victims but they will set an example which is bound to influence others and may speed the day when we can pick up a newspaper without glaring headlines striking us in the face, announcing the latest automobile catastrophe, the toll of life and limb perhaps including some of our family, or some of our friends and acquaintances."

A Letter to Mamma

"Is this the tel'gram office?"

Asked a childish voice one day.
As I noted the click of my instrument,
With its message from far away.
As it ceased, I turned; at my elbow
Stood the merest scrap of a boy,
Whose childish face was all aglow
With the light of a hidden joy.

The golden curls on his forehead
Shaded eyes of the deepest blue,
As if a bit of the summer sky
Had lost in them its hue.
They scanned my office rapidly,
From ceiling down to floor,
Then turned on me their eager gaze,
As he asked the question o'er.

"Is this the tel'gram office?"

"It is, my little man,"
I said, "Pray tell me what you want,
And I'll help you if I can."
Then the blue eyes grew more eager,
And the breath came thick and fast;
And I saw within the chubby hands
A folded paper grasped.

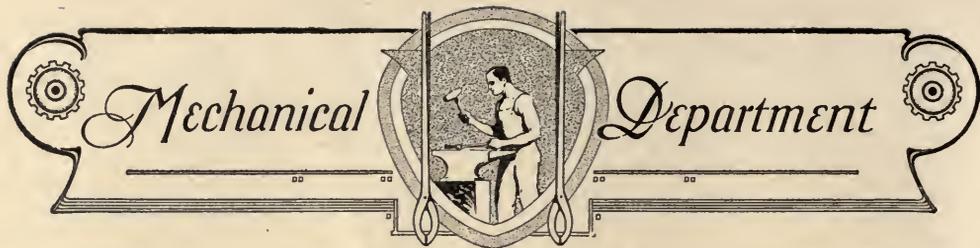
"Nurse told me," he said, "that the light-
ning
Came down on the wires some day;
And my mamma has gone to heaven,
And I'm lonely since she's away.

For my papa is very busy,
And hasn't much time for me,
So I thought I'd write her a letter,
And I've brought it for you to see.

"I've printed it so big that the angels
Could read out quick the name,
And carry it straight to my mamma,
And tell her how it came;
And now, won't you please take it,
And throw it up good and strong
Against the wires in a funder shower,
And the lightning will take it along?"

Ah! what could I tell the darling?
For my eyes were filling fast;
I turned away to hide my tears,
But I cheerfully spoke at last:
"I'll do the best I can, my child."
'Twas all that I could say.
"Thank you," he said, then scanned the
sky,
"Do you think it will funder today?"

But the blue sky smiled in answer,
And the sun shone dazzling bright;
And his face, as he slowly turned away,
Lost some of its gladsome light.
"But nurse," he said, "if I stay so long,
Won't let me come any more;
So good-bye; I'll come and see you again,
Right after a funder shower."



Burnside Shops During the Blizzard

By Edward A. Gable, Clerk Burnside Shops

THAT all heroes are not in the trenches was forcibly brought to more than one mind during the blizzard that swept the middle west and held Chicago in its grasp during the second week of January. In order to realize the severity of the storm which has not been equalled in the last fifty years, one must stop to consider that the loop district of Chicago closed and traffic was at a complete standstill.

To the farmer who is confined to his home and a well stocked cellar, blizzards are not a dread, but to the city resident of such a commercial center as Chicago, it takes on the nature of a calamity, for food and fuel are curtailed.

Many people in commercial life experienced the inclemency of the zero weather and the biting winds, but knew little of the hardships of the men forced to keep plants running under these severe conditions in manufacturing districts. Conditions were bad enough in the more congested parts of Chicago, but in the suburbs like Burnside, where the broad expanse of prairies aided the winds in their velocity to pile impassible snow drifts, they were intensified two-fold.

About ten per cent of the entire force at Burnside braved the storm by walking, their only means of transportation. Upon reaching the shops they found the wheels of industry at a complete standstill. "Safety First," one of the slogans which is strictly adhered to at the Burnside Shops at all times,

was immediately applied by everyone manning a shovel and making paths for fire protection first. Under ordinary circumstances this would have seemed like a grand frolic, but under these conditions the blizzard which had been raging since Friday night and was now at its height, and the men unaccustomed to outdoor work, this was by no means child's play. The men were from time to time forced to seek shelter, and at those occasions a cup of hot coffee was the stimulant which enabled them to brave again the elements with renewed vigor.

While engaged in this strenuous occupation little did the men think that a greater danger confronted them. It became apparent as the day advanced that the coal supply was running low and it was impossible to secure coal from Fordham, let alone hauling coal from the west end of the yard, a distance of approximately three quarters of a mile, to supply the power house. When steam power fails, man power is left to supply the deficiency, and the men who had so heroically responded with the shovel for many hours, were again called upon to this far greater task of hauling coal to supply the power plant. One can readily realize the necessity of this new occupation, for without coal the power, the heart of the plant, would cease beating. Imagine, if you can, the ninety odd men working all night shoveling and hauling three hundred and fifty tons of coal on small push cars after the

strenuous work of the day. The Burnside merchants found their stocks depleted after the raid for food for the imprisoned workers who so nobly stuck to their task.

It was indeed a relief to greet the sun that followed Sunday morning, after two days of storm and to find that the wind had abated, which was a signal to the weary workers that their labors were at an end. Too

much credit cannot be given the men who responded so nobly to their task, especially in these war times when "the need of the hour is increased movement of traffic," and who by their work prevented serious loss to the plant. In conclusion special mention should be accorded to Shop Superintendent L. A. North and General Foreman J. Miller and H. J. Quinnell and their assistants who directed the work.

Snow Bound in Burnside

By Amol Cochrane, Timekeeper, Burnside Shops

1

The snow was falling lightly, around the Burnside Shop,
From Wednesday night to Friday night, with no chance for it to stop;
But Friday night to make it worse, the wind began to blow,
And places in the yard were piled with at least six feet of snow.

2

All Saturday the wind was sharp, the storm was at its height,
The trains were snow-bound where they stood it was an awful fright
To see the people in the trains all waiting to go on,
With tracks drifted over and no relief, it surely was no fun.

3

But let alone the trains awhile, the shops were also bad,
The power house dead, no men to work, and no coal to be had,
The bosses had to shovel coal until some fellows came,
And they were lucky to come at all, for the men were not to blame.

4

And out of two thousand employes, about two hundred worked,
And work is what they did, for they had no chance to shirk;
All day they had to shovel snow and carry tons of coal,
For of course the power house could not work with nothing there to burn.

5

To take care of two hundred men, it was surely no small job,
To feed them here and let them sleep, so they'll be in shape to work,
For the next day would be Sunday and no more men would come,
So they had to work till Monday night and they surely did work some.

6

We'll glance at some of the costumes some of the shopmen wore;
They were bundled up with so much clothes to carry them they got sore.
And they also wore a gas mask—canvass with holes for eyes,
To protect themselves from that awful wind, which made a strong man cry

7

And soup was made in the blacksmith shop, as good as it could be,
By a man who know (with assistants true) the work from A to Z,
About one hundred gallons of this fine soup was made,
To feed the workers on the plant and the men who had to stay.

8

We'll take a look at the monthly men, who had to prepare the eats;
When it came to working on the grub, these men could not be beat,
They made up all the sandwiches and cooked the coffee too;
They were also handicapped, for at cooking they were new.

9

But the work was done by willing hands, by men who always care,
And the fellow who says they are paid too much had better be more fair,
For all the men in the shop were paid, time and one-half to stay,
But the monthly men throughout the shop were fooled when it came to pay.

10

This is not all of the blizzard—the rest cannot be told,
Of the workers' feelings and also the clerks, but that is a story old,
The monthly men might have it soft, but they also have their spell,
Of work to do in a case like this, and all they get is "Hell."

Thoughts

Whilst walking down a crowded city street
the other day,
I heard a little urchin to his comrade turn
and say:

Say, Jimmie, "lémme" tell you, I'd be happy
as a clam,
If only I was, the fellow that my Mother
thinks I am.

She thinks I am a wonder, and she knows
her little lad
Could never mix with nothing that was
ugly, mean and bad,
And lots of times, I set and think, how

nice 'twould be, Gee Whiz!

If a fellow was the fellow that his Mother
thinks he is.

My friend, be yours a life of toil or un-
diluted joy,

You still can learn a lesson from that small
unlettered boy,

Don't aim to be an earthly saint with eyes
fixed on a star,

Just try to be, the fellow that your Mother
thinks you are.

—Exchange.

An Illinois Central Official has a "heart-to-heart" talk with a "Bo"



Mistaken Identity

Claims Committee Recommendations

There is one recommendation contained in each weekly report of the Claims Committee. In analyzing the things which produce freight claims the Claims Committee has learned that improper marking and packing of freight, freight separated from billing and moving free astray, the use of the card billing system, the failure to carefully inspect and repair cars for grain loading and the failure to recondition bad order freight, are responsible for many freight claims. Following are the Committee's recommendations on the subjects mentioned:

Marking and Packing Freight

In the opinion of your committee, much can be accomplished by stopping claims at the source. To illustrate: During the month of May, Superintendent McCabe, of the Minnesota Division, instructed the Train Master, Claim Clerk and Agent to visit the freight house at Waterloo, Ia., to see that all shipments offered met with classification requirements in being properly marked and packed to withstand ordinary transportation. They turned back twenty shipments that did not meet classification requirements and it has been noticed that shippers at Waterloo are now taking more pains in properly marking and preparing freight before offering it for shipment. It is quite apparent that lack of care of shippers in marking and preparing freight for shipment is responsible for many claims. The Railroad Company ought not to accept for shipment freight of any kind which is not properly marked and prepared for shipment, because to do so is to invite claims and an unnecessary waste of government funds, as well as a waste of the commodities themselves. No doubt many shippers offer commodities for shipment knowing at the time that they are not properly marked, or not properly packed, and that the Railroad Company

will have to respond in damages. This practice should be broken up. There is no longer competition between the railroads for the purpose of getting business. When shippers are taught that freight will not be accepted for shipment unless it is properly marked and prepared, they will do the things necessary to avoid the delay in shipment of their commodities. Your Committee is of the opinion that Superintendent McCabe should extend the movement started at Waterloo to every station on the Minnesota Division and that all Superintendents on the entire system should do likewise.

Stop Freight From Moving Free Astray

The amount of freight moving free astray; that is, freight having become separated from waybills is very large. Freight separated from billing is started well on the road toward becoming lost. Your Committee suggests that a campaign be made on each Division, and especially at the larger stations and transfer platforms, to ascertain whether or not there is indifferent handling of waybills. Investigations recently made have developed that there are many failures to bill all shipping tickets for freight loaded before the close of the day and that in many instances waybills are not correctly separated before being jacketed. Also that there are many instances of failure to erase car numbers at transfer points and place new car numbers on waybills. To illustrate: At one point recently checked, there were fourteen waybills to leave the station in the wrong jackets in one day. Your Committee suggests that Agents at the larger stations or transfer platforms designate a competent assistant upon whom they can rely, and that this assistant be held responsible for the correct handling of waybills. Furthermore, that Agents be

instructed to give their personal attention to this important matter.

Restrict Card Billing

One of the big causes of freight claims and delay to equipment is car-load freight separated from waybills. Your Committee very earnestly recommends that the use of card billing be restricted whenever possible; that when it is found a car has become separated from its billing, that the car be held until billing is located. The nearer a car is held to its originating point, the earlier it will be to locate its billing. The use of card billing where consignee's name does not appear, in the opinion of your Committee, should be absolutely prohibited. To illustrate: Last week a car of ice moved to destination, card billing not showing name of consignee, and the agent did not know to whom to deliver the ice. Also last week three car-loads of stock arrived at destination on card billing not showing names of consignees. These cars remained in yards two days before consignees were known.

Your Committee further recommends that cars should not be moved out of yards billed as empties unless it is first determined from reliable sources that they are actually empty. The present difficulty is caused by yard clerks failing to open doors and inspect cars when checking trains or yards. This is resulting in a large number of loaded cars moving over the railroad billed as empties.

Watch Condition of Cars for Grain Loading

For the five month period from January 1st to May 31st, the claim payments of the Illinois Central (exclusive of the Y. & M. V.), on account of shipments of grain, in bulk, amounted to \$40,686.10, or 8.62 per cent of the total claim payments. A large part of this expense was caused on account of defective equipment. Inasmuch as we are now approaching the period for the movement of the present crop of grain, your Committee

very earnestly recommends that the inspection and conditioning of cars furnished for grain loading be given *extraordinarily careful attention*. This is of paramount importance by reason of the prevailing high prices of grain and the extreme necessity for its conservation during the period of the war. Your Committee would suggest that the personal attention of all Division Officers be given to this matter, to the end that the agents and employes of the Company may become thoroughly aroused on the subject. If defective car bodies furnished for grain loading cannot be repaired before loading, such cars should be rejected to avoid the risk of the loss of the grain.

Reconditioning Bad Order Freight

Upon inquiry, your Committee has learned that there are a great many shipments of freight refused on account of being in bad order. In a former report this Committee commented upon the desirability of employes seeing that shipments are properly packed and marked before being received for shipment. That, of course, is very necessary, but when shipments are damaged in transit, every effort should be made to recondition and repair shipments in order that delivery may be effected. For example: Out of ten wet and torn sacks of sugar, perhaps nine sacks could be reconditioned and delivered, leaving but one sack which could not be delivered. When stoves are broken in transit, new parts can be ordered from the shipper. When furniture is broken up in transit, much of it can be repaired and delivered. Division Superintendents receive a copy of each bad order report, on which this question appears: "Has freight been delivered?" Whenever this question is answered in the negative, Superintendents should handle promptly the matter of reconditioning and trying to effect delivery. Prompt and efficient attention to this matter will save thousands of dollars on every division of the system in the course of a year.



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 ▲ ▲ ▲ ▲

Sun Stroke and How to Prevent It

SUN stroke occurs most frequently in the middle temperate zone which is the territory largely covered by the Illinois Central Lines. In the extreme South and in the tropical countries sun stroke is very infrequent because of two important factors.

First, persons accustomed to living in these climates know how to take care of themselves and to protect themselves from the heat, and secondly, the relative humidity is lower in the far South.

Among workmen who are employed in power houses and around fires, such as in improperly ventilated kitchens, there is great danger of the individual becoming overheated. However, sun stroke is caused usually by exposure to the direct rays of the sun and occurs with greatest frequency among persons performing some active bodily exercise in an intensely hot environment. So situated the heat production of the body is at its maximum, while the heat loss from the warming of the inspired air is at zero. The loss from radiation and conduction is also at zero inasmuch as the air is as warm or warmer than the body. If the perspiration is excessive heat loss may be sufficient to maintain the equilibrium, but if the perspiration ceases, as it usually does just prior to sun stroke, the heat loss ceases and the heat production continuing results in rapid accumulation of heat in the body structure and thus the enormously high temperature is produced.

Most authorities state that a temperature of 113° F. is necessarily fatal. However, a patient was brought into a hospital in New York City suffering from sun stroke with a temperature of 115° F. and recovered. The limit of temperature which can be reached and borne by the body with recovery can, therefore, not be definitely stated. In infectious diseases it is the poison from the disease which kills rather than the temperature, but in sun stroke it is the effect of the extreme heat on the metabolic changes in the central neurons which kills.

Early Symptoms

It should be borne in mind that profuse sweating carries off the excessive heat of the body, and when this free perspiration ceases, it should be taken as a warning signal especially if accompanied by dizziness. With the onset of these symptoms the individual should at once repair to a shady place and apply ice water on the head and wrists. There is a very mild form of sun-stroke—heat prostration or exhaustion, in which an unusual weakness follows exertion. This is akin to fainting and is seen most often in feeble persons. In more vigorous persons headaches are apt to be the predominating symptom inasmuch as these patients are less likely to have warning symptoms, the attack coming on suddenly. However, in these cases insomnia is marked and may be present for four or five days preceding the at-

tack of sun stroke. Consequently if an individual is not sleeping as well as usual he should be extremely careful in exposing himself.

Prevention

Men who are not accustomed to working in very hot places should be especially careful during the very hot weather. Ice water applied locally is of benefit but should not be drunk. Cool water is very much preferable to ice water and should be taken freely. Sweating should be encouraged in every possible way. Special attention should be given to the diet and light foods only should be eaten. Heat producing foods, such as meat, beans, eggs and pastry should be avoided. Special attention should be given to the liver and bowels in that they should be kept active. The loss of water in the system due to excessive perspiration should be compensated for by drinking large quantities of cool water, but not ice water. Fruit juices may be used freely in the hot summer months as they are quite refreshing.

If the workman in the hot sun, locomotive power house or kitchen notices that he is not perspiring freely and there is a feeling of dizziness or blindness at times he should immediately remove himself to a cool shady place and have cold applications applied to the head and hands. If the symptoms are serious

a physician should immediately be summoned. However, it is always safe to apply ice or ice water to the head and wrists. The clothing should be loosened, and a cool drink preferably cold tea or coffee, is of benefit. If excessively high temperature is present patient should be stripped and laid on a canvas cot and covered with a sheet wrung out of cold water. A stream of cold water should be allowed to play on the whole body, meanwhile the head being packed in ice. The water may be sprinkled from a hose or from a sprinkling can, but this should be done under the direction of a physician as it is necessary to keep track of the reduction of temperature from the application of cold. If in doubt call a physician.

The complication of sun stroke should always be treated by a physician as some of the severer forms may develop into mental disturbance. In some cases these mental complications may persist for some little time.

The most important thing is for the individual to safeguard himself or herself against this dangerous condition known as sun stroke. It can be avoided but it is especially necessary that inexperienced men working in places exposed to heat should be unusually careful. If due care is observed, even in very hot weather, there will be no cases of sun stroke.

EMPLOYEES ARE REAPING THE BENEFIT OF THE HOSPITAL DEPARTMENT AND ARE VERY APPRECIATIVE OF ATTENTION RECEIVED

Princeton, Ky., June 15, 1918.

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

Dear Doctor:—A few weeks ago I underwent an operation for chronic appendicitis at Company's Hospital, Chicago, and in view of the thoroughness, skill and management of the Hospital organization in every way, I feel that it is not only my duty to express to you and your able assistants my sincere appreciation for the splendid attention and results in my case, but further feel that I would be indeed ungrateful should I fail to acknowledge my gratitude.

I was in a serious condition, and while I knew that it was imperative that something be done immediately, I did not at all relish the idea of going to the Chicago Hospital. Right here and now, I want to say this: I had heard it carelessly and unthoughtedly mentioned that the sick and injured employes taken to the Company's Hospital at Chicago were neglected and not given the right kind of attention, that the employes were shoved aside to make out the best way they could, in any kind of a way and after any fashion. I know from my own personal experience and knowledge

that this is absolutely untrue and such comment is an injustice to the entire Hospital organization.

Candidly, the rumors of neglect and mistreatment at the Chicago Hospital had such an effect upon me, especially in my condition that I had made up my mind to go elsewhere and pay my own bills, and I probably would have done so, but for the advice of a friend who insisted that I had been wrongly advised, that a visit to the Chicago Hospital would be sufficient to convince me.

I am fully convinced and I shall always have a good word and a kindly feeling for everybody connected with the Hospital Staff at the Illinois Central Hospital, Chicago. I might add that while a patient at this Hospital, I took pains, especially in view of the information that I had received about the Hospital, to watch the other patients and the treatment given them, in each and every case, was the same as in my own case and not one with whom I talked or with whom I came in contact but was well pleased and grateful for the attention received.

Yours truly,

(Signed) J. E. Moss, General Yard Master.

Memphis, Tenn., June 21, 1918.

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

Dear Doctor:—I am taking this opportunity of thanking the Hospital Department for the attention which was received by me during the time that I was confined in the Illinois Central Hospital at Chicago, being given treatment for a very badly complicated fracture of the leg.

I was injured at Fulton, Kentucky, August 29, 1917, and had a very bad compound fracture of both bones of the right leg. After receiving temporary treatment at St. Joseph's Hospital, I was transferred to the Illinois Central Hospital at Chicago and I must say that the attention and treatment given me while at the Company's Hospital, Chicago, was all that could possibly be desired. I don't see how it could have been better.

In spite of having a very serious injury, such careful attention was given my case that I am now able to work with a good leg and fully appreciate the fine work done for me by the Hospital Department.

Sincerely yours,

(Signed) J. C. Strickland, Conductor, Tennessee Division.

Burnside Storehouse, December 18, 1916.

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

Dear Doctor:—On November 16, 1916, I entered Central Hospital, Chicago, to have an operation performed under the care of the Hospital Department. The operation and the after treatment were most successful, and I was able to return to my duties in two weeks very much benefited in health. I wish to thank you and all of the Hospital Department Staff for the good care and considerate treatment that was given me at the hospital. All of those in charge with whom I came in contact were exceedingly kind and attentive, and I wish to express my appreciation of same.

I consider myself fortunate to be employed by a railroad that supports such an excellent Hospital Department.

Yours very truly,

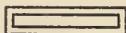
(Signed) C. C. Fanquier,
Assistant Chief Clerk to G. S. K.

Chicago, March 31, 1918.

Illinois Central Hospital Department,
Chicago, Ill.

"A Happy Easter to you.
Everybody tenk you, I salute
Everyting in I. C. Hospital is gude,
My lag was sore much of pain
Dis time all right, I walk igan.
Altme I would kick and kry
I. C. Hospital, good by, good by."

A. Filimon, Carpenter,
Burnside Shops, Chicago.



Contributions from Employees

STOP, LOOK AND LISTEN

Mounds, Illinois,
January, 28, 1918.

Illinois Central Magazine,
1200 Michigan, Ave.,
Chicago, Illinois.

Dear Editor:

Up until now there has been a great deal said through the magazine about the "Stop, Look and Listen" problem and for sometime I have given much attention to this thought as to just what it meant to stop, look and listen. When I think of the hundreds and thousands of automobiles as well as other vehicles being used today, more especially the drivers of automobiles, they are seemingly in a great rush and using the judgment of children and the sense of some inmate of some sanitarium. In as much as they pay no attention whatever to the great broad signs placed at all public road crossings at grade by the company, warning them of the danger there is by not stopping, looking and listening before crossing said railroad.

There has been some suggestions made by different ones that the reckless driving, more especially across railroads could be eliminated if there was more personal work done by talking to different ones who own and operate automobiles about what danger it is, and encourage them or, rather insist upon them to adopt this plan, and in other words, make it an iron clad rule. That he himself if driving the car, or, his chauffeur to put in operation at once the stop, look and listen plan. But sometimes I think that it would be a task suitable for a Moses or a Solomon to undertake to educate some people right along this line. If men and women of today would only get in their minds the fact that they themselves are of a great worth to our country and get out of their minds the thought of rush, rush, rush, I am sure of the fact the elimination of automobile and train accidents would be a great per cent less than has been in the past. The usage of real judgment with an ordinary broad mind is all that's necessary, and it doesn't take a highly cultured well educated man or woman to understand the danger of not stopping, looking and listening before crossing railroads. The reason I say this is the fact that I experienced a case which I considered extraordinary good judgment a short time ago by a young girl apparently having no education whatever, but she exercised judgment of a king. I noticed this young lady as she approached the railroad crossing where the public thoroughfare was under the railroad track. She was leading a small child about five or six years old, and just before entering under the railroad trestle she stopped, looked in both directions and then picking up the child she went at break-neck speed under the railroad, coming out on the other side she put the child down and immediately walked on.

Now I will relate one instance which is just to the reverse. While approaching a long grade riding behind fifty odd cars I noticed a public crossing at grade and an automobile was making a rush for the crossing before my engine reached same, but failed to make it in time. He drove up as close as he dared get with engine of his machine still running. At the same time honking and honking his horn as if to hurry the train up so that he could cross. I noticed as my caboose passed he had some four or five occupants in the car, and he himself bore the mark of a very intelligent man. Though his actions proved to be of no judgment at all. I saw that he intended to rush across as quick as my caboose cleared the crossing. At the same time I heard the thundering of a south-bound train on the opposite track. I immediately ran to the rear of my caboose and yelled to him not to cross yet. Just at that time the south-bound train shot by at the speed of 25 or 30 miles an hour. Therefore, you can readily see the great contrast between the judgment of the young lady mentioned above and the judgment of the young man who narrowly escaped not only being crushed to death himself but the several occupants who were in his car. I was relating this incident a short time ago to a party whom I know personally and he at once gave me the following written statement which I will relate just here.

I traveled about 1,500 miles in 1917 in Mississippi and West Tennessee in my car and crossed practically every public crossing in both states, and I have never crossed

a railroad crossing without first stopping, looking and listening. I have never come any ways near having an accident with a railroad train and I wish to state that if every traveler of an automobile, or as to that, any other vehicle would adopt the plan of stopping, looking and listening, there would be no accidents at railroad crossings.

The above mentioned statement is from a man whom I know personally and can give name and address to any one wishing to write in reference to his statement.

As I have stated above it is only necessary to exercise ordinary judgment to prevent accidents at railroad crossings by automobilists, or other vehicles, and it does not altogether depend upon an education of what danger there is in crossing railroads with out first stopping, looking and listening for the fact ordinary judgment used by anyone will naturally cause them to stop, look and listen before attempting to cross railroads.

It has been said by some that public highways that cross railroads belong to the public as much so as they belong to the railroads. I admit this is a fact, but does it seem reasonable that a railroad company should be held responsible, and at the same time required by the state laws to bring their trains down to an almost stop at all public highways crossing railroads. Take in consideration that a freight train consisting of from 50 to 75 cars cannot be stopped, or even slowed down to a speed suitable for the pleasure riders in automobiles at all railroad crossings at grade, without seriously delaying freight, that is very much in need of, at the destination at which said freight is consigned. In this day and time our country is in a condition which demands extraordinary efforts by all concerned to get such commodities that are mostly needed, promptly delivered, such as fuel, foodstuffs and war material.

Take a freight train consisting of 50 cars, start it from Chicago to New Orleans under strict orders to reduce speed at every road crossing at grade between Chicago and New Orleans and you will find your freight will arrive at its destination at least calculation ten days late. Any practical railroad man, I am sure, will agree with me, that it will take at least eight minutes to reduce the speed of a freight train consisting of 50 cars to 10 or 12 miles an hour over any crossing. So you can readily see, if we should comply with the rules of the pleasure riders of today by reducing speed of trains at public highway crossings, as well as through stations, the congestion on railroad terminals would increase a hundred per cent worse than it has been the past 60 days. Notwithstanding the fact there's a great hollo being made today by some people on account of their shipment being delayed. Recently there was an accident which occurred at public crossing by colliding with an automobile resulted in derailment of engine and three cars. In this train there were nine different shipments consisting of fuel, foodstuff and soldier equipment which, of course, was of great importance as we are very short on these commodities.

This derailment caused a delay of this shipment eight hours. This delay caused a failure to meet connection with connecting lines consequently another delay resulted and so on down the line and finally the delay to this shipment had amounted to about three days. Now what caused this delay? The failure on the part of the automobile driver to stop, look and listen. If there was a time in the history of railroads for everyone to stand back and hinder them not it surely is in the year of 1918. It shows patriotism in everyone who exercises ordinary good judgment and he that will attempt to exercise good judgment will surely not throw a stumbling block in the way of the railroads of our country.

Our Master tells us he that is not for me is against me and he that helpeth not to gather is instrumental in scattering abroad. So I appeal here to the driver of all vehicles make this your motto, to be instrumental in gathering instead of scattering by stopping, looking and listening.

Yours Truly,

H. B. Bennett.

Frtn. Conductor, Tenn. Div. Cairo, Dist.

"DOING YOUR BIT"

By Engineer J. E. Walraven, Centralia

OUT of the great war have come two highly expressive and pertinent English sayings—"Slacker" and "Doing your Bit." The former an epithet of contempt for one who attempts a cowardly evasion of military duty; the latter, the doing according to ability of what one can towards winning the war. The phrases have come into general usage and will become per-

manently a part of our language, not only in a military way, but he who assists in the physical, mental and moral uplift of the world, "does his bit."

We are urged, and wisely so, to conserve in food, clothing, fuel—in every way. He who saves a scrap of coal, or pint of oil, will help win the war. One who makes the world brighter, better, cleaner, a safer

and saner place to live in can be placed in the same class. He who effaces a spot of ugliness and replaces with a touch of beauty can be classed with those who are "Doing their Bit."

It is my purpose in this paper to place before the readers of the magazine a striking example of the last phase. I was asked to write an article describing the transformation on the Company grounds at 18th and Commercial Avenue, Cairo.

The work was designed by General Foreman G. P. Keller of the Illinois Central Railroad at that place, and executed under his personal supervision. To those unacquainted it may be said, the Illinois Central Roundhouse is located on a plat of ground at intersection of 18th Street and Commercial Avenue. The City of Cairo lies below the top of Ohio River levee. The

rocks "Why not join now"? The base of the embankment is outlined with a border of white stones, making a pleasing effect as it falls away in an irregular, but graceful, curve from one street to the other.

At the foot of the bank, and lying between the angle of the corner, the old cinders have been removed and fresh earth filled in; this has been sown with blue grass. Three circular beds, conforming to curve, in which selected flowers and foliage have been placed, ornament the grounds. In the corner a set piece of star and crescent completes the ground ornamentation, with the exception of that which is now the most beautiful of all "Old Glory" floating from an elegant flag pole planted between the beds of flowers.

The whole is a work of art and beauty. It is an object lesson of patriotism; an in-



roundhouse and other buildings stand on level with top of levee. An embankment of cinders faces Commercial Avenue and 18th Street. This embankment runs from a point about one hundred and fifty feet on 18th Street to about two hundred feet on Commercial Avenue, ranging from six feet high to twelve feet, where it terminates. This bank of cinders and vacant place at the foot was an unsightly waste.

The hill has been changed; the bank has been sloped off evenly and on face have been placed four set pieces. These are formed by limestone rocks, with appropriate colors. Beginning at the East is a large "Liberty Bell" with inscription "Ring me again"; the next the Illinois Central monogram in large circle of white stone flanked by red cross emblems on each side. Following this is a beautiful shield worked in red, white and blue; this accompanied by appeal "Buy a Bond"; the last piece, a large one dedicated to the Cairo Red Cross Chapter, with legend outlined in white

inspiration to patriotic giving; a splendid example of civic pride.

I trust it may be seen by our General Officials; it has to be seen to be appreciated, and if I may be pardoned for the digression, (I speak as a loyal Centralian and member of her Beautiful City Committee), when they look at it may their thoughts turn to the old ruin at Centralia, something may be done, notwithstanding the exigencies of war, to transform it from an unsightly eye sore to a thing of "Beauty and joy forever," as has been done to their property at 18th Street and Commercial Avenue.

The City of Cairo is to be congratulated on having such citizens as General Foreman Keller and his associates, for their civic pride; the Illinois Central for the loyalty and valuable interest they have taken in beautifying their premises. All praise is due to him and them—they have "done their bit."

A PLEA FOR SHOP BANDS.

By A. J. Seutenmeyer, General Forman.

THE blow has fallen at last. Paducah must show that she is on the map. No mere statement of cost per mile for repairs or cost of handling engines or (you have 25 more men in the mechanical department this year than last, please explain) will suffice.

The order has gone forth that we must contribute to the next issue of our monthly and, like the poor French cobbler who was captured by Algerian pirates in the early part of last century and made a painter of, we must write.

A party of Americans touring north Africa some years ago were shown a chieftain's house and were struck by the grotesque figures adorning the walls. Asked about it their guide explained the house was built about the time Algerian piracy was at its height and was the work of a Frenchman captured by them. The builder, he said, having heard of beautiful painting on the walls of European houses decided his must be decorated likewise. He ordered a painter, and his overseer finding no natives capable of fulfilling the task brought the Frenchman before the chief. He was given his instructions and told he could use his own judgment as to what to paint. Despite his trembling protest that he was a cobbler, not a painter, he was put to work and the ridiculous mass of daubs was the result. Like him we have been told write and the choice of subjects are ours, and like him we may present but a mass of literary daubs.

It will not be necessary to write on the H. C. L., or how to run a railroad, and we are not going to try and present any "Shop Kinks." These subjects have been handled by abler hands than ours and therefore deem it superfluous to touch on these or kindred subjects.

But the social side of our shop life has received but scant attention from the numerous contributors to our magazine and the most important factor in our social life is music.

It is useless to mention the fact that the subject of music has not received the attention it should have had by officers and others who are in position to encourage and further such organizations.

No doubt their numerous and varied duties are largely responsible for this and they are apt to consider anything not strictly along shop lines or practice as a waste of time. That is one big mistake, "All work and no play make Jack a dull boy" and this is applicable to the man also.

And what is more of a restful and innocent entertainment than an evening of a band concert. Have you ever noticed how much more sociable such a gathering is than any other under the sun? Strangers smile at each other and often friendships are found, lasting and sincere under the influence of a particularly pleasing number. And the youngster just going through his most critical period—you cannot put him in a safer place than a band hall. He hasn't time to learn much of the vicious part of life while he is wrestling with his "peck horn" or slide trombone or learning the intricacies of his "gob stick."

Personal appearance also receives more than ordinary attention in such an organization and the youngster soon sees and feels the value of nicely brushed hair and polished shoes.

To sum it all up, the benefits of a shop band cannot be overestimated and if every shop on the Illinois Central had a shop band and gave one night a week for a shop concert where all the employes and their families could gather the good derived could not be estimated in dollars and cents.

In conclusion it should not be forgotten that music is now considered the greatest of mental medicines. Its influence on tired and worn nerves and the absolute mental rest it provides are recognized by doctors the world over.

"I WILL SPIRIT."

By Peter Feuerstein, Upholstery Department, Burnside Shop.

AMERICANS of every race and nationality should train themselves to the "I Will Spirit," or call themselves a "Friendly Enemy."

Remember all employes of government plants, ammunition makers of every description, also ship builders, and railroad workers and transportation employes, should have that "I Will Spirit."

Let our soldiers across the waters not

suffer by waiting for anything from us, when they cannot get it there, at any price, while we here have plenty, plenty of every thing, except that "I Will Spirit."

Just make an illustration that you see a person drowning and another with a life saver playing and amusing himself and letting the other person drown without assisting him, how would you feel? Therefore, comrades let us all have that "I Will

Spirit" from the minute we awake to the minute we retire. Teach your fellow workers next to you, if you have a good will spirit, teach your folks at home, cut down the questions Why? Why This? and Why That? Leave all the questions for later, now is the time of showing that "I Will Spirit," and shove the work with energy.

Realize that the whole world is a flame, and the flames are spreading to our doors. Do not wait until the flames burn you, or you will be looking for a bucket and run-

ning for water or you will scream, Help, Help, and God forbid it may be too late.

Better now, when the whole nation is on a strong base of government, and our soldiers together with our allies are in best of fighting spirits, there remains for us only a home base of support to furnish our fighting forces with all supplies necessary which can be accomplished by having a strong Will and a strong Spirit.

"Where there is a will there is a way."

UNCLE SAM IN THE WAR

By Dee Williams, Section Foreman,
Birmingham, Ala.

Whenever we get through this war
And the Hun he fails to bind us,
We will return to the land of the free
With democracy ranging around us.

There is a place of pure delight
Where saints immortal reign,
There is a heaven for black and white
And a hell for German fame.

They say the airplane is so great
That Uncle Sam can't make them
But for every Hun that leaves the ground
There is a Yank ready to take him.

I hear a fuss away over in France,
They say it is on the street,
It is our leader, Black Jack,
Says Germany will be beat.

The time has come when things are right
And quit this devilish fun,
When God lays down the wreath of gold
And picks up the Browning gun.

Uncle Sam is a friend to the brave
As you can plainly see,

When he lays his hand on the blood-thirst
Hun
And sets poor Belgium free.

Kaiser Bill visited the Toul front
To look his shock troops over,
When he checked his hand he was short
many a man,
Since the dough boys have gone over.

Then Kaiser went to the western front
With his head hanging down.
He told his staff, we are up against a task,
We are on our last go round.

For over there on the Picardy front
The stars and stripes I saw.
One million lads in khaki clad,
Uncle Sam and his great grandma.

When Kaiser met von Hindenburg
He handed him a note,
Saying, study and read and please take heed,
For I think they have got our goat.

Then Kaiser returned to a place in the rear
And entered his greasy shack,
His flues were all leaking, his injector
wouldn't work
And his main rods were full of slack.

NIL DESPERANDUM

C. E. Swope, Freight Claim Office

When your thots seem mired,
And your brain is tired,
And your soul is oppressed with care,
And all things seem
But a fanciful dream
Showing visions you cannot bear.

When you're feeling quite blue,
And you'd like to undo
The knots, that you've tied year by year,
When you cannot get started,
But feel like you've parted
With everything happy and dear.

When your mind is oppressed
With a sense of unrest,
And your plans all seem to go wrong;
When you can't hit your gait,
But must still watch and wait,
While the time seems awfully long.

Just straighten your back,
Nor deem that you lack
The power to do as you will;
If you'll stick to your last,
And forget all the past,
You'll soon reach the top of the hill.

A Glance Around the Tool Room.

By Amil Cochran,

Tool Room Clerk, Burnside Shops.

At first we see the foreman,
His name is Ed. L. Fox,
He keeps the place agoing,
Or the tool room would hit the
rocks.

The next we have the chief clerk,
A. Cochran is his name,
He ships out all the tools,
And he takes all the blame.

Then we have a machinist,
His name is Danielson,
He is a good, strong Christian,
And his work is just begun.

And we have some more machinists,
Dzowoski and Niles Roos,
And to argue with them fellows,
Of course, it is no use.

Then there's Barton, Spindler and
Ruppert,
Oh, sure they're all good men,
And when it comes to working,
They do the work of ten.

Now we'll take our handymen,
There's Tom Clear and Baumgart-
ner,

And when they start to work,
They are just like two good partners.

Our helpers follow the others,
There is Simpson and Bill Durst,
There is also Sandor Eisner,
They are fellows who always work.

We also have our tool tenders,
But they are in the cage,
And to write about each one of them,
Would fill up a whole page.

Then we have four apprentices,
And they are known all about,
The only time they care to work,
Is when the foreman bawls them out.

And, of course, we have two mes-
sengers,
Of speed there is no doubt,
The less messages they have to run,
The less you see them about.

That is the bunch in the tool room,
To please them the boss tries,
And you ought to see how hard they
work,
When the foreman passes by.

Towerman H. M. George Is Commended by Super- intendent of Freight Service for Favorable Work

Fordham, May 10th, 1918.

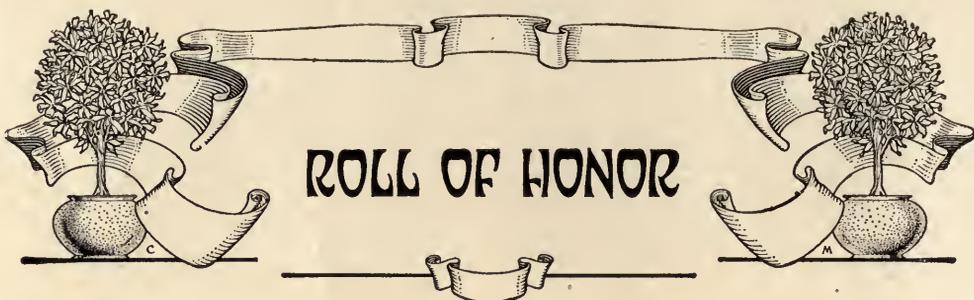
Mr. H. M. George,
Towerman—Kensington.

Dear Sir:

For your prompt action and alertness when caboose 98777 was blown out of Wildwood Yard on to the Kensington Plant last night, during the extremely high wind storm and your quick action in lining up the plant, allowing caboose to run on to the Hill and stop there, no doubt saving derailment and possibly obstruction to traffic, you are to be highly commended in this case.

Yours truly,

W. F. Leahy, Supt. Frt. Service.



Name	Occupation	Where Employed	Years of Service	Date of Retirement
Ed Rouse (Colored)	Porter	Evansville, Ind.	26	5-31-18
Levi P. Smith (Colored)	Section Laborer	Aberdeen, Miss.	34	7-31-18
Hilliard Sanford (Colored)	Laborer	Paducah, Ky.	17	2-28-18
Alex Henderson (Colored)	Loco Fireman	Natchez, Miss.	26	1-31-18

Letter from a Pensioner Now Resident in California

1075 Los Palos St., Los Angeles, Cal., Jan. 23, 1918.

Mr. L. E. McCabe,
Supt. I. C. R. R., Dubuque, Ia.

Dear Mr. McCabe: While we have never met, I feel as though I was acquainted with you and belonged to your official family, and am writing you as such.

And while I am returning receipt for annual pass just received, and for which I thank you, I will give you some history of my doings here in the sunny Southern California, so that you may know that there is one of the boys of "ye olden times" who still has all the interest of heart for the Old Reliable and her officials, that one old employe can hold, and also has a desire that the officials and the Illinois Central shall be prosperous and the officers happy.

I am thinking of you all every day, as I read the reports of the strenuous times you are having from cold and snow, as well as changes brought about by the U. S. government in management. And yet it is hard for me to realize it is so disagreeable, for we are having delightful weather here, a great deal like June is with you.

I put in some of my spare time when not working in my garden at my son's office, where I have access to his typewriter when I wish to write letters, but with all of the pleasures here I have a longing to be back in service with my old associates, and more so now when I think I might be of service as the younger men are being called to the colors, and have had thoughts that perhaps I would be called back if the officials thought I could be of use and able to do my bit. I surely would be willing to do what I could for them at this time. I appreciate your sending me the employes Magazine and miss it when not received, so I hope you will continue mailing me a copy each month.

With best wishes for your continued success, I am,

Yours most truly,
Andrew S. Hart,
Former Passenger Conductor.

What Is Ship Tonnage?

IN these days when so many fabricating shops are engaged in building ships destined finally for the United States Commercial Ship program the following explanation concerning tonnage given by Mr. S. M. Meeker, Jr., in the Submarine Boat Corporation Magazine is appreciated:

When is a ton not a ton? That is the question many a man in the shipyard feels like asking after trying to explain to an inquirer what is meant by "tonnage," "deadweight capacity," "displacement," and similar terms of ship measurement that are not as simple as they seem.

A useful distinction to keep in mind is that "displacement" and "deadweight carrying capacity" relate pretty directly to the weight of water displaced by the ship at certain stages of loading, while "register tons," "gross tonnage," "net tonnage," etc., have to do with the volume of the space inside a hull, measured in cubic feet according to arbitrary rules and regulations laid down by different government bureaus, and by the marine classification societies, which give vessels certain ratings as a basis for insuring their owners against loss.

Displacement is measured in tons of 2,240 pounds (except on the Great Lakes, where it is calculated in tons of 2,000 pounds), and gives the weight of water "displaced" by the vessel as she floats on an even keel in still water. It is of course equivalent to the total weight of the ship's structure, machinery and fittings and everything else on board of her at the time. The greater the load on the ship the deeper she floats in the water and the greater is the displacement. Usually when a vessel's "displacement" is spoken of the "full load displacement" is meant, when, with a full cargo on board, she is

sunk down to her "load water line." A ship is designed to have her load line at a definite level which will leave sufficient "freeboard" above water to make her safe in any weather.

It would be a very difficult matter to arrive at an exact total weight of a ship and everything on board, or to weigh exactly the total volume of water she displaces, so the displacement is a matter of calculation which hits pretty close to the true value, but can never be absolutely correct. The number of cubic feet in the part of the hull below the load water line is calculated from the design of the vessel, but this calculation cannot very well take into account the exact curvature and slight variations due to irregularity in the plating. Besides, the calculation is made to the "molded lines" of the design, and usually no allowance is made for the thickness of the shell plating, though this adds a small percentage to the volume of the hull.

Having figured the cubic feet of displacement when floating in salt water, it is turned into tons of displacement by dividing by 35, since 35 cubic feet of salt water weigh one long ton of 2,240 pounds. The same vessel with the same weight on board would float to a different load line in fresh water, since 36 cubic feet of fresh water weigh one long ton. As a matter of fact, the temperature of the water makes a slight difference in figuring the displacement, but we need not go into that here. Water is at its greatest density at a temperature of 39.1 degrees Fahrenheit, and as it becomes warmer the density decreases.

In talking about the shipbuilding program of the Emergency Fleet Corporation, figures of "deadweight tons" are very often used. "Deadweight

carrying capacity," abbreviated "D. W. C.," is the difference in displacement tons between the displacement at light load (usually with no stores, coal or oil fuel on board) and the full load displacement. So the deadweight capacity is an approximate measure of the maximum total weight of fuel, stores and cargo that can be put on board a ship without sinking her below her designed load water line.

It would be somewhere near the normal proportion for a ship to have deadweight capacity equal to two-thirds of her full load displacement, so that the deadweight tonnage of a vessel something like 6,000 tons, with a light load displacement of 3,000 tons. The launching weight of such a vessel would ordinarily be considerably less than 3,000 tons, since there would be quite a weight of machinery and fittings to be put in her after launching.

When we come to the registered tonnage of a vessel, we find that is a very different matter from deadweight tons. A "register ton" is 100 cubic feet of space in a hull. It hasn't much to do with actual weight, as is shown by the fact that a "shipping ton" for package freight is taken as 40 cubic feet, referring to a ton of 2,240 pounds, and this comes fairly close to the weight for an average cargo.

To trace the origin of the register ton of 100 cubic feet, we have to go back to the year 1854, when in connection with new legislation for shipping it was found that, under the then-existing measurement rules, the registered tonnage of the entire British merchant marine was 3,700,000 tons, and the total cubic contents of the same vessels was estimated as 363,400,000 cubic feet—a ratio of 1 to 98. To keep the registered tonnage at about the same value that it had then, and to simplify calculations, the register ton was officially made 100 cubic feet of enclosed space. The United States adopted this measurement standard in 1864.

The "register under-deck tonnage" is the number of register tons of 100 cubic feet included in the total space in the ship's hull below the tonnage deck. The tonnage deck is the upper deck on ships with two decks, or the second deck from below, if there are three or more decks.

"Gross tonnage" is the total of register tons obtained by adding to the register under-deck tonnage the volume of any permanently enclosed space for stores or cargo above the tonnage deck.

"Net register tonnage" is the gross tonnage less the space for boilers and machinery, and crew's quarters.—The Water Tower, July, 1918.

Meritorious Service

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

Chicago Terminal

Flagman J. Sedlacek on train No. 115 June 1 lifted employee's suburban pass ac-

count being in improper hands and collected cash fare.

Conductor D. Gerry on train No. 118 June 26 lifted employee's suburban pass account having expired and collected cash fare.

Illinois Division

Conductor D. S. Wiegel on train No. 24 June 4 and No. 1 June 15 declined to honor card tickets account having expired and collected cash fares. Passengers were referred to passenger department for refund on tickets.

On train No. 25 June 29 he lifted employee's term pass account being in im-

proper hands. Passenger presented other transportation to cover trip.

Conductor H. B. Jacks on train No. 10 June 10 lifted trip pass account having expired and collected cash fare.

Conductor F. A. Hitz on train No. 17 June 29 lifted employe's term pass account being in improper hands and collected cash fare.

St. Louis Division

Conductor J. H. Lewis on train No. 23 June 2 lifted annual pass account having been altered and collected cash fare.

On train No. 1 June 21 he lifted employe's term pass account having expired and collected cash fare.

Louisiana Division

Conductor W. Trafton on train No. 6 June 1 lifted annual pass account being in improper hands. Passenger refused to pay fare and was required to leave the train.

Conductor E. S. Sharp on train No. 332 June 5 and No. 314 June 7 lifted mileage books account being in improper hands and collected cash fares.

Conductor R. E. McInturff on train No. 23 June 6 and June 22 declined to honor card tickets account having expired and collected cash fares. Passengers were referred to passenger department for refund on tickets.

On train No. 24 June 30 he declined to honor mileage book account having expired and collected cash fare.

Conductor H. T. Erickson on train No. 33 June 22 lifted trip pass account being in improper hands and collected cash fare.

Memphis Division

Conductor Jeff Williams on train No. 342 June 25 lifted employe's term pass account being in improper hands. Passenger refused to pay fare and was required to leave the train.

Illinois Division

Conductor C. A. Sachs, extra 1578 south, July 5, has been commended for discovering and reporting car improperly stenciled. Arrangements were made to have car restenciled.

Conductor G. W. McNeill has been commended for discovering and reporting I. C. 121007 and A. T. & S. Fe 55420 with no light weight stenciled on same. Arrangements were made to have cars stenciled.

Car Inspector Wm. Leonard has been commended for discovering and reporting broken truck rod on the front truck of sleeper Audubon, train 4, while standing at Kankakee station, July 27. Arrangements were made to have defect removed, thereby preventing possible accident.

Conductor W. J. Callan, extra 1580 north, has been commended for discovering and reporting broken arch bar on I. C. 200976 at Gilman, Ill., June 26. Arrangements were made to have defect removed, thereby preventing possible accident.

Brakeman A. G. McGrew has been commended for discovering and reporting

brake beam dragging on extra 1778 north, July 9. Arrangements were made to have defect removed, thereby preventing possible accident.

Conductor W. P. McElroy and Flagman J. Jones, extra 1632 south, July 6, have been commended for discovering and extinguishing car on fire. This action undoubtedly prevented loss.

Brakeman Wm. Livesay has been commended for discovering and reporting broken truck frame, car St. J. & G. I. 8154. Car was set out at Effingham, thereby preventing possible accident.

A. E. Percival, Neoga, has been commended for discovering and reporting brake beam down on U. R. T, 2566, extra 1584 north, June 12. Train was stopped and defect remedied, thereby preventing possible accident.

Baggage man D. G. Grimsley has been commended for discovering and reporting part of engine truck broken.

Mr. T. Fugenschuh has been commended for discovering and reporting brake beam down on M. C. extra 7888 north at 18th street, June 13. Train was stopped and defect remedied, thereby preventing possible accident.

Switchman W. W. O'Keefe has been commended for discovering and reporting C. N. O. T. P. 6214, pulling into lower yard, extra 1590, July 7, with brake beam down.

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STORES IN LEADING CITIES

Train was stopped and defect remedied, thereby preventing possible accident.

Engineer J. W. McElree, extra 1579 north, has been commended for discovering and reporting three feet of rail broken off of track 4 at Flossmoor and stopping train in time to avoid a possible derailment. This action undoubtedly prevented possible accident.

Section Foreman Jack Dansback has been commended for discovering and reporting box car with brakes off center, extra 1771, May 27. Train was stopped and arrangements were made to remedy defect, thereby preventing possible accident.

Section Foreman H. Savage of Buckley has been commended for discovering and reporting brake beam down on tank of engine 1066, train 34, June 16. Arrangements were made to have defect remedied, thereby preventing possible accident.

Conductor H. C. Flora has been commended for discovering and reporting B. & O. 77772 with loose wheel, June 28. Arrangements were made to have defect remedied, thereby preventing possible accident.

Car Repairer William Lenhart, Kankakee, has been commended for discovering and reporting broken arch bar on S. S. W. 13086, passing that station in extra 1559 north, June 23. Train was stopped and car set out, thereby preventing possible accident.

St. Louis Division

Conductor W. B. Norbury and Flagman T. B. Hart have been commended for turning into the store room at East St. Louis 220 pounds of scrap babbitt picked up on the road and taken from cars having hot boxes in their trains.

Springfield Division

Mr. J. W. Coffey, Vandalia, Ill., has been commended for discovering brake beam down on coal car C. M. & St. P. 49085, extra south 1719, and stopping train in order to have defect removed. This action undoubtedly prevented possible accident.

Conductor C. P. Kileen, Clinton, Ill., has been commended for discovering and extinguishing I. C. 112651 cinders on fire at Pawnee Junction, thereby preventing unnecessary loss.

Towerman J. L. Sullivan, Litchfield, Ill., has been commended for discovering and reporting brake beam down, extra 1768, June 24. Train was stopped and defect removed, thereby preventing possible accident.

Conductor W. E. Bess, Pana, Ill., has been commended for firing engine 739, train 191, June 26, Vandalia to Centralia, on account of fireman being taken sick. This action prevented unnecessary delay to train.

Switchman Arthur Dow, Springfield, Ill., has been commended for firing engine 1585, train 54, June 17, Springfield to Clinton, account of fireman being taken sick. This action prevented unnecessary delay to train.

Section Foreman Bev. Davidson, Mid-

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AYER & LORD TIE COMPANY
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for their booklet "FLOORS."

land City, Ill., has been commended for recovering sack of cement which fell out of Wabash 20148, train 691, July 24, thereby preventing unnecessary claim.

Minnesota Division

Crossing Flagman Mrs. Grace Andricks has been commended for discovering and reporting brake beam down on I. C. 131305, train extra 923, June 29. Train was stopped and defect removed, thereby preventing possible accident.

Mr. O. W. Reid has been commended for discovering side bearing missing from a

car in train 1-51 and calling conductor's attention to same, which resulted in car being set out, thereby preventing possible accident.

DIVISION NEWS

Minnesota Division

A recent check of the Albert Lea district

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Write at once for particulars of shipments and my 48-page catalog. Agents wanted to drive and demonstrate the Bush Car. Opportunity to pay for it out of your commissions. Agents making money. Shipments are prompt. Bush cars guaranteed or money back. 1918 models ready. Adm. J. H. Bush. Pres. Dept. G-80 BUSH MOTOR COMPANY, Bush Temple, Chicago, Illinois



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by Loss and Damage Agent Reedy disclosed the fact that but one claim has been presented at Glenville station during the last three years, and that particular claim was disallowed. This is a very exceptional record.

The Illinois Central passenger station at Dubuque accommodated one of the largest crowds in the history of Dubuque on the afternoon of July 26. This was occasioned by 240 Dubuque boys, drafted men, leaving here on the Illinois Central special train for Camp Gordon, at Atlanta, Ga. The large American flag, which was purchased by employes at Dubuque, floated over the Red Cross garden and was very much admired by the crowd. City Passenger and Ticket Agent J. F. Beyer, at Dubuque, accompanied this party through to Birmingham, Ala.

Superintendent L. E. McCabe has returned from a business trip to Kansas City, Mo.

Chief Accountant J. C. Neft has been appointed traveling auditor, with headquarters at Dubuque. Accountant G. A. Saunders succeeds Mr. Neft and Mr. C. F. Duggan will succeed Mr. Sanders. John Hall, formerly tonnage clerk, will succeed Mr. Duggan.

The young ladies in the superintendent's office are quite proud of the results being obtained from their war garden this year. To date their treasury contains somewhat over \$30. General Manager Clift, Engineer Maintenance of Way Blaess and General Superintendent Williams were recently welcome customers and report having enjoyed the vegetables purchased. The Southern Hotel at Dubuque has been one of the best customers.

E. F. Lynch, chief clerk to Roadmaster McNamara, at Dubuque, has been called for service. Before leaving, Mr. Lynch took a short vacation, visiting Denver, Colorado Springs, Salt Lake City, and other points in the West. The vacancy caused by Mr. Lynch's leaving has been filled by A. W. Zimmerman, of the accounting force. Mr. J. Hall succeeds Mr. Zimmerman and Miss Grace McDonald, stenographer, at the freight office, succeeds Mr. Hall. Miss Carrie Stuber has been employed to fill the vacancy at the freight station.

The superintendent's office force acknowledge receipt of a splendid letter from Paul J. Ryan, who is now, as he expresses it, "on the other side of the pond."

Chief Clerk to Superintendent R. H. Heller recently spent several days at Toledo, Ohio, visiting his family, who are "marooned" there on account of the infantile paralysis prevalent in Dubuque.

Miss Lucile Sims, secretary to Superintendent McCabe, is spending a two weeks' vacation with relatives at Carthage, S. D.

Harvey Meyer, formerly clerk in the freight office, left with the Dubuque draft contingent on July 26, for Camp Gordon, Atlanta, Ga., as did also Fireman Harmon J. Buckley.

What Is Nuxated Iron?

Physician Explains—Says Public Ought to Know What They Are Taking—Practical Advice on What to Do to Build Up Your Strength, Power and Endurance and Increase the Red-Blood Corpuscles.

The fact that Nuxated Iron is today being used by over three million people annually and that so many physicians are prescribing it as a tonic, strength and blood builder in weak, nervous, run-down conditions has led to an investigation of its merits by designated physicians and others whose reports should be of great importance to the public generally. Among these is the statement made by Dr. James Francis Sullivan, formerly physician of Bellevue Hospital (Outdoor Dept.), New York, and Westchester County Hospital, who says: "When one patient after another began asking my opinion of Nuxated Iron, I resolved to go thoroughly into the subject and find out for myself whether or not it possessed the real value claimed by its manufacturers and attested to by so many prominent people. This is exactly what I believe every honest, conscientious physician should do before prescribing or lending his endorsement to any product whatsoever. If an article is worthless we practitioners ought to be the first to know of it and if it is efficacious we are in duty bound to recommend it for the welfare of our patients. A study of the composition of the Nuxated Iron formula so impressed me with the therapeutic efficacy of the product that I immediately tested it in a number of obstinate cases. So quickly did it increase the strength, energy and endurance of the patients to whom it was administered that I became firmly convinced of its remarkable value as a tonic and blood builder. I have since taken it myself with excellent results. There are thousands of delicate, nervous, run-down folks who need just such a preparation as this but do not know what to take. Therefore I have urgently suggested the widespread publication of the sworn statement of the composition of its formula so that the public may know what they are taking. This complete formula is now to be found in newspapers through out the country. It is composed principally of organic iron in the form of iron peptonate of a special specific standard and glycerophosphates which is one of the most costly tonic ingredients known. To the credit of the manufacturers it may be said that they use the most expensive form of iron peptonate whereas by employing other makes they could have put the same quantity of actual iron in the tablets at less than one-fourth the cost and by using metallic iron they could have reduced the cost to less than one-twelfth, but by thus cheapening the product they would undoubtedly have impaired its therapeutic efficacy. In my opinion, a careful examination of this formula by any physician or pharmacist should convince him that Nuxated Iron is to be placed among the very highest class and most strictly ethical preparations known to medical science. It excels anything I have ever used for building up the system and increasing the red-blood corpuscles, thereby enriching and fortifying the blood against the ravages of disease."

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SEPTEMBER 1918

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MAJOR CHAS. L. BENT

MAJOR CHAS. L. BENT was born in Massachusetts. He received his preliminary education in the public schools of that state, and was appointed a cadet to West Point by (Congressman) General N. P. Banks, who, prior to the war, was Vice-President of the Illinois Central Railroad.

After graduation he was appointed Second Lieutenant, United States Army, Infantry Arm. He served with distinction in the Spanish-American War, both in Cuba and the Philippine Island, reaching the grade of captain.

In 1906 he resigned from the army and was for a short while connected with the Union Pacific Railroad. Later he was appointed inspector of passenger trains and station service on the Illinois Central Railroad and held that position at the time of his reentry into the United States Army as major of the 13th Engineers (railway). Major Bent is now serving at the front in France with his regiment.

ILLINOIS CENTRAL

Magazine

Vol. 7

SEPTEMBER, 1918

No. 3

United States Railroad Administration

Office of the Director General of Railroads

Washington, D. C., August 18, 1918

General Order No. 40

WASHINGTON, D. C., August 18, 1918.

To all employees in the railroad service of the United States:

Complaints have reached me from time to time that employees are not treating the public with as much consideration and courtesy under Government control of the railroads as under private control. I do not know how much courtesy was accorded the public under private control, and I have no basis, therefore, for accurate comparison. I hope, however, that the reports of discourtesy under Government administration of the railroads are incorrect, or that they are at least confined to a relatively few cases. Whatever may be the merits of these complaints, they draw attention to a question which is of the utmost importance in the management of the railroads.

For many years it was popularly believed that "the public be damned" policy was the policy of the railroads under private control. Such a policy is indefensible either under private control or Government control. It would be particularly indefensible under public control when railroad employees are the direct servants of the public. "The public be damned" policy will in no circumstances be tolerated on the railroads under Government control. Every employee of the railroad should take pride in serving the public courteously and efficiently. Courtesy costs nothing and when it is dispensed, it makes friends of the public and adds to the self-respect of the employee.

My attention has also been called to the fact that employees have sometimes offered as an excuse for their own shortcomings, or as a justification for delayed trains or other difficulties the statement that "Uncle Sam is running the railroads now" or "These are McAdoo's orders," etc. Nothing could be more reprehensible than statements of this character, and nothing could be more hurtful to the success of the Railroad Administration or to the welfare of railroad employees themselves. No doubt, those who have made them have done so thoughtlessly in most instances, but the harm is just as great if a thing of this sort is done thoughtlessly as if it is done deliberately.

There are many people who for partisan or selfish purposes wish Government operation of the railroad to be a failure. Every employee who is discourteous to the public or makes excuses or statements of the kind I have described, is helping these partisan or selfish interests to discredit Government control of railroads.

Recently the wages of railroad employees were largely increased, involving an addition to railroad operating expenses of more than \$475,000,000 per annum. In order to meet this increase, the public has been called upon to pay largely increased passenger and freight rates. The people have accepted this new burden cheerfully and patriotically. The least that every employee can do in return is to serve the public courteously, faithfully and efficiently.

A great responsibility and duty rest upon the railroad employees of the United States. Upon their loyalty, efficiency and patriotism depends in large part America's success and the overthrow of the Kaiser and all that he represents. Let us not fail to measure up to our duty, and to the just demand of the public that railroad service shall not only be efficient, but that it shall always be courteously administered.

W. G. McAdoo,

Director General of Railroads.

United States Railroad Administration

Office of the Director General of Railroads

Washington, D. C., August 20, 1918

STATEMENT TO THE PUBLIC

Complaints have reached me from time to time of overcrowded trains and unsatisfactory conditions prevailing in some sections of the country in passenger train service. I feel certain that there are grounds for some of these complaints, but I am sure the public will be interested to know that the reasons are twofold:

First, the great number of troops now being handled over the various railroads between the homes and the cantonments, between the different cantonments and then to the seaboard, is making extraordinary demands upon the passenger car and sleeping car equipment of the country. This has caused a scarcity of day coaches and sleeping cars which it is impossible to remedy immediately.

Secondly, the increased demands upon track and terminal facilities for the transportation of the tremendous amounts of coal, food supplies, raw materials, and other things required for military and naval operations, as well as for the support of the civil population of the country, force the largest possible curtailment of passenger train service. The movements of troops and war materials are, of course, of paramount importance and must be given at all times the right of way.

It was hoped that the increase in passenger rates recently made would have the wholesome effect of reducing unnecessary passenger traffic throughout the country. The smaller the number of passengers who travel, the greater the number of locomotives and cars and the larger the amount of track and terminal facilities that will be freed for essential troop and war material movements. Engineers, firemen and other skilled laborers will also be released for service on troop and necessary freight trains.

Among the many patriotic duties of the American public at this time is the duty to refrain from traveling unnecessarily. Every man, woman and child who can avoid using passenger trains at this time should do so. I earnestly hope that they will do so. Not only will they liberate essential transportation facilities which are necessary for war purposes, but they will

save money which they can invest in Liberty Bonds and thereby help themselves as well as their country; and the fewer who travel, the more ample the passenger train service will be.

I may add that consistently with the paramount demands of the war, every possible effort is being made by the Railroad Administration to supply the largest possible amount of comfortable and prompt passenger train service.

W. G. McAdoo,

Director General of Railroads.

United States Railroad Administration

W. G. McAdoo, Director General of Railroads

Washington, D. C.

TO THE PUBLIC

I desire your assistance and co-operation in making the railroad service while under Federal control in the highest possible degree satisfactory and efficient.

Of course, the paramount necessities of the war must have first consideration.

Our gallant sons who are fighting in France and on the high seas can not be adequately supported unless the railroads supply sufficient transportation for the movement of troops and war materials and to keep the war industries of the Nation going without interruption.

The next purpose is to serve the public convenience, comfort, and necessity to the fullest extent not incompatible with the paramount demands of the war.

In order to accomplish this, criticisms and suggestions from the public will be extremely helpful, whether they relate to the service rendered by employees and officials or impersonal details that may convenience or inconvenience patrons of the railroads. It is impossible for even the most vigilant management to keep constantly in touch with local conditions and correct them when they are not as they should be, unless the public will co-operate in pointing out deficiencies and disservice when they exist, so that the proper remedies may be applied.

Bureau for Suggestions and Complaints

I have, therefore, established a Bureau for Suggestions and Complaints in the Director General's office at Washington, to which the public is invited to resort.

Aside from letters of complaint and suggestion, the public can render a genuine service by sending letters of commendation of employees who are conspicuously courteous and efficient in the performance of their duties. Nothing promotes the esprit of a great organization more than recognition from time to time of those employees who perform their duties faithfully and commendably.

It is requested that all communications be brief and explicit and that the name and address of the writer be distinctly written.

Also give the time of day or night, the number of the train, the name of the railroad, and, if possible, the name of the employee whose conduct is complained of or whose services are commended, together with such other information as will enable me to take appropriate action.

Please address

W. G. McADOO,

Director General of Railroads,

Bureau for Suggestions and Complaints,

Washington, D. C.

The Fourth Liberty Loan

United States Railroad Administration

Office of the Director General, Washington, August 27, 1918

Circular No. 51

In order to raise sufficient money to arm, equip, and support our gallant soldiers and sailors, to finance our other war activities, and to extend necessary credits to our allies, to enable them to continue the war against the German military despotism, the Fourth Liberty Loan campaign will begin September 28, 1918. Every loyal American must invest in the securities of his Government to the limit of his ability if America is to triumph in this war.

Railroad men and women are doing a vital service for their country. They responded patriotically to the appeal of the Government in the First, Second and Third Liberty Loan campaigns, and I hope that they have bought liberally of War Savings Stamps. They are also operating the railroads, which is war service of primary importance. I am sure that they count it a glorious privilege to do this vital work for their country. I deeply appreciate what they have already done, but there is more to do, and I am sure that they will do more if the way is pointed out to them.

The enormous sums required to finance democracy's part in the war impose a new duty upon each and every one of us. Liberty Loans must be offered from time to time until the Kaiser is licked to a finish. Each of these loans must be subscribed in full. No patriotic American will have performed his duty by subscribing to one loan only, or by buying a few War Savings Stamps. Each and every one should practice every possible economy, save every possible dollar, and buy as many Liberty Bonds as he can

afford every time a Liberty Loan is offered to the country.

In the Fourth Liberty Loan campaign which is just ahead of us I wish to make a special appeal to every railroad employee to go the limit in lending of his available means to Uncle Sam. Now is the time to prepare for that campaign by saving every possible dollar, so that each may be ready to do his part before the subscription closes. Hundreds of thousands of employees in the railroad service of the United States have received, or will receive, checks for back pay, in accordance with the provisions of the Wage Order I, approved May 25, 1918, and Supplement No. 4 to General Order 27, issued on July 25, 1918. No employee can make better use of his back pay than to lend it to the Government at interest, thus securing an investment of absolute safety for himself and building up a reserve for a rainy day.

You must remember that you are not asked to give your savings to the Government; you are asked merely to lend your money to your Government—and for what purpose? To back the millions of the finest American boys ever collected together in a great Army, and to help them fight irresistibly for our lives, liberties, and vital interests. One and a half million of these splendid boys are already in France, and already they have given the Kaiser a dose from which he is staggering and from which he will not recover. But the pressure must be kept up. Arms, ammunition, and food supplies of all kinds must go forward

in a continuous stream if the pressure is to be maintained. It depends upon us who stay at home to keep the pressure applied. We must lend our money to our Government, lend it to the limit, so that the Government may in turn put in the hands of our splendid sons the things without which they can not fight and without which the defeat of the Kaiser and his hateful military despotism can not be accomplished.

I want the railroad men and women of the United States to do more, if possible, than anybody else, because I want them to be among the first always in patriotism, in service, and in sacrifice to our great and glorious country. We have the Kaiser groggy—let us keep hitting hard now until he is counted out.

W. G. McADOO,
Director General of Railroads.

The Fourth Liberty Loan

The campaign for the Fourth Liberty Loan begins September 28 and closes October 19. While the amount has not yet been announced, it is generally conceded it will be for a larger amount than any of the preceding loans. The American people, therefore, are called upon to raise a larger sum of money in a shorter length of time than ever before. There is need, therefore, for prompt action—prompt and efficient work and prompt and liberal subscriptions.

We have a great inspiration for a great effort. The news from the battle front inspires every American heart, not only with pride and patriotism but with a great incentive to do his or her part. There is no shirking, no shifting of the individual burden, no selfishness by American soldiers in France; there should be none here. We are both supporting the same country and the same cause—our Army in one way, ourselves in another. Theirs is the harder part, but at least we can do our part as promptly and loyally and efficiently as they do theirs.

BOND HOLDERS WAKE UP!

Liberty bond owners holding the 4 per cent issues have failed to respond in material numbers to any notification that the privilege of converting their securities, into the 4½ per cent issue expires Nov. 9, and government officials fear that thousands of investors will be deprived of the additional interest over periods of twenty-five and

thirty years through ignorance or neglect.

The bond department of the federal reserve bank of Chicago reports that only \$95,000,000 of 4 per cent Liberty Bonds have been converted into 4½ per cent Bonds. Of this amount \$12,000,000 are 4 per cent bonds of the first issue converted and \$83,000,000 are second 4s. There were issued in this district a total of \$88,000,000 first converted 4s and \$527,000,000 second 4s.

It appears, therefore, that only about one-seventh of these holders of 4 per cent bonds have taken advantage of the opportunity to secure 4½ per cent on their investment. The 4½ per cent conversion bonds are now available for prompt delivery in coupon form.

The conversion privilege on 4 per cent bonds of both the First and Second Liberty Loans expires on November 9, 1918, and they cannot be converted into subsequent issues of United States bonds which might come out at a higher rate. Therefore, holders of 4 per cent Liberty Loan Bonds should in every case present them for conversion. By converting these bonds they will not only receive ¼ of 1 per cent additional interest, but after the conversion period has expired (November 9, 1918), there will undoubtedly be several points difference in the market price of the 4 per cent and the 4½ per cent bonds.

Most Bonds Paid For.

The Federal Reserve Bulletin says that one of the most encouraging and

gratifying features of the Third Liberty Loan is that apparently there has been little use of bank accommodations for the purchase of the bonds. It estimates that probably more than 80 per cent of the bonds are already fully paid for.

The financial statements of the various Federal reserve banks indicate, according to the Bulletin, that not much borrowing from the banks was done by the subscribers to the third loan. They either paid cash or bought on the installment plan.

WAKE UP TO THE BUDGET IDEA TO "PUT OVER" LOAN.

"Reveille" is French. It means "the awakening." It wakes them up, and gets them up in the morning. Everybody connected with "War Loan" affairs needs to keep the reveille sounding in his or her ears all the time. Being wide awake is vital. If we go to sleep "on the job" it means that the boys "over there" are doing their part of the work better than we are doing ours. We cannot have that. We who stay at home handling War Loans are really the duplicate army—the Dollars army that is backing up the Browning gun and hand grenade army on the Western front.

The most important "reveille call" at this minute—now in the early dawn of the Fourth Liberty Loan Day that dawns bright and early Sept. 28—is the Family Budget call.

To have the Fourth Loan well placed and largely over-subscribed it is necessary that every man and woman worker on the selling force shall be familiar with the notion of handling Family income and Expenses on a fixed plan or Budget. Teach every householder or housewife you see the advantages of laying out a plan of paying regular bills. Show the people how to divide up the weekly pay to cover rent, groceries, light, fuel, and *Fourth Liberty Loan Installments*. Impress on their minds the importance

of actually setting aside the money according to the Budget *immediately* after the pay envelope is brought home.

In this way you will find it easy to induce people to make initial payments on many more *Fourth Loan* Bonds than the people themselves had any idea of taking. The weekly payments, under the Budget System, soon become automatic and cause no hardship at all.

Whenever you think of War Loans—which ought to be all the time—think of the reveille call of "Family Budget" with as big an item as possible to cover "Weekly payments on *Liberty Loan* subscription."

THE PRESIDENT ON MOB SPIRIT

"I have called upon the Nation to put its great energy into this war and it has responded—responded with a spirit and a genius for action that has thrilled the world. I now call upon it, upon its men and women everywhere, to see to it that its laws are kept inviolate, its fame untarnished. * * *

"I can never accept any man as a champion of liberty either for ourselves or for the world who does not reverence and obey the laws of our own beloved land, whose laws we ourselves have made. He has adopted the standards of the enemies of his country, whom he affects to despise."

—President Wilson.

EXCHANGE OF LIBERTY BONDS

The issue of registered bonds of the Third Liberty Loan has progressed so far that transfers and exchanges of registered for coupons bonds will be made on and after August 1 until August 15. The registry books will be closed on the later date in order to prepare checks for interest payments on September 15. Bonds may be presented during such period for transfer or exchange, but such transaction will be effected after September 15 and the Sep-

tember interest paid to whomever was holder of the bonds on August 15.

Coupon bonds presented after August 15 for exchange for registered bonds should have the September interest coupon detached; the registered bonds issued upon such exchange will bear interest from September 15.

—Treasury Department.

HIGH PRODUCTION OF ARMS AND MUNITIONS

The attention of owners of Liberty Bonds and War Savings Stamps is called to the following. They are financing the work:

On one day in June last approximately 27,000,000 cartridges of various descriptions were produced in the United States manufacturing plants for the United States Government.

The daily average production of United State Army rifles was broken in the week ending June 29, an average of 10,142 rifles a day of a modified Enfield and Springfield type being maintained. In addition spare parts equivalent to several thousand rifles and several thousand Russian rifles were manufactured.

The Ordnance Department has produced 2,014,815,584 cartridges, 1,886,769 rifles, and 82,540 machine guns since the United States entered the war. The daily output of cartridges is now 15,000,000.

—Treasury Department.

DID NOT BORROW TO BUY BONDS

The Federal Reserve Bulletin says that one of the most encouraging and gratifying features of the Third Liberty Loan is that apparently there has been little use of bank accommodations for the purchase of the bonds. It estimates that probably more than 80 per cent of the bonds are already fully paid for.

The financial statements of the various Federal Reserve banks indicate, according to the Bulletin, that not much

borrowing from the banks was done by the subscribers to the third loan. They either paid cash or bought on the installment plan.

This eases a great deal the burden of the banks, upon whose shoulders rests the financing of the business and industry of the country.

—Treasury Department.

AN AUGUST CONCEPTION

Samuel Taylor Coleridge, poet and essayist, writing some 75 years ago, said:

"The possible destiny of the United States of America as a Nation of a hundred million of free men, stretching from the Atlantic to the Pacific, lying under the laws of Alfred and speaking the language of Shakespeare and Milton, is an august conception."

The United States is now a Nation of a hundred million and more, stretching from the Atlantic to the Pacific, and reaching out east takes in Hawaii and the Philippines, in the north Alaska, and in the south the Panama Canal. But grander than its physical is its moral greatness. Its fairness and justice, its courage and power, its maintenance of right and freedom cover the world.

The destiny the United States is now fulfilling is a more august conception than even the imagination of the author of Kubla Khan conceived of less than a century ago.

—Treasury Department.

SAVING AND SERVING

By economizing in consumption and with the resultant saving purchasing the Government's war securities the American citizen performs a double duty. The citizen and the Government can not use the same labor and material; if the citizen uses its, the material and the labor can not be used by the Government. If the citizen economizes in consumption, so much material and labor and transportation space is left free for Government uses. And when the saving effected is lent to the Gov-

ernment more money is thus placed at the disposal of the Government.

The more the people save the more money, labor, and materials are left for the winning of the war, the greater and more complete the support given to our fighting men.

—Treasury Department.

LIBERTY LOAN AND SAVING BANKS

The effect of the Liberty Loans and the War Savings Stamps on savings banks' deposits has been watched with keen interest by economists and financiers. The experience of England was very encouraging; in the year 1916 the English small depositors purchased billions of dollars of war bonds and at the same time increased their deposits in savings banks over \$60,000,000.

The belief is entertained that the result in America has been very similar to that in England, and that despite the purchase by the American people of some \$10,000,000,000 of Liberty Bonds and \$500,000,000 of War Savings Stamps, a very fair porportion of which were purchased by savings bank depositors, savings banks deposits have increased.

Full reports have been received from the savings banks in New York State. They show a decrease in deposits for the last year of only \$8,000,000, but an increase of 21,252 depositors. The loss in deposits is insignificant; the increase in the number of depositors very significant. With increased cost of living and other war conditions, the decrease in deposits might well be expected; the increase of depositors show that the saving habit is greatly growing in our country.

—Treasury Department.

WAR FINANCE CORPORATION AIDS FARMERS

In compliance with telegraphed instructions from Secretary McAdoo, the War Finance Corporation has wired Federal Reserve banks at Dallas, Kansas

City and Minneapolis to notify banks and trust companies in their respective districts, nonmembers as well as members of the Federal Reserve System, of the willingness of the corporation to make advances to those financial institutions which had made loans to farmers and cattlemen.

Droughts in these districts are creating a serious condition for the farmers and this action is taken to relieve the situation.

Secretary McAdoo stated that no industry was more vital to the war than raising wheat, corn, live stock, and other food products, and that the banks should make loans on the notes of farmers, since they are engaged in an industry not only necessary and contributory to the winning of the war but vital to it.

—Treasury Department.

WHAT YOUR SUBSCRIPTION MEANS.

When you subscribe to a Liberty Loan you subscribe to the sentiment that the world must be made safe for democracy and subscribe to the fund that is to make the world safe for democracy.

You subscribe to the belief that innocent women and children on unarmed ships shall not be sent to the bottom of the sea; that women and children and old men shall not be ravished and tortured and murdered under the plea of military necessity; that nurses shall not be shot for deeds of mercy, nor hospital ships be sunk without warning, or hospital and unfortified cities be bombed or cannonaded with long-range guns.

You subscribe to the doctrine that small nations shall have the same rights as great and powerful ones; that might is not right, and that Germany shall not force upon the world the dominion of her military masters.

You subscribe, when you subscribe to a Liberty Loan, to the belief that America entered this war for a just and noble cause; that our soldiers in France and

our sailors on the sea are fighting for right and justice.

And you subscribe to the American sentiment that they must and shall be powerful, efficient, and victorious.—Treasury Department.

BAD NEWS FROM BERLIN.

The war news from the eastern front these days is bad news for the German people. Quotations from German newspapers portray the gloom that overhangs the people in the large cities. That the people in the small towns and country are equally depressed is not to be doubted.

The Liberty Loan buyers of the preceding loans have their share in the success of the entente allies. They furnished the sinews of war not only to fight the U-boats and to build ships, not only to raise, equip, and send our soldiers over, not only to supply them and our allies with food and munitions, but more than \$6,000,000,000 of their money has been loaned to our allies so that they may prosecute the war with vigor and strength.

We here at home have an opportunity to send the Germans some more bad news. The Germans have great respect for money; they know its vital value in waging war. They know, too, that the support the American people give a Government loan measures largely the support they give their Government, the moral as well as the financial support they give their armies in the field.

A tremendous subscription to the Fourth Liberty Loan will be as distressing to the German people as a defeat for them on the battle field, and it will mean as much. It spells their defeat; it breaks their morale; it means power to their enemies. A subscription to the loan is a contribution to German defeat and American victory.—Treasury Department.

SOME OF THE BITS YOUR LIBERTY BOND WILL DO.

If you buy a \$100 bond of the Fourth Liberty Loan you are lending the United

States Government enough money to feed a soldier in France a little more than seven months. Or you have furnished enough money to give him a complete outfit of winter and summer clothing, including shoes and stockings, and slicker and overcoat and blankets, with enough left over to arm him with a good revolver. You have done that much to beat back the Hun.

It takes \$35 more to arm him with a rifle with a bayonet on it, and if you buy a second \$100 bond you furnish him this rifle and 1,000 cartridges for it; and there will still be enough of your money left to purchase a good-sized bomb to throw in a dugout, or demolish a machine gun together with the Huns operating it.—Treasury Department.

CURTAILMENT OF LOANS BY BANKS.

Credit extended by banks to their customers for nonessential purposes hurts in several ways. First, it involves the use of money that might be better invested in Government securities, thereby helping to win the war, and shorten the war with the consequent saving of American lives. Second, it involves the use of labor, material, and transportation, which ought to be left free to meet, to the fullest, the needs of the Government. Third, it involves unnecessary competition with the Government, both delaying Government operations and making them more expensive.

Every resource of the United States and its people should be devoted to the winning of this war. We should hit the Hun with all our strength. To win the war we have got to keep our soldiers in a high state of efficiency and keep our people at home, and our farms and mines and factories in a high state of efficiency. We are not keeping ourselves in the highest state of efficiency when we are using money and goods and labor and transportation for non-essential things, for luxuries, and extravagances.

It should not be left entirely to the banks to carry out this policy. The people should co-operate with them, and curtail their expenses, their expenditures, and their borrowings.—Treasury Department.

CONSERVATION OF CREDIT.

Not only should the goods and labor of the Nation be conserved for the prosecution of the war; the credit of the Nation must be conserved for the same purpose.

This is being impressed upon the banks, and it should be impressed upon the people, too—the borrowers from banks.

All the banks of the country are being urged by the Federal Reserve Board to curtail their loans. They are urged to loan money only where the borrower is going to use it in some way that will aid in or contribute to winning the war.

This policy is not aimed at hampering legitimate business. It aims to help win the war, which is the best thing possible for business. It simply means that money wanted for nonessential purposes should be refused. Let the non-

essentials wait until the war is finished. The Government needs the money to carry on the war. The farmers, the men and the industries engaged in war work or engaged in producing things needed for the efficiency both of our soldiers and of our home people, need the credit to carry on their enterprises.

Merchants should not borrow money to stock up on luxuries or things that the people should not buy at this time. No one should borrow money now to spend needlessly or extravagantly. Unnecessary building, unneeded articles, unessential enterprises should all await the ending of the war.

The Federal Reserve Board points out that in the interest of successful Government financing it would be much better for the banks to hold credit within reasonable bounds by intelligent co-operation rather than to discourage borrowing by charging high interest rates. The people should co-operate with the Government and the banks in this policy of conserving credit and curtailing borrowing except where the money, directly or indirectly, helps win the war, helps our soldiers who are risking their lives for our country.—Treasury Department.

“What Will a Liberty Bond Buy for ‘My Boy, Over There?’”

Suppose you have a son with the American Expeditionary Force, and suppose that you are a steady buyer of LIBERTY LOAN BONDS—

Well, there is a new War Loan coming, and you will want to be well represented in the Fourth Liberty Loan just the same as you were in the First, Second and Third.

Did you ever ask yourself what ‘your boy’ gets out of it, when you lay down a new \$100 bill and say “I want another hundred dollar LIBERTY LOAN BOND.”

It is interesting to know; and here are some facts and figures officially made up by the War Department:

Your Hundred Dollar Liberty Bond will buy your boy one outfit of clothing and sleeping gear, amounting to \$91.63. The “change” is \$8.37 and that is just enough to give him his “eats” for nineteen and a half days.

This war is now in its fifth year—has been running on about 1,500 days. The nineteen and a half days’ board left for the boy out of your Hundred Dollar Liberty Bond wouldn’t amount to much, would it, if the fighting should go on a few years more? That \$91.63 outfit would be pretty well used up at the end of a few months of campaigning, don’t you think so?

That's just the point; your Hundred Dollar War Bond, shows the best possible disposition on your part; but unless you buy more than one of them, somebody else has to put up money to keep your boy's hungry stomach lined with bacon and fighting food.

That illustrates in a simple way the urgent necessity for liberality in buying Fourth LIBERTY LOAN BONDS. What you gave the Government on the first, second and third loans has been used up long ago. Your boy is "over there" risking his life and all that makes life dear to a boy—risking everything he has every minute of the day. Surely it is "up to you" to do absolutely all you can to keep that boy fed and clothed and cared for. At that, there will be a pretty large margin of necessity over what you can do unless you are a rich man. But you must do your very best. You must buy every FOURTH LIBERTY LOAN BOND you can possibly pay for out of your current wages or salary.

But one point was overlooked in figuring the proceeds of the Hundred Dollar War Bond. It bought the boy an outfit of clothes and 19 days' board, but it didn't buy him a gun nor a trench knife—not even a revolver, or a hand grenade. Worse than all that, the hundred dollars didn't cover knife, fork or spoon; nor did it give the boy a pick and shovel for entrenching when the Boche fire gets too hot. Somebody else had to buy another bond to supply those things and give your boy the ammunition he needs for offense and defense.

Of course that \$100 Liberty Bond is important. No one would make light of it nor disparage it; but after all it represents only a trifling part of the things that must be provided to make your boy anything like safe or comfortable or effective as a soldier.

Let's look at a few more figures:

When your boy goes over the top

there must be a nice barrage laid down to protect him. Each 75-mm. shell that is fired costs \$13. Each 6-inch shell costs \$20. The 12-inch high explosive shell loaded costs about \$270. The 16-inch shell loaded with TNT costs about \$1000 and the smokeless powder to fire it costs \$325 more. The gun it is fired from sets the Government back \$175,000. That is not all; the wear and tear on big calibre guns is terrible, so that the life of the tube is very brief.

All these things point clearly to the mistake people make when they say "Oh, I have bought several War Bonds. I think I have done my share."

That is miles from the truth. You have not done your share as long as there is a dollar of your capital or income that you don't absolutely have to have to keep life in your body. All the rest ought to be spent for FOURTH LIBERTY BONDS.

And even so the Government has to anticipate the earning and producing power of the Nation for years and years ahead to raise the money that must be had to keep your boy and all the other boys properly outfitted with fighting supplies.

BUY FOURTH LIBERTY LOAN BONDS TO YOUR LAST GASP OF MONEY.

THEN GO OUT AND BORROW WHAT YOU CAN AND BUY MORE LIBERTY BONDS.

TO DO YOUR FULL DUTY YOU OUGHT TO KEEP STRAPPED ALL THE TIME PAYING INSTALLMENTS ON YOUR WAR BOND SUBSCRIPTIONS.

THE FOURTH LOAN DRIVE OPENS SEPT. 28.

BEGIN TODAY. SETTING ASIDE PART OF YOUR INCOME SO THAT YOU CAN MAKE FIRST PAYMENTS ON SEVERAL BONDS.

Chicago Great Western Railroad Company.....	76.11	1,103	\$3,350	\$26	63,050	277	20,900	.....	.....	.....	.....	.....	.....
Union Pacific Railroad Company	62.07	987	59,000	26	5,500	.....	.....	.....	.....	.....	.....	.....	.....
Green Bay & Western R. R. Company (also Branches).....	78.05	385	30,050	.....	.....	.....	.....	.....	.....	.....	.....	.....	385
Chicago, Indianapolis & Louisville Ry.	63.74	1,958	124,800	306	25,100	.....	.....	.....	.....	.....	.....	.....	.....
Chicago & Eastern Illinois R. R. Company.....	75.41	6,233	470,000	1,820	180,000	3,358	220,000	.....	.....	.....	.....	.....	.....
Lake Erie & Western Railroad.....	68.29	1,752	119,650	.....	.....	262	18,100	.....	.....	.....	.....	.....	.....
Chicago, Rock Island & Pacific Ry. Company.....	65.74	19,776	1,300,000	6,473	453,000	4,670	284,300	.....	.....	.....	.....	.....	.....
Chicago, Burlington & Quincy Ry. Co. (also Branches).....	66.07	16,498	1,099,000	4,659	341,950	7,532	433,250	.....	.....	.....	.....	.....	.....
Chicago & North Western Railway Company.....	61.15	29,054	1,776,700	12,515	744,550	2,732	177,250	.....	.....	.....	.....	.....	.....
Chicago & Western Ind. R. R. Co.—Belt Ry. Co. of Chicago	71.55	2,935	210,000	2,935	210,000	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.	60.35	1,242	74,950	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Baltimore & Ohio Railroad Co.	59.00	3,246	162,300	1,228	61,400	.....	.....	.....	.....	.....	.....	.....	.....
New York, Chicago & St. Louis Railway Company.....	63.66	1,988	126,550	1,096	71,750	.....	.....	.....	.....	.....	.....	.....	.....
Pennsylvania Lines West of Pittsburgh.....	60.75	24,798	1,506,450	6,326	388,950	491	29,000	.....	.....	.....	.....	.....	.....
Atchafalpa, Topeka & Santa Fe Railway Company.....	75.00	4,000	300,000	2,806	214,900	562	42,150	.....	.....	.....	.....	.....	.....
Chicago, Milwaukee & St. Paul Railway Company.....	72.71	24,081	1,750,850	7,098	518,700	1,283	81,100	.....	.....	.....	.....	.....	.....
Michigan Central Railroad Company (also Branches).....	63.63	7,749	493,050	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pere Marquette Railway Co.	60.22	5,906	335,650	247	16,000	.....	.....	.....	.....	.....	.....	.....	.....
Grand Trunk System.....	53.97	3,102	167,400	1,013	54,150	.....	.....	.....	.....	.....	.....	.....	.....
Miscellaneous.....	74.76	420	31,400	.....	.....	39	3,050	.....	.....	.....	.....	.....	.....
TOTALS.....	\$65.48	195,876	\$12,826,600	63,401	\$4,840,100	35,249	\$2,245,400	27,717	\$1,702,650	26,838	\$1,795,750	18,304	\$1,115,450	24,367

Prepared by Liberty Loan Organization, Seventh Federal Reserve District, Chicago, Ill., August 30, 1918.

Note: The above statement does not include reports of subscriptions which certain railroads found impossible to provide, because of the immense labor required in collecting data. Principally among these were the Erie Railroad and New York Central Lines.

An Irishman from County Kildare, who is firing on the Illinois Central, remarks in a pretty rich brogue that he thought it was a "pretty broth" for railway employees "pulling down from \$200 to \$350 a month," not to beat an average of \$65.50 for the saving of the nation and the nailing of the Kaiser.

For a fact it does look as if the railway men under present conditions of hours and pay might make a little more strenuous effort in behalf of the Government that has raised their wages by about half a billion dollars and made the raises retroactive.

The Fourth Liberty Loan campaign begins on Sept. 28, and that will be the great opportunity for the railway employees to give a better exhibition of their loyalty and patriotism.

Aside from everything else every railway man should bear in mind very firmly this fact:

General prosperity after the war is necessary if the railways are to go on prospering. If the railroads do not prosper the employees cannot expect to do as well as they are doing at the present time.

Generous buying of the "Fighting Fourth Liberty Loan" is the factor in future prosperity that is within the command of all citizens. The more generously each citizen supports the Government the more generally will the people prosper after the declaration of peace.

Greatest Chance a Man Ever Had

Can Help Himself, His Boy and His Country by Buying Liberty Bonds—We Must All Do Our Best—Scores of Things We Can Do Without Which Seem Necessities and Yet Are Really Luxuries—Get Into the Fight

By Edward Bok, Editor of the Ladies' Home Journal

Each time a new Liberty loan is announced we should hail it with pleasure. For years we have used the phrase "as good as a government bond" as indicating the safest investment possible, but before the war it was impossible for the average investor to secure a government bond. Periodically an issue was made, but it was so quickly subscribed for by the bankers that the small investor had little chance. Now we all have a chance, and a chance at all that we can afford to buy.

It will, of course, be argued by some when the fourth Liberty loan is announced that they have not as yet paid for the third loan bonds for which they subscribed. That may be true, but that is no reason why we should fail to subscribe again. Before the fifth loan can be issued we will have paid for the third loan bonds and begun paying for the fourth loan bonds that we subscribed for. Thus if we go on we will have a distinct part in each loan, have each month put aside a sum for the best investment on earth, have acquired the steady habit of saving, and when the last loan is announced and we shall have taken part of that and paid for it, we shall find ourselves in possession of a collection of bonds that will make us proud of the share we took in the war and have a comfortable "nest egg" in the bargain.

Must Do Our Best

Never, really, was there such a stimulant given us to do without the nonessential and save. Not only is it saving for our boys and helping them to fight, but it is saving for them when

they come home and saving for ourselves. Is there, in imagination, a prouder parent than that father or mother, who when his or her boy comes home from serving his country, can open a drawer and pull out a neat little package of Liberty loan bonds? That is what we mean by "keeping the home-fires burning;" by "backing up our boys," by "doing our bit." The only point is that we should change the latter to "doing our best." We've done our "bit" in the past loans; in this fourth loan we should do our "best." We want to be able to show our boy a bond or two or three in each loan; not have him ask: "Oh, didn't you get in on the fourth?"

It isn't as if we can't do it. We can, if we will only set our minds to the job of real saving. There are scores of things we can do without which seem necessities and yet are really luxuries. Our boys "over there" are doing without them and offering their lives besides. We are not asked for the latter. All we are asked to do is to do without here something and there something, and by doing this we are patriots! And all the time while we are adjudged patriots we are investing our money in the safest thing on earth and getting a good interest on it in the bargain. Frankly, can you "beat it?" It is something to ask a man to give money, without a return, and be a patriot. But in these Liberty loans all the government asks that a man shall loan is his money, safely guarded and at a good interest, and still he is a patriot.

Must Lend or Be Taxed

Another point we must remember, taking this whole matter simply on an

economic basis: That the more of these Liberty bonds we buy the less taxes we will have to pay. The government must have the money to keep up the war and feed and clothe our boys. This year it needs about \$24,000,000,000. This amount it must get from the people. And if the people won't loan in bonds, it must take in taxes. Hence, the more we loan the less we will have to give.

It's all a question of saving, saving, saving—and never was there a better time to begin than now with the Liberty loan bonds as an attraction. The man who has no ready money with which to buy the bonds is the very man that the government wants above all other classes of men to loan it his money; his money saved here with a dollar and there with a quarter. It is the finest kind of money to give to our country; the money that we save by some act of self-denial. It isn't the money that we have in the bank that we want to draw out and buy Liberty bonds with; it is the money that next winter we can save, month by month. That is really helping your boy "over there"; helping the government to keep him warm and fit, and, incidentally, helping yourself to lay by the most valuable pieces of paper that you can buy, put away, and all the time getting a good interest on them.

Black Eye for the Hun

Seventeen million individual subscribers were part of the third Liberty loan. That means one in every six of the population of the United States.

But there is no reason why with the coming fourth loan this should not be changed to one in every three persons in the United States and finally that every person in the United States shall own a bond. Fancy the state of mind of the German war lords if they were made to realize that every one of the one hundred millions of Americans were so determined to beat them that they had all invested with the one idea to beat them. Would the war continue another year? Most unlikely. Most of us ask each other or ourselves "When will this war end?" There is no quicker way to end it than to make it possible for our government to throw into it every resource that we have. The moment that the Prussian war lords realize this fact, they will come to their senses. And the only way to bring this about is for you and me to do our part and to do it fully. This means to loan every cent we can to the government; hold nothing back, but give it our all. It isn't a question of when can we end the war; it is a question of when you or I end the war. It is what you and I do. It is the drop of water, multiplied by millions, that makes the deluge. It is what you and I do in our small way that, multiplied by the millions, makes for a united strength before which nothing can stand. Win the war we will, but when we win it depends upon us. "It can't be too soon for me," we say. Then let's get busy, real busy, and save and loan to our government what we save.

War Profits Tax and Excess Profits Tax—The Difference

"By a war-profits tax we mean a tax upon profits in excess of those realized before the war.

"By an excess-profits tax we mean a tax upon profits in excess of a given return upon capital.

"The theory of a war-profits tax is to tax profits due to the war.

"The theory of an excess-profits tax is to tax profits over and above a given return on capital. The excess-profits tax falls less heavily on big business than on small business, because big business is generally overcapitalized and small businesses are often undercapitalized.

"The war-profits tax would tax all

war profits at one high rate; the excess-profits tax does and for safety must tax all excess profits at lower and graduated rates."

The above extract from Secretary of the Treasury McAdoo's testimony before the House Ways and Means Committee gives his differentiation between war-profits and excess-profits taxes and explains his position in urging upon Congress an excess-profits tax with an alternative war-profits tax in the forthcoming revenue legislation.

To the average citizen Secretary McAdoo's position seems well taken. Most small and local corporations are capitalized at an actual valuation. Many of the very large corporations are greatly overcapitalized; the stock of some of them has been repeatedly watered. With only an excess-profits tax a corporation

earning 10 per cent on grossly watered capital will pay the same tax as another corporation not overcapitalized earning 10 per cent on the real, actual valuation of the money and property invested in its business. The profits of the first corporation might be 30 per cent on its actual valuation, and it is to cover such cases that a war-profits tax is urged.

As many of these large corporations are engaged in Government work and drawing huge sums from the United States, it seems particularly just that they should pay taxes on the same actual basis as corporations not overcapitalized.

A tax that taxes equally a 10 per cent profit on watered capital and a 10 per cent profit on unwatered capital is not equal and uniform and scarcely just.—Treasury Department.



Jackson, Tenn.

By A. J. McGehee, Secretary, Association of Commerce

Location.

Because of its situation midway between the Mississippi and the Tennessee rivers and the Kentucky and Mississippi state lines this beautiful and thriving city of 20,000 population has been very aptly christened the "Heart of West Tennessee."

Ideal Climate.

Our geographical location assures us of a continuation of that extraordinary climatic regularity and mildness that enables us to live in comfort every month of the year, to prosecute successfully every kind of outdoor labor in the winter and to grow a greater variety of crops with profit than any other section of our great country.

Diversified Products.

The geological formation of West Tennessee peculiarly fits it for every kind of farming, stock raising and every enterprise depending on mild climate, plentiful water and variety of soil.

There are no rocky, mountainous sections. The hill lands that form the shed between the Mississippi and Tennessee rivers can all be cultivated and made to produce all kinds of fruits, vegetables and berries, and the natural grasses that grow in abundance furnish an ideal range for cattle, sheep, goats and domestic fowls.

The flat lands that lie along and between the many streams that flow through this territory make up the greater part of it and furnish great bodies of valuable timber and when

cleared are made the most productive farms for all purposes to be found anywhere.

It is no wonder that when our forefathers came from the East, from the Virginias and Carolinas, over mountains, rocks and rills they rested in this land of flowing rivers, mellow soil, regular sunshine and rain and right in the middle of it named the county after Madison and the city after Jackson, who had bought this beautiful territory from the Indians when it was used by many tribes as their hunting ground.

City With Solid Foundation.

The city of Jackson has grown, not rapidly, but steadily and substantially, carefully laying a foundation for a permanent, healthy, aggressive growth along every line of good citizenship and solid business.

Railroads.

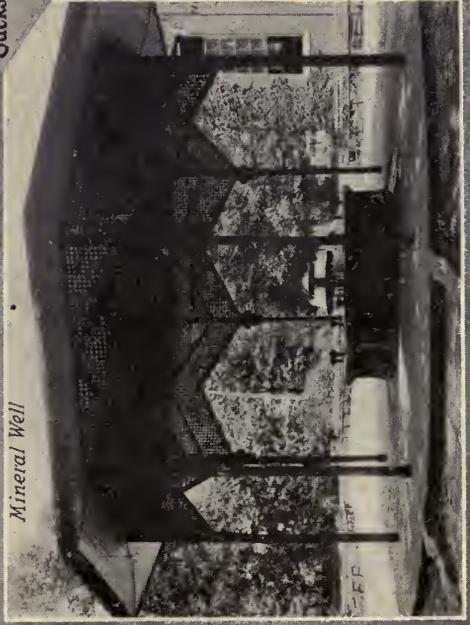
Realizing the fact that transportation is the very mud sill of the foundation of any city, we have made it a part of our civic duty to always take stock in every railroad and good dirt road that starts or can be diverted towards us and in consequence now have four trunk line railways and two shorter lines that will give us two more trunk lines in the near future. No city of the South is better served by direct rail connection with all parts of the country than Jackson, as will be seen by taking any map and tracing out the railroads and adding the G. M. & N. now being completed from Middleton to Jackson.



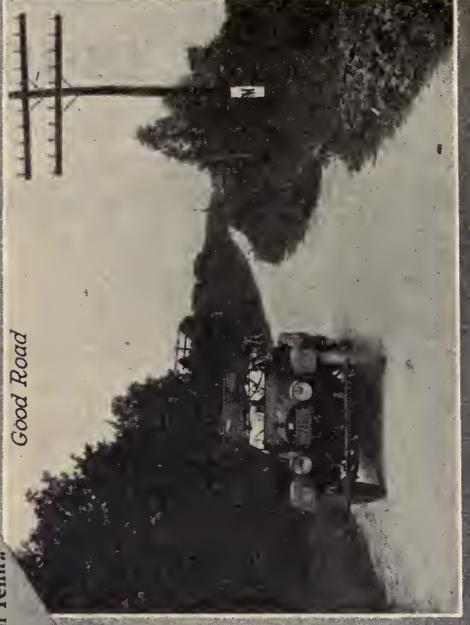
Country Club (Exterior)



Country Club (Interior)



Mineral Well



Good Road

Jackson Tenn.

Good Roads.

We have seventy-five miles of graveled pike radiating from this city and 200 miles of graded and dragged dirt roads leading the world to us, with three great national highways connecting us with every point of the compass.

Progressive People.

The people of Jackson are loyal to the United States, to the state of Tennessee, the county of Madison and the city of Jackson. They expect to live out their lives here and in consequence have provided themselves with every comfort, convenience and necessity of life that go into the making and maintaining the ideal manhood and womanhood. Nothing essential to the accomplishment of this purpose has been neglected or overlooked.

Splendid Schools.

The education of our children and the equipment of our citizens for the battles of life are provided for in our splendid system of public schools, giving a complete high school training and housed by buildings of great capacity, situated for the greatest convenience of the people and equipped with every known modern improvement. We have also Union University, with its school of business connected, open to both men and women and the M. C. F. Institute for girls which will soon be turned into a half million dollar women's college with large grounds and a modern building and the celebrated Draughn Business College Management has recently opened a complete school here.

Hospitals.

The citizens of Jackson are fortunate in having at their command two of the most thoroughly equipped hospitals in the South, namely, the Crook Sanitorium and the Civic League Hospital. Skilled surgeons are available and expert nurses are always on hand to minister to the wants of patients.

Churches.

All religious denominations have splendid houses of worship and able

pastors who are patriotic and liberal in their faith and works, comforting the people in their afflictions and aiding them to always walk in the straight and narrow path of virtue and Heavenward.

Social, Literary and Fraternal Life.

The educational and religious life of the citizen is greatly assisted by the many volumes of standard books and magazines to be found in our splendid free Carnegie Library, of which we are justly proud.

Our social and literary life is kept at high ebb by the activities and influence of such organizations as the Shakespeare Circle, Mutual Improvement Club, McDowell Music Club, The Rotary Club and Country Club.

A high standard of morality and good fellowship is maintained among our citizens by the wholesome influence of our fraternal societies such as the Elks, Pythians, Masons, Odd Fellows, Moose and all other progressive and worthy organizations of the character.

Patriotic Citizenship.

No people exist that are more patriotic than the citizens of Jackson. We have so far and will continue to answer every call of our government by "going over the top" at once with our assignment of Liberty Bonds, thrift stamps and contributions to the Red Cross and the Y. M. C. A.

Banks.

We have no favored enterprises to bring us great riches, but the people are all industrious and thrifty, resulting in a stable money system maintained by five honestly managed banks that enjoy the confidence of the people and are loyal to the interests of the business men of the city.

Health.

The provisions for maintaining the health of the city and community are par excellent. No city, large or small has a more reliable water and sewerage system than Jackson. There is no standpipe or reservoir through



Schools



*Jackson
Tenn.*



which the water passes to give any chance for contamination, but it is forced from the wells through the pipes of the city by the same machinery and is thus delivered at the faucet free from any contact with the air or earth that might render it impure. The sewer pipes extend to all parts of the city and empty into a canal far away, ensuring perfect cleanliness throughout the business and residence sections.

Public Utilities.

Street cars, splendid hotels, elegant business and office buildings, paved streets and miles of concrete sidewalks entitle Jackson to be classed as the peer of any city of its size in this country. For the things that make life worth the living it cannot be surpassed.

Large Business Interest.

The business and manufacturing interests of Jackson are large and varied. Our business men, co-operating through their Association of Commerce, are putting forth every effort to keep the morale of the private citizen in his business life on a par with the enthusiasm of our fighting soldiers in order to be able to furnish the money and men to do our part in the great battle for the freedom of democracy. Our motto is: "Work Or Fight."

It would make this article too long to attempt to enumerate all of the leading business and manufacturing enterprises of Jackson. A glance at the advertising pages of this magazine will give some idea of them. All are prosperous and are conducted by sure enough men who are trained in their line and give to the consumer honest service and honest products.

There is ample room and many reasons for other good men, to come and cast their lots with us and help to build a city and community worthy of the natural and acquired advantages which we now enjoy.

We Want You.

IF YOU ARE A WHOLESALER, Jackson is in close proximity to all kinds of raw materials, metals, timber, earths and products of the soil which you can turn into the finished products here at a minimum cost for ground, plant and labor and from which you can ship direct to all parts of the country.

IF YOU ARE A MANUFACTURER, Jackson is in close proximity to all kinds of raw materials, metals, timber, earths and products of the soil which you can turn into the finished products here at a minimum cost for ground, plant and labor and from which you can ship direct to all part of the country.

IF YOU ARE A FARMER, Madison County lands are cheap and a most prolific producer of cotton, grains, hay, vegetables and fruits with a large home market and buyers on the ground for the daily purchase of your products.

Our uplands are being rapidly improved in production by the growing of the proper crops and attention being given to the approved program of rotating products. Our river bottom lands have been drained by the canal system with adequate lateral drains and is very productive indeed. Splendid soft artesian water is easily and cheaply obtained in nearly all sections of this country, thus making it possible to turn any farm at small cost into an ideal cattle and stock ranch.

We have here the West Tennessee Experimental Station under the direct supervision of the State University where all of the profitable and scientific methods of farming are practiced and taught the year round and the owner of the land can be made sure from demonstrations furnished at this station, without any experiment or risk on his part, that certain methods and products will prove profitable to him in this climate and soil. One hundred and forty-five bushels of corn have been raised in this county on one acre; 5 tons of alfalfa per acre



Farming in vicinity of Jackson

Tennessee



is the average crop. From one-half to three-fourths bale of cotton per acre is often gathered. Strawberries yield from \$100 up and tomatoes from \$200 to \$400 per acre every year. The farmer is truly the favored citizens of this section. Come and see for yourself.

IF YOU ARE A HUSTLER you will find in Jackson every opportunity for an active and profitable business life and a home among a people with whom you will be proud to live and raise your children.

JACKSON EXTENDS A MOST CORDIAL WELCOME TO YOU.

Bemis

An Industrial Home City Built With a Purpose

Bemis, Madison County, Tennessee, located on the Illinois Central Railroad, three miles from Jackson, the county seat of Madison County, with a population of about 1800.

The business interests are centered around the great sun lit factory of the Jackson Fibre Co., which supplies cotton cloth to the Bemis Brothers Bag Co., of which it is a branch and the largest producers of its kind in the world.

Bemis, the home town, has been built up to give ideal living and work-people, a town carefully planned and built up to give ideal living and working conditions to its residents.

The factory, as will be seen from the illustration, is exceptionally well equipped from sanitary standpoints of light, space and air, and is kept scrupulously clean, the executives having provided every known appliance for safety and sanitation.

Bemis has well kept streets, electric lights, sewers, cement sidewalks and abundant shade trees.

Modern homes have been built for the employees of the mill, rents, therefore, are very moderate. The homes are well built and sanitary conditions are excellent.

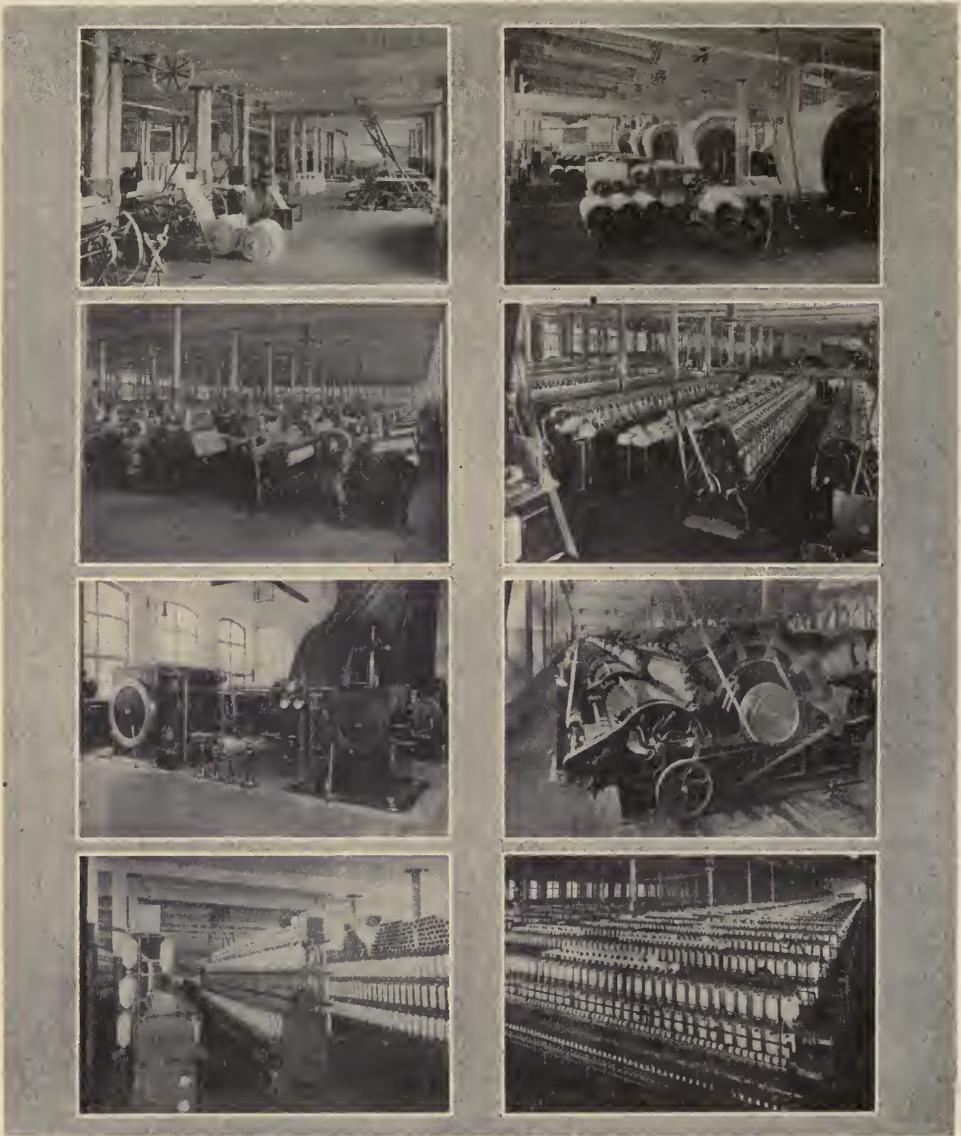
The Y. M. C. A. Building, Bemis' social center, was erected jointly by Mr. J. M. Bemis and the Jackson Fibre Co., and dedicated to the people of Bemis. It is one of the finest Y. M. C. A. buildings in this section

of the country, and is naturally the general community center, having useful departments for study and recreation, a well equipped gymnasium with shower baths and barber shop. At certain times during the week the building is reserved exclusively for the use of the ladies.

Bemis has three well conducted schools, two for white children and one for colored, a free bath house built for the use of the people for bathing and laundry purposes.

Bemis has one very handsome church, which was erected and given to the people of Bemis, by Mr. J. M. Bemis. This is known as the Bemis Union Church, and is under the jurisdiction of the Memphis Conference M. E. Church, South. There is also a Baptist Church and a Christian Church. Both of the latter were built by their respective congregations. All three churches have well attended Sunday schools.

One of the finest institutions of Bemis, is what is known as the Savings Fund, conducted by the Company for the benefit of its employees. Any employee can open an account with one dollar and can add to or draw from their account at any time during working hours. On all accounts less than one thousand dollars an annual interest of five per cent is paid compounded semi-annually. On all sums over one thousand dollars an annual interest of not less than three and one-half per cent annually



INTERIOR VIEWS OF THE PLANT, JACKSON FIBRE CO., BEMIS, TENN.

is paid and compounded twice yearly. on July 1st there was a little over \$72,000 in this fund, which is owned entirely by the employees. Quite a number of the employees have saved enough in this way to buy good farms.

From the foregoing, we gather the

impression of a community of congenial families, pleasant homes, good schools, churches, social diversions, all centered about an established industry assuring pleasant occupation for men and women, under ideal working conditions.



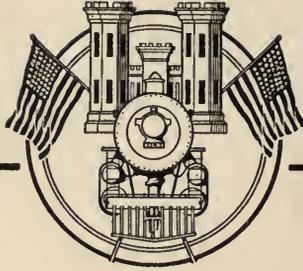
Jackson, Tenn.



Business Section



MILITARY



DEPARTMENT

Letter from Corporal J. G. Gleason, formerly Car Record Clerk, South Water Street Station, Illinois Central Railroad.

France, August 6, 1918.

Dear Friend:—

Just a few lines to let you know I am safe in France.

Our trip over was great, not a rough day all the way over. I have nearly crossed France and all I have seen is ruined villages. There are no young men whatsoever to be seen on the streets. All of them are in the trenches.

July 4th was a great day for me. I carried dead and wounded all day and half of the night. The roar of the cannons was awful as they sent the barrage over.

The American boys went over the top with the Australians and a better bunch of fighters there never was. They did not stop for anything. I know one Irishman who, alone, with a pistol got 15 Germans.

The German officers sure have some pistols. Some are so small one could cover it with his hand and some are so large they can be used as a rifle and they shoot from 10 to 30 rounds. The first German officer I get I will bring you back his pistol.

Humphrey is in Southern France along the coast. As yet I have not seen him, but I got a letter from him yesterday. There are a great number of English soldiers in our part of the country.

The aeroplane is doing wonders along the front nowadays, but as for the German machines, they are about out of it. Once in a while one gets over the lines, but not very often does he get back. I have seen many an air battle and it sure is exciting. The most wonderful sight I saw yet, is when a German machine comes over at night and about forty of our large flash lights are put on him. The poor fellow sure does try to get away from the light, but very seldom he gets away.

One German machine flew about 100 feet over our heads and thirty-five of us gave him ten rounds each. He did not pay any attention to us at all, but when the machine guns let loose at him he soon came down, and it is an awful sight to see a plane come down all in flames.

We are now using English rifles. They are somewhat in the same order as the American ones, but I can not say they are as good as ours.

I expect you read an account of July 4th battle in the Chicago papers, so by the time you get this letter you will know all the news. There is not much more I can tell you about.

Give my regards to the boys and if you find time drop me a line.

As ever your friend,

Corp. J. G. Gleason,
Co. E. 108th Engrs., Amer, Expd. Forces, via N. Y.

ON ACTIVE SERVICE WITH THE AMERICAN EXPEDITIONARY
FORCE

France, July 23, 1918.

Dear Mr. Comstock:

Recently received your very highly appreciated letter of May 18th—which was a long time enroute.

Glad of the news that you always write, and hope you will see your way clear to keep it up.

Sorry to learn that Mr. Whitney has left the service, which I heard thru another source. I am wondering why and wherefore, and what he is now doing or going to do.

Just had a letter from Hargrove, he is in the department, or state as we would say, of Indres, nearly the center of France; I am farther north and east, not far removed from the lines in three directions.

You wanted to know something about my daily life, or some of its details; really there is so little to say; since the men are operating a number of miles of R. R. in its entirety, naturally the men are scattered over the line, few men at the smaller stations and a larger number at the more important, and at the terminal points the train and engine crews tie up, consequently the one point is their home.

Until a couple of months ago, I worked in the office of the Captain and had a good room in the same building, (which was a wooden shack). There was the minimum of inconvenience, we had a stove all last winter, and we got coal somehow. Our food is usually good and fairly well cooked, exceptions of course, we eat war bread and scarcely ever see cake or pie, except occasionally some doughnuts and perhaps we have some wheat cakes for breakfast, that is only of comparatively recent date and believe me they are good with some Karo corn syrup.

Am now out with a small detachment, where I am station agent, have now been in station service for a couple of months, except two weeks put in, in military training, which I just finished.

The men at detachments are permitted to arrange their own hours of work, subject of course to the discretion of the agent, and there is no reveille, or arising at 5:30 A. M. as has been the case in the army.

We are permitted to go to the nearby villages and there a few things are bought, eggs and milk of the food products, and beer or wines of the other products. Men are for the most part a well behaved lot—once in a while a man shows some of the tendencies to resort to the bestial existence.

We are well treated by the French, for more reasons than one; once a month at least the soldiers have money and they spend it, so perhaps the inhabitants are looking for the buttered side of their bread.

At the terminal points the bathing facilities are rather good, shower baths, hot water—but at the smaller places, we either have to use makeshifts, or ride on trains to the terminals, which we are permitted to do.

The Y. M. C. A. has two places on our line, where they give us paper and envelopes and sell other articles—tobacco, canned goods—chocolates, etc., and some of it is sold at a goodly profit too.

An entertainment is given occasionally at the Y. M. C. A. building, whenever they can get some talent out to us. Recently had a good musicale and also short time ago a very able speaker, Judge Galloway of Ohio. Movies occasionally too—all of this within a short distance of the big works and within sound of guns. We have been very fortunate so far, in the absence

of air raids on our camps or machine shops, so far have not been bothered since last fall, but then we got enough to last a long time. I cannot understand why we have escaped, unless it is for reason of more important work elsewhere, but hope we will be spared any great danger.

Expect to get my service day leave soon and will go to Nice, I think, and perhaps other points in southern France.

It is a bit warm there now, or in July when I shall go, but I can stand it to see the country and a chance like that may not come again soon.

Hope you can find time to write me often and if possible persuade some of the others to write also.

Best regards to your wife and to others who may enquire,
from H. J. PARK.

SGT. Co. A—13th Regt. Engrs. Ry.
U. S. Army.

to W. R. Comstock,
Traveling Auditor,
I. C. R. R.

Note—Mr. Park was telegraph operator and relief agent on the Wisconsin division, and later Assistant Chief Clerk in the office of Auditor of Station Accounts.

Vaudeville Show and Entertainment by the Bent Amusement Company

On Thursday, July 11, 1918, at Sommeille Embranchment

Curtain—7:00 P. M.

SCENE—Ballroom Thirteenth Engineers—Sommeille.

TIME—Present

Directed by Private Charles E. Mahen,
Company "A"

Music and Effects by Pvt. Frank L.

King, Company "A"

Following Vocalists Will Perform:

Pvt. SweatlandCo. "E"
Pvt. HeisaCo. "A"
Pvt. MahenCo. "A"
Cook ScannellCo. "A"
Pvt. BlanchardCo. "C"
Pvt. EggersCo. "E"
Pvt. BakerCo. "E"
Pvt. OtingerCo. "A"
Pvt. McCarthyCo. "E"

The Signal Trio.

Modern Dances—Mlle. Pinard.

Any brother with a "knock" kindly report to Major Bent, who will find him a position in the cast.

This performance staged by the boys from Sommeille.

CALL AGAIN

BON SOIR

MILITARY DEPARTMENT
FOURTH OF JULY CELEBRATION
"Y. M. C. A."
WASHINGTON
DISTRICT de la BENT
FRANCE

PROGRAM

9:30 A. M.—Baseball game. Box of cigars to winning team.
2:15 P. M.—Demonstration of all branches of wireless telegraphy by courtesy of French Officers and men.
2:30 P. M.—A. E. F. Field Meet.
2:30 P. M.—100 yard dash—trials.
2:35 P. M.—Blindfold race—5 fr. prize.
2:40 P. M.—Inter-Company "Tug of War"—Box of cigars to winners.
2:50 P. M.—Pickaback race—Carton of gum to winners.

- 2:55 P. M.—Standing broad jump—5 fr. prize.
- 3:00 P. M.—Shoe and leggin race—5 fr. prize.
- 3:05 P. M.—100 yard dash, finals—10 fr. prize.
- 3:10 P. M.—Standing broad grin—Can of Pineapples prize.
- 3:15 P.M.—Potato race—5 fr. prize.
- 3:20 P. M.—Putting shot between legs, forward,—team. Carton of gum to winning team.
- 3:25 P. M.—Blindfold race—5 fr. prize.
- 3:30 P. M.—Standing broad jump—In-
ter team. Box of cigars to winning team.
- 3:35 P. M.—Three-legged race—5 fr. prize.
- 3:45 P. M.—Relay race—Box of cigars to winners.

NIGHT

PATRIOTIC ADDRESS AND GENERAL GOOD TIME. OLD FASHIONED SING SONG PRIZES.

EVERYBODY! COME AND ENJOY YOURSELF.

Agricultural Head Tells of Texas Visit

Upon his return from a recent visit to Texas, Assistant Secretary of Agriculture Clarence Ousley sent this account of an incident to Secretary Houston. In the face of increasing American casualties in France it offers additional evidence of a staunch hearted and resolute Americanism in the rural sections:

"On a recent visit to Texas I stopped at Marshall on my way to College Station to rest on Sunday, July 21, with a friend who is the pastor of the First Baptist Church there," says Mr. Ousley. "I was not altogether surprised when he insisted that I should say something to his congregation at the morning service, but I was surprised to have an urgent call from a camp meeting eighteen miles away, to speak there in the afternoon. I was very reluctant to go, because I was tired, but I could not refuse a call from a group of farmers in my own state. I asked the messenger who brought the invitation whether it would be proper for me to say anything regarding the agricultural problem, and he assured me that the people regarded the agricultural program as a part of the war program, and that I would be at full liberty to speak about it as I might see fit.

"I reached the meeting just as the congregation had arisen for prayer. The minister prayed with great fervor in the

usual way of evangelical petition, and the congregation responded with fervent amens coming from every quarter of the tabernacle. There had been several conversions at the morning service, and the air was electric with spiritual rapture. After the usual plea for the continuing presence of the Holy Spirit, the minister prayed for our army and the congregation continued with earnest amens. He asked for victory to our arms and for our righteous cause, and he asked that our boys might return whole in body and mind and soul. The amens came in a great volume of heart-swelling emotion as the fathers and mothers thought of their sons. Then the minister dropped his voice and said with humility but with adamant resolution: 'But, oh Lord, if they must fall, let them fall with their faces to the front.' There was a moment of silence in the congregation, and then there came a deep chorus, with a sob, 'Amen.'

"When mothers and fathers in remote districts, away from the sound of the fife and drum and the sight of warships, airplanes and marching parades, can say amen to the courageous death of their sons, we need have no fear that the plain people of the United States will fail in the resolution to sustain our cause to the utmost."

Address of John S. Tuthill

Attorney at Waterloo, Iowa, Delivered Honor Day, July 26, 1918, at Washington Park
When 15,000 People Were Assembled at the Conclusion of the Parade, on the
Occasion of 481 Boys Leaving Waterloo for the Front—Ninety Per
Cent of Shop Employees at Waterloo Participated

My Friends:

The greatest desire that I have at this moment personal to myself is that I may make you all hear—I know I can't do it but I'll do the best I can.

You will be glad to know that the Red Cross flag on which money was thrown during the parade had upon it when it reached this park the sum of \$651.70.

I am proud of the mothers of the soldier boys of Waterloo. I am proud that the honor of riding at the front of this parade today was given to them and to them alone. The boys in France are nerved by the spirit of Joan of Arc. The boys of America will be nerved by the spirit of the mothers of America. They have been always true to the greater and better things of life.

"You may differ by *grace* of point and *place*

And *each* from the other may differ in *speech*

Some may differ a mite in the shades from *white*

But in motherhood *you're one*.

One in your all for American motherhood;

One in your *love* of *YOUR BOYS* of the brotherhood."

I am glad that we are all here today; that every one in Waterloo is back of this occasion; that in this great gathering are the city officials, the veterans, the Commercial Clubs, the Rotary and the the Red Cross, a number of bands and drum corps, the business houses, newspapers, railroads, the great captains of industry of Waterloo and the faithful employes who made those captains of industry possible.

If there has been any doubt in the minds of any of you boys as to the love in which you have been held by the people of your home town all that you need to do is to look about you.

I am not surprised that it was given to one institution in this city to first catch a vision of the possibilites of this occasion just as it was given to you in the early days of this republic to blaze the way through forest and through prairie to serve so magnificently the cause of Lincoln and of Grant. I refer to the old Illinois Central Railroad Company. You took my old Pastor from the little old frame church and said to him: 'You're not broad enough to serve' and you sent him out a man among men, a great power for good in this state and in this country. You took my old friend Kenyon, placed him in a position of trust, and when the call came for him to leave you to become Assistant Attorney General of the United States you gave him a private car, sent him to the Southland to think it out and decide for himself whether to stay or to go, and when he decided to go you bid him God Speed in the greater work that lay before him. Four weeks ago when the great cyclone struck the people near Nashua you organized your trains, took your men and went to their help two hundred strong.

This meeting today is held in honor of these noble boys of Waterloo by those who want to do things in the "old Waterloo Way." What is the greatest thing in the United States today? It is loyalty. When I went to school I used to see an old man in an old phaeton driving down the streets in that Iowa town and it seemed to me in those days that the very

ground that old man walked upon was hallowed ground. That man as Iowa's old war Governor was great but he was greater still because as Governor he was loyal to President Lincoln in the hour of the Nation's distress. And you boys are loyal today to President Wilson and to the great cause which he represents.

This is a big job. It's the biggest job you ever tackled but you are big enough for the job. It is a challenge to your strength and to the very best that is in you. You will fight under two of the greatest generals in the world, General Foch and General Pershing, and under such generals as these you are sure to win. One of the floats in this parade refers to the great address of General Pershing at the tomb of Lafayette. There surrounded by the soldiers and thinking of all that France and Lafayette had done for America in the hour of our Country's need he laid the flowers upon the tomb and said "Lafayette we are here," and so today we are here and we are there over a million strong today and going at the rate of two hundred thousand every month, and with this host of loyal men our cause is sure to win. As this is the biggest job you ever tackled so it is the greatest privilege you ever had. The chance to serve as you have never been called to serve before. The chances to make the world a safe place for democracy.

And now to you boys that go let me tell you that Waterloo has confidence in you. We know you can do the job and we know that you will. And let me tell you another thing, and if you forget everything else remember this, that Waterloo and the home folks are back of you and will back you to the last dollar that they have.

Then there is another thing we can do and will. When President Taft was here some years ago he gave three addresses, one in the East Side Park, one in the K. P. Hall and last in the Odd Fellows Hall and he closed the last address with these words: "Boys I want you to pray for me." A hundred and

forty some years ago the Constitutional Convention was being held in Philadelphia. For two months they had wrangled over the perplexing questions pertaining to the starting of that Government which you are now fighting to preserve. They were unable to agree and it looked as though the great Ship of State would go upon the rocks; at this supreme moment Benjamin Franklin, whose name is emblazoned on the streets of Philadelphia rose and said: "Mr. Chairman, for two months we have been wrangling over this question of representation in the House and Senate and we are unable to agree. We have studied in vain the wrecks of republics of the past and we get no help. Time was when in our struggle with Great Britain we were glad to go to Almighty God for aid and aid was generously given. Why have we now forgotten to ask aid of that Supreme Friend who helped us in other days and can help us again. Mr. Chairman, I move that these meetings be hereafter opened with prayer." The motion was voted down but to Benjamin Franklin was given the privilege of suggesting the scheme of representation in House and Senate which was finally adopted, and who will say that the light which came to him was not the result of his prayer to Almighty God, and today in every state in this Nation and in the United States the Legislatures and the Congress open every day's session with prayer for guidance. And today we will not only back you with our money but we will back you with our prayers.

The principle of freedom and right or which your forces fight is as old as civilization. It thundered from Mt. Sinai and was transcribed by the hand of the Almighty on tablets of stone; it whispered in the songs of Milton and of Dante; it kissed the lips of Luther and of Calvin; it inspired the fathers as they landed on Plymouth Rock; it was in the heart of Washington as he knelt with his army about him at Valley Forge; of Lincoln as the smoke of Antietam rolled away, and dripping his pen in the

Southern Hotel



Court House



Library



Y.M.C.A.

Public Buildings, Jackson Tenn.

Elks Building



Federal Building



blood of heroes slain he wrote the Emancipation Proclamation. It inspired these noble boys in blue, as under the command of Grant they left their officers behind and charged up Missionary Ridge to victory, and it inspired those younger boys as they charged the heights of San Juan Hill and mingled their life blood with the water of a Southern stream, while over all and above all there waved to the breeze that grand old emblem of liberty and of loyalty and purity and integrity, the Stars and Stripes, of a United Nation.

"Red is the blood of America
And from heart to heart is its call,
And its crimson hue flows the whole
world through
For America stands for all.

White is the light of America
As it beacons our outer wall,
And it sheds its rays through war worn
days,
As its bright light stands for all.

Blue is the hue of America,
In the bend of its heaven-high wall,
And the world around by that color is
crowned,
So its true blue stands for ALL.

High in the sky of America
Are the stars which never shall fall,
And as long as they shine let them be
a sign,
That America stands for ALL."

And you boys stand for all that is
best in Waterloo, and for all that is best
in the State and in the Nation. And
your flag stands for all.

"For you've cut a piece from the *evening sky*

Where the stars were shining thru
And used it just as it was on high
For the stars and field of blue
And you've taken a part of a *fleecy cloud*

And some *red* from a rainbow bright
And put them together *side by side*
For the *stripes of Red and White.*"

And with that flag to lead you and
with our prayers to back you nothing
will be impossible as you go on to France
and to Berlin.

Now, boys, we love you, we know you
will do your best, we have confidence
in you. Goodby, May God bless you
and may God be with you till we meet
again.

WATERLOO HONOR DAY

Formation will be as follows:

FIRST DIVISION

Formation on East Fourth Street,
head of division to form at corner of
Fourth and Saxon.

- 1—Automobiles for mother of sons in service.
- 2—City officials and speakers.
- 3—Drum Corps.
- 4—Sons of Veterans.
- 5—Spanish-American War Veterans.
- 6—Waterloo Overland Band.
- 7—10 officials and employes.
- 8—Commerical Club.
- 9—Chamber of Commerce.
- 10—Rotary Club.
- 11—Red Cross.

SECOND DIVISION

Dane Street.

NORTH SIDE

- 1—Cedar Falls Band.
- 2—Waterloo Cas. Eng. Co.
- 3—Galloway Co.

SOUTH SIDE

- 4—Litchfield Co.

THIRD DIVISION

Saxon Street.

NORTH SIDE

- 1—Dewar Band.
- 2—Interstate Mfg Co.
- 3—Rath Packing Co.
- 4—Merchants division, including wholesale and retail.

SOUTH SIDE

- 5—All Cement Corporation Employes.
- 6—All storage and———Company Employes.
- 7—W. C. F. & M. Employes.
- 8—Corn Belt Tractor Motor Company.

9—Dart Mfg. Co.

FOURTH DIVISION

Argyle Street.

NORTH SIDE

- 1—Waterloo Military Band.
- 2—Iowa Dairy Separator Co.
- 3—Waterloo Soap Fixture Works.
- 4—Northey Mfg. Co.
- 6—Perricks Mfg. Co.
- 7—Norman's Mfg. Co.
- 8—United ——— Co.
- 9—Y. M. C. A. Boy Scouts.

- 10—Waterloo Mfg. Co.
- 11—Weise Egg Case Co.

SOUTH SIDE

- 12—Black Hawk Mfg. Co.
- 13—American Mfg. Co.
- 14—Scott Mfg. Co.
- 15———— Furnace Co.
- 16—Waterloo Register Co.
- 17—Waterloo Broom Co.
- 18—Moore Mfg. Co.
- 19—Howrey's Mfg. Co.
- 20—Swift Mfg. Co.
- 21—Waterloo Skirt & Garment Co.
- 22—Iowa Skirt & Garment Co.
- 23—Novelty Wire Works.

FIFTH DIVISION

Almond Street.

NORTH SIDE

- 1—Winthrop Band.
- 2—Creek Community of Waterloo.
- 3—Colored Unit all Factories.
- 4—Automobile Assn. & Salesmen.
- 5—Black Hawk Construction Co.
- 6—Citizens Gas & Electric Co.

SOUTH SIDE

- 7—Standard Hawkeye & Bartlet Mc-Sweeney Oil Co.
- 8—Waterloo Steam Boiler Works.
- 9—Lichty's Metal Product Co.
- 10—Conolly's Wagon Works.
- 11—C. G. W. & C. R. I. & P. Freight Depot Employes.
- 12—Salvation Army.
- 13—Headford Bros. Foundry and all other foundry employes.

SIXTH DIVISION

Pine Street.

Celwin Band.

Sixth Division to consist of employes from all factories and organizations that have not reported and have not been assigned to a place in one of the other divisions. Fraternal Societies taking part in the parade are requested to report at the corner of Fourth and Lime or Fullerton Place for assignment.

Chairman of Parade Formation Committee.

The Duty of the Employer in the Reconstruction of the Crippled Soldier

By Douglas C. McMurtrie, Director Red Cross Institute for Crippled and Disabled Men, New York City

BY DOUGLAS C. MCMURTRIE, DIRECTOR RED CROSS INSTITUTE FOR CRIPPLED AND DISABLED MEN, NEW YORK CITY.

We must count on the return from the front of thousands of crippled soldiers. We must plan to give them on their return the best possible chance for the future.

Dependence cannot be placed on monetary compensation in the form of a pension, for in the past the pension system has proved a distinct failure in so far as constructive ends are involved. The pension has never been enough to

support in decency the average disabled soldier, but it has been just large enough to act as an incentive to idleness and semi-dependence on relatives or friends.

The only compensation of real value for physical disability is rehabilitation for self-support. Make a man again capable of earning his own living and the chief burden of his handicap drops away. Occupation is, further, the only means for making him happy and contented.

Soon after the outbreak of hostilities the European countries began the estab-

lishment of vocational training schools for the rehabilitation of disabled soldiers. They had both the humanitarian aim of restoring crippled men to the greatest possible degree and the economic aim of sparing the community the burden of unproductivity on the part of thousands of its best citizens. The movement had its inception with Mayor Edouard Herriot of the city of Lyons, France, who found it difficult to reconcile the desperate need for labor in the factories and munition works, while men, who had lost an arm or a leg but were otherwise strong and well, were idling their time in the public squares. He therefore induced the municipal council to open an industrial school for war cripples which has proved the example and inspiration for hundreds of similar schools since founded throughout France, Italy, Germany, Great Britain, and Canada.

The disability of some crippled soldiers is no bar to returning to their former trade, but the injuries of many disqualify them from pursuing again their past occupation. The schools of training prepare these men for some work in which their physical handicap will not materially interfere with their production.

The education of the adult is made up largely of his working experience. The groundwork of training in his past occupation must under no circumstances be abandoned. The new trade must be related to the former one or be, perhaps, an extension or specialization of it. For example, a man who had done manual work in the building trades may by instruction in architectural drafting and the interpretation of plans be fitted for a foreman's job, in which the lack of an arm would not prove of serious handicap. A trainman who had lost a leg might wisely be prepared as a telegrapher, so that he could go back to railroad work, with the practice of which he is already familiar.

Whatever training is given must be thorough, for an adult cannot be sent out

to employment on the same basis as a boy apprentice. He must be adequately prepared for the work he is to undertake.

The one-armed soldier is equipped with working appliances which have supplanted the old familiar artificial limb. The new appliances are designed with a practical aim only in view; they vary according to the trade in which the individual is to engage. For example, the appliance for a machinist would be quite different from that with which a wood turner would be provided. Some appliances have attached to the stump a chuck in which various tools or hooks can interchangeably be held. The wearer uses these devices only while at work; for evenings and holidays he is provided with a "dress arm" which is made in imitation of the lost natural member.

An important factor in the success of re-educational work is an early start, so that the disabled man shall have no chance to go out unemployed into the community. In even a short period of exposure to the sentimental sympathy of family and friends his "will to work" is so broken down that it becomes difficult again to restore him to a stand of independence and ambition. For this reason, therefore, the plan for his future is made at as early a date as his physical condition admits, and training is actually under way before the patient is out of the hospital.

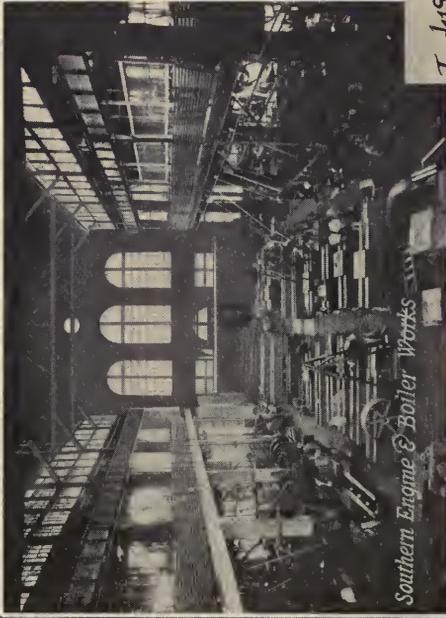
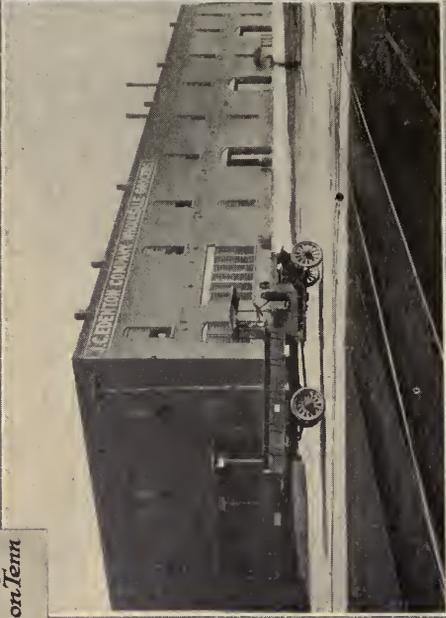
In the readjustment of the crippled soldier to civilian life, his placement in employment is a matter of the greatest moment. In this field the employer has a very definite responsibility.

But the employer's duty is not entirely obvious. It is, on the contrary, almost diametrically opposite to what one might superficially infer it to be. The duty is not to "take care of" from patriotic motives, a given number of disabled men, finding for them any odd jobs which are available, and putting the ex-soldiers in them without much regard to whether they can earn the wages paid or not.

Yet this method is all too common.



*Industries
Jackson Tenn*



A local committee of employers will deliberate about as follows: "Here are a dozen crippled soldiers for whom we must find jobs. Jones, you have a large factory; you should be able to take care of six of them. Brown, can you not find places for four of them in your warehouse? And Smith, you ought to place at least a couple in your store."

Such a procedure cannot have other than pernicious results. In the first years of war the spirit of patriotism runs high, but experience has shown that men placed on this basis alone find themselves out of a job after the war has been over several years, or in fact, after it has been in progress for a considerable period of time.

A second weakness in this method is that a man who is patronized by giving him a charity job, comes to expect as a right such semi-gratuitous support. Such a situation breaks down rather than builds up character, and makes the man progressively a weaker rather than a stronger member of the community. We must not do our returned men such injury.

The third difficulty is that such a system does not take into account the man's future. Casual placement means employment either in a make-shift job as watchman or elevator operator such as we should certainly not offer our disabled men except as a last resort—or in a job beyond the man, one in which, on the cold-blooded considerations of product and wages, he cannot hold his own. Jobs of the first type have for the worker a future of monotony and discouragement. Jobs of the second type are frequently disastrous, for in them a man, instead of becoming steadily more competent and building up confidence in himself, stands still as regards improvement and loses confidence every day. When he is dropped or goes to some other employment, the job will have had for him no permanent benefit.

Twelve men sent to twelve jobs may all be seriously misplaced, while the

same twelve placed with thought and wisdom and differently assigned to the same twelve jobs may be ideally located. If Normal workers require expert and careful placement, crippled candidates for employment require it even more.

The positive aspect of the employer's duty is to find for the disabled man a constructive job which he can hold on the basis of competency alone. In such a job he can be self-respecting, be happy, and look forward to a future. This is the definite patriotic duty. It is not so easy of execution as telling a superintendent to take care of four men, but there is infinitely more satisfaction to the employer in the results, and infinitely greater advantage to the employe. And it is entirely practical, even in dealing with seriously disabled men.

A cripple is only disbarred by his disability from performing certain operations. In the operations which he can perform, the disabled man will be just as efficient as his non-handicapped colleague, or more so. In the multiplicity of modern industrial processes it is entirely possible to find jobs not requiring the operations from which any given type of cripples are debarred. For such jobs as they can fill the cripple should be given preference.

• Thousands of cripples are now holding important jobs in the industrial world. But they are men of exceptional character and initiative and have, in general, made their way in spite of em-



SERVICE FLAG, IOWA DIVISION, I. C. R. R.
CARRIED IN PARADE IN FORT
DODGE, IOWA.

ployers rather than because of them. Too many employers are ready to give the cripple alms, but not willing to expend the thought necessary to place him in a suitable job. This attitude has helped to make many cripples dependent. With our new responsibilities to the men disabled in fighting for us, the point of view must certainly be changed. What some cripples have done, other cripples can do—if only given an even chance.

The industrial cripple should be considered as well as the military cripple, for in these days of national demand for the greatest possible output there should not be left idle any men who can be made into productive workers.

With thoughtful placement effort, many men can be employed directly on the basis of their past experience. With the disabled soldiers who profit by the training facilities the government will provide, the task should be even easier.

This, then, constitutes the charge of patriotic duty upon the employer:

To study the jobs under his jurisdiction to determine what ones might be satisfactorily held by cripples. To give the cripples preference for these jobs. To consider thoughtfully the applications of disabled men for employment, bearing in mind the importance of utilizing to as great an extent as possible labor which would otherwise be unproductive.

To do the returned soldier the honor of offering him real employment, rather than proffering him the ignominy of a charity job.

If the employer will do this, it will be a great factor in making the complete elimination of the dependent cripple a real and inspiring possibility.



PARADE OF CLASS 1 MEN, FORT DODGE, IOWA.

The Two Evening Trains

The first train leaves at 6:00 p. m.
For the land where the sleep flower blows,
The mother dear is the engineer,
And the passenger laughs and crows.

The palace car is the mother's arms;
The whistle a low sweet strain;
The passenger winks and nods and blinks,
And goes to sleep on the train.

At 8:00 p. m. the next train starts
For the pleasant land afar;
The summons clear falls on the ear,
"All aboard for the sleeping car!"

But what is the fare to this pleasant land?

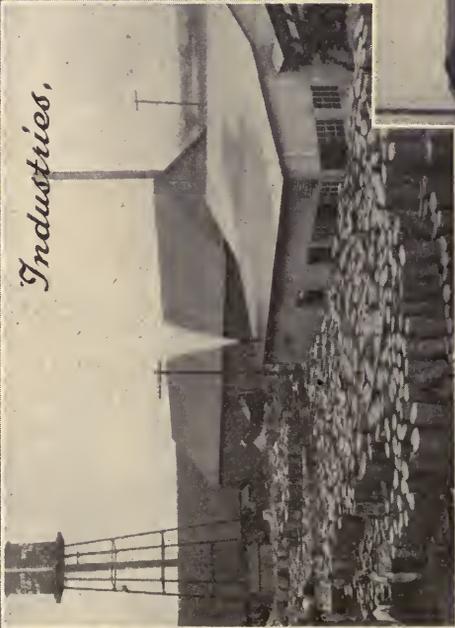
I hope it is not too dear;
The fare is this—a loving kiss—
And it is paid to the engineer.

So I ask of him who the children took
On his knee in kindness great,
"Take charge, I pray, of the trains each
day,
That leave at 6 and 8.

"Keep watch o'er the passengers," thus I
pray,
"For they are very dear;
And have special ward, Oh, gracious Lord,
O'er the gentle engineer."

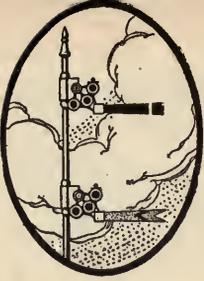
—Exchange.

Industries,

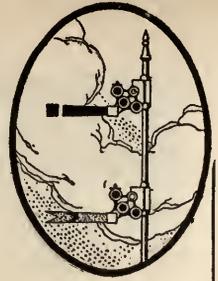


Jackson Tenn.





SAFETY FIRST



Pointed Paragraphs

“It is important to protect property; it is more important to protect life.”

“Better a year too early than a minute too late.”

“Carelessness is the short cut to the grave.”

“The safety movement is not a theory, it is a crusade.”

The innumerable number of don'ts that have been published regarding “Safety First” seems to have been lost sight of in many instances, same as the Rules of the Transportation Department.

Rule 760 reads:—

IN SWITCHING, WHERE IT IS NECESSARY TO DISTURB CARS THAT ARE BEING LOADED, OR UNLOADED, NOTICE MUST FIRST BE GIVEN TO ALL PERSONS IN OR ABOUT THE CARS THAT ARE TO BE MOVED. WHEN CARS ARE SO MOVED THEY MUST BE RETURNED TO THE SAME POSITION AS FOUND.

Several injuries have occurred from violation of this rule. Custom perhaps, is responsible for many accidents that could have been avoided, and in investigations it is found that Train and Enginemen say "We did our work as was our usual custom." After some one has been injured it is found the usual custom was in violation of the Rules.

A train crew doing switching at a station—Conductor called to his men "Don't do it that way, it is customary to do it this way." Result—an accident. This custom perhaps had been in vogue since the railroad was put in operation and many accidents had been the result, yet the custom prevailed.

Why not comply with Rules and work the safe way, regardless of custom? Don't say it cannot be done until you have given it a thorough trial.

"Under the safety flag all men are allies."

"Safety is the corner stone of efficiency."

"A bed at home is worth two in the hospital; careful men keep clear of accident."

"Do not take short cuts through dangerous places; take time to be safe."

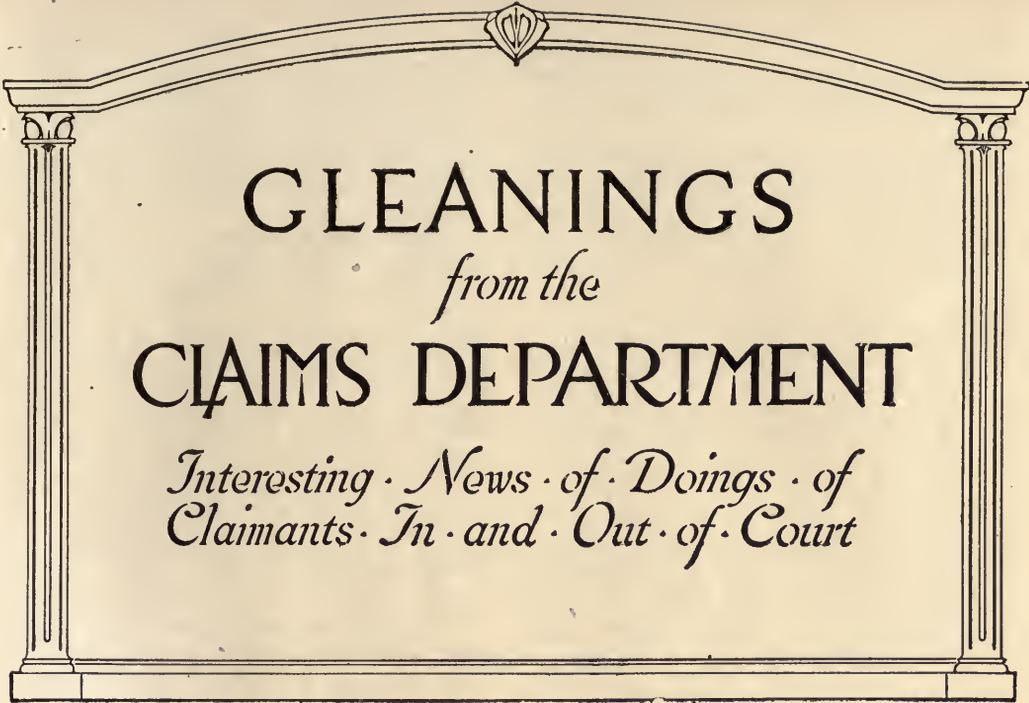
"Let one accident prevent another; profit by the experience of others."

"Safety First means a clear mind, steady hand and quick action in emergencies."



*Churches
Jackson Tenn*





CLEANINGS

from the

CLAIMS DEPARTMENT

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

THE HARM OF CARELESSLY WRITTEN LETTERS

Regional Director Winchell recently wrote a letter to Federal Managers under his jurisdiction, reading as follows:

“In connection with our campaign to win public favor, I ran across something in the MANUFACTURERS’ NEWS, written by Homer J. Buckley, which interested me and which I think enough of to ask you to give attention, and to bring to the attention of all of your minor officials who have occasion to correspond with the public. Mr. Buckley says, ‘If you want to get a shock send for the files of your Claim and Adjustment Department and read over the carbon copies of the correspondence of that day and see how your customers are being treated. If you do not find a need for better letters, the kind that will hold the customer, then your house is an exception.’ The same methods that ought to be adopted to hold the business of a commercial house are wise methods for us to fol-

low to secure the confidence of railroad patrons, whom we are particularly anxious to please under this Federal administration. Carelessly written letters, either dictated by a superior or a subordinate officer, can materially hurt the cause to which we are giving so much attention. Let us all take stock in this matter now, and at intervals in the future.”

The General Claim Agent circularized Mr. Winchell’s letter to all Claim Agents. The replies received from the Claim Agents were very interesting, one of which is quoted below:

“I am sure that you do not have a man serving under your direction for a period of six months but what has learned as his first lesson the worth and value of polite correspondence. One is at short range with any other weapon.

“I have read with interest the letter you quote from Mr. Winchell, wherein he says that Homer J. Buckley writes in the MANUFACTURERS’ NEWS: ‘If you want to get a shock, send for

the files of your Claims and Adjusting departments and read over the carbon copies of the correspondence of the day.'

"In a sense I am constrained to agree with Mr. Buckley; one might receive some shock, but I do submit that the high voltage and extreme polarity must not be confined to the carbon copy. Occasionally there is plenty of dynamic and electromotive force in the opposite electrode; there can be no shock unless we have a circuit and both opposing electrodes active; there is no shock unless both are working splendidly. Hence, in a measure, I agree with him.

"But how much better if we all be refined, civil, and complaisant relative to these matters; I went to call upon a party recently determined I would be justified in refusing reimbursement to any degree; I met more than a master of myself; a more gracious gent'eman I have seldom encountered; needless to say he was victor throughout, and I was never so obligingly whipped in all my life, and I told him so."

FLIES IN THE OINTMENT

The unethical activities of damage suit lawyers was discussed by General Claim Agent H. B. Hull, of the Illinois Central, at the recent convention of the National Association of Railway Claim Agents, which was held in Chicago, as follows:

"Director General McAdoo has announced that one of his policies in the conduct of the railroads will be 'just and prompt compensation for injuries received' by employees.

"Hon. John Barton Payne, General Counsel, Division of Law, in a letter dated May 28, 1918, relating to personal injury claims, said: 'It will be the policy of the Government to discourage litigation, and to deal directly with injured persons to the end that the injured person may receive the benefit of any amount which the Government pays, without the expense of litigation, and without being compelled to turn

over one-third or one-half to an attorney.' In further explanation of this policy, Judge Payne said it meant dealing directly with the person or persons affected in the simplest possible way without the services of an intermediary.

"The claim men of the country are endeavoring to comply with the expressed wishes of the Railroad Administration. In handling the vast volume of business entrusted to them, I predict that they will measure up fully to the expectations of the Government, but, gentlemen, there are flies in the ointment. I regret to say that some of the soliciting lawyers are very active and are not giving the railroads an opportunity to deal directly with their injured employees. They resort to all kinds of unethical practices in order

"Only a very small per cent of lawyers, probably not more than one per cent, solicit personal injury cases, either directly or indirectly. At the present time, I doubt if the per cent is even that large. Bar Associations condemn the practice of soliciting business, all reputable lawyers condemn it, and yet, for some reason, it is permitted, and the soliciting lawyers still flourish. To what extent the unethical activity of soliciting lawyers interferes with the efficiency of the transportation machine cannot be definitely told, but we claim men know that it is considerable.

"If the Railroad Administration would make an example of one or two of these soliciting lawyers in each of the large railway centers, by instituting disbarment proceedings against them, such action would amount to a great public service, because it would undoubtedly put an immediate end to the destructive system. Injured employees would then be permitted to effect direct and amicable adjustments of their claims and suitable employment would be found for most of them. The dockets of the courts would not be filled to overflowing with unnecessary litigation. Railroad men would remain at their posts of duty, instead of

spending much of their time in court-houses waiting to be called as witnesses in railroad cases. In the small percentage of cases where employes and the railroads were unable to agree upon adjustments, and litigation was necessary, the employes would be permitted to select their own lawyers and they would no doubt get much better ones.

"The Railroad Administration has already done much to discourage the solicitation of personal injury cases, but evidently more drastic action will be necessary before the sniping is entirely eradicated.

"The chief stock in trade of the soliciting lawyers is charging that the railroads do not deal fairly with injured persons. I have been connected with the Claim Department of the Company which I represent for more than twenty years, and I have yet to hear of a single case, after an employe had been settled with, where the employe claimed that he had been unfairly dealt with, but I know of many instances where claimants have been outrageously treated by soliciting lawyers, cases where the soliciting lawyers accepted compromises which the Company would gladly have made direct with the claimants and pocketed one-half of the amounts collected as fees.

"Recently, injured employes in our Central Hospital in Chicago handed in to the Company a number of copies of a little booklet entitled, "What Are Your Injuries Worth?" one paragraph in this advertisement reading as follows: 'In Chicago alone there are over six thousand attorneys. One hundred and fifty of them devote themselves to personal injury cases. Ten of them are men of ability, and of the ten five are honest.' These booklets were distributed by a former railway employe, who gave each injured person one of his business cards. Printed immediately after his name was the word 'with' and following that was the name of a prominent soliciting

lawyer of Chicago, his telephone number and office address. Several of our injured employes were taken by this solicitor in an automobile to the office of the lawyer and talked with him about their cases, and we are getting a number of notices of suits filed by this same lawyer. In one case he served notice of assignment in a claim for the death of an employe after compromise had been agreed upon between the widow and the Company. He later took up the question of compromise with the Claim Department and was told that no more would be paid through him than had been offered the widow direct. Thereupon he accepted that sum and took out of it 25 per cent for his fee and a further sum to cover expenses and advancements, and remitted the balance to the widow.

"In another case a Polish laborer, while working around a penstock on our suburban tracks in Chicago, fell on the track and was run over by a suburban engine. He sustained injuries which resulted in amputation of both arms. He was taken immediately to our Central Hospital, where his claim was later solicited by representatives of three different lawyers. In a short time after this unfortunate man sustained his terrible injury, attorney's liens were served upon the Company by three different lawyers, whose representatives solicited the case. To one of the lawyers the injured man assigned one-half of any amount recovered as a fee; to another he assigned one-half, and to the third he assigned one-third in case of compromise before suit and one-half in case of recovery through suit. It will be seen that this poor fellow assigned away to lawyers all of his claim for damages and an additional half interest which he had already disposed of. You may ask what the Company offered to do for this man? I will state that the case was held to be one falling under the Illinois Compensation Act and the Company offered to pay the unfor-

tunate man according to the schedule of the Act, and is still willing to do so, but his attorneys refuse to release him from the contracts which he entered into with them.

"These disgraceful conditions exist today in spite of all that the Government has done to make them impossible."

THE HARVEST OF LIVES.

Twenty years ago, when men began to experiment with horseless vehicles, death must have chuckled and indulged in a victorious smile. Death looks into the future with the advent of the gasoline-driven vehicle; death said, here comes a new ally and it will prove one of the most efficient I have ever employed.

And death knew what he was talking about.

Death's harvest Sunday, through this instrumentality, was greater than its toll of Waterloo men on the battlefield, since the war began. Meditate on that statement. More lives snuffed out in the twinkling of an eye in Waterloo Sunday through carelessness than have been lost by this city in fifteen months of warfare.

That sounds like an indictment of the automobile, doesn't it? But the automobile is innocent. The horse, usually responsive to the desire and command of its driver, sometimes breaks from control and does terrible damage. The automobile never. The auto is always responsive. It is a known quantity. Under certain conditions it will do certain things. The driver makes the conditions.

Practically all automobile accidents originate in the driver's mind. The auto carries out his will whether the will be right or wrong. The whole matter narrows down to a problem in psychology.

Iowa is swarming with people at the wheels of automobiles who are wholly unfitted to drive cars. We insist that men who concern themselves with our bodies; doctors before, and embalmers

after death, shall submit to rigid examinations as to proficiency, before they are licensed to do their work. We turn half a dozen people in an automobile over to a man or woman who may lack every quality of mind and body necessary to safely operate the car, without asking a question or imposing a restriction with reference to fitness.

Can one imagine anything more unsensible? Perhaps some day the law-making body will look this matter in the face and adopt measures to protect our people against themselves. Until then the slaughter will continue unhampered. *Waterloo (Ia.) Courier and Reporter.*

TROUBLE AND EXPENSE CAUSED BY KILLING A DOG

Under the Law of Mississippi a dog is considered property and placed in the same category as live stock, when it is killed by a train and in consequence suit is brought, for damages.

On October 7th, 1916, Y. & M. V. train No. 504 struck and killed a dog belonging to S. Greenwald, in the village of Pattison, Miss. Notice of suit in the Justice Court for \$200.00 was the first the claim department knew of the matter. A judgment was there obtained and the case appealed to the Circuit Court where a verdict was given the plaintiff of \$5.00, from which he appealed to the Supreme Court, the judgment there being reversed on the ground that it was too small. A second trial was had in the Circuit Court in July, 1918, resulting in a verdict of \$150.00.

The engineer and fireman testified that the dog was running alongside the track and when the engine was within thirty feet it tried to run across and was struck. Several witnesses appeared, some corroborating the engine crew and others stating that the dog had been running up the track ahead of the engine a short distance and that the train struck and killed it without any apparent effort being made by the engineer to sound the whistle or stop.

The two trials cost the company for

witnesses, \$79.82. Adding to this the court costs, cost of appeal, expense to the county for juries, court machinery, etc., must at least have caused an aggregate expense of \$300.00.

What would the ordinary passenger say if a train stopped every few miles and upon inquiry was told that it stopped because a dog was on the track and that under the law the engineer must stop and get it off, or subject the railroad to damages; or how about so delaying a train loaded with a part of Uncle Sam's army or some of its supplies? Would it not be a little more reasonable to require the owner of the dog to take care of it and keep it off of the track, or else assume the risk of its being killed, than to require the stoppage and delay of traffic or the expenditure of vast sums of money in settlement of claims or suits because dogs do not always display the intelligence with which they are usually credited.

OLD NEGRO SAYS THE PRESIDENT GENEROUS TO HIS SON-IN-LAW

A dusky sky-pilot in Arkansas was exhorting his followers to "come across" more liberally during the recent Red Cross campaign. He had pleaded with them, called upon them with all the patriotic fervor he possessed, but with little success. Finally he played his trump card.

"Looka here, niggahs," he said, "you bettah come across, 'cause ef you doant that great and wonderful President Wilson is a gwine t' cum down heah an' take away all your cotton an' mules an' corn an' everything to hep win dis wah. "Doan yo' think he can't do it, 'cause he can. Look how he fixt them railroad presidents.

"He took all their railroads away from them. All the trains, an' the en-

gines, an' Pullman cars, an' day coaches, an' baggage cars, an' freight cars, an' cabooses, an' the rails, an' everything about the railroads.

"Then he tell them railroad presidents: 'G'wan' away from heah, an' git yo'selves another job.'

"'N'en what'd President Wilson do? Why, he jes tuck all o' them railroads an' giv' 'em to his son-in-law, an' sez, 'Here, Mr. McAdoo, they's yo's; go ahead an' run 'em.'—*The Ballard (Ky.) Yeoman.*

WOULD STOP CATTLE LOSS

The State Council of Defense in Mississippi has launched a movement for the prevention of the needless waste of live stock such as the destruction of stock by the railroads. The council under the direction of H. O. Pate, executive secretary, has compiled a list of the names of those who have had stock killed by the railroads of the state during the past 12 months. These parties will be asked to sign pledges to the effect that they will make every reasonable effort to keep their stock off the right-of-ways of the railroads.

Thousands of head of stock are killed annually by the railroads and it is believed by an intensive campaign this needless wastage of valuable stock can be greatly reduced. The campaign is being waged with some success and the results will exceed by far the most sanguine expectations of the leaders of the movement.

The plan is being operated through the medium of the County Councils of Defense which are auxiliaries of the state council. Secretary V. B. Imes of the Lowndes County Council has received a list of the people in this county who have had cattle killed during the past 12 months and these parties will be asked to sign the pledges.—*Memphis (Tenn.) Commercial Appeal.*



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 ▲ ▲ ▲ ▲

HOW TO SELECT FOODS.

What the body needs.—How can the housekeeper tell whether or not she is purchasing the foods which the family needs and is getting the best possible returns for the money she spends. Unfortunately the price paid for food is no test of the nourishment it yields to the body. Tomatoes at 20c per pound or more in winter do not build body tissue nor furnish fuel for the body engine any better than those at less than 5c a pound in summer, nor does fancy capon at 40c per pound nourish the healthy body more generously than fowl at half that price. Appetite is not always a safe guide. A child's appetite might be satisfied with a diet of nothing but sugar, but this certainly would not be good for him. Hunger and its satisfaction cannot be relied upon, as a bulky diet of potatoes or bananas alone would soon make a person feel that enough had been eaten, but the body would not be properly nourished.

It is therefore evident that one should know what the body needs for its nourishment and how these needs can be filled by the selection of the appropriate food materials. This article is intended to give some information in this regard.

The day's food. A man who does fairly hard muscular work would be likely to get the food which his body needs if supplied daily with such a combination as the following:

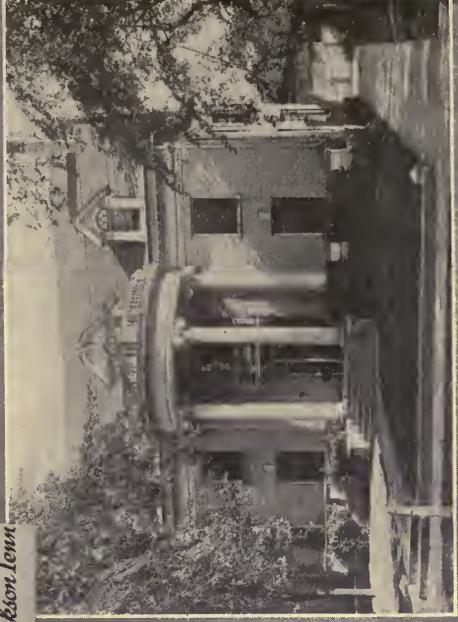
1¼ lbs. of bread, 2 oz. of meat drippings or other fat, 2 oz. of sugar or ½ cup of honey, 1¼ lbs. of fresh fruits or root vegetables, 12 oz. of moderately fat meats, poultry, fish, eggs, cheese, dried

beans, peas or peanuts. Milk also belongs among these foods, but because of the large amount of water it contains, half a glass of it is only equal in food value to an ounce of the other foods mentioned. A man who works hard out of doors all day probably would need more food than this, and one who sits all day at his desk would require less. The amounts referred to would be suitable for a man employed as a salesman in a store, who walks about more or less and does a certain amount of lifting, or other similar occupation which calls for a moderate degree of exercise.

A family consisting of a man, woman and three children, the parents being employed at moderately hard muscular work, and the children ranging say between 3 and 12 years of age, would get the food they require if supplied daily with the following:

4½ lbs. of bread (having the same value as 3 lbs. of oatmeal, cornmeal, hominy or rice); ¾ cup of fat (butter or beef drippings or other fat—a weekly allowance of 3 lbs.); a little more than 1 cup of sugar or a weekly allowance of 4 lbs.; and 4 lbs. of fresh fruits or root vegetables; and 3 quarts of milk and 1 lb. of other foods taken from the meat and meat substitute group (or 2 quarts of milk and 1½ lbs. taken from the meat and meat substitute group).

The above calculation is based on the assumption that cereals contain on the average about 12 per cent protein, 1 per cent fat and 75 per cent carbohydrates, and that one pound of bread contains about ⅔ of a pound of cereal; that butter, lard, oil and other fatty foods average 90 per cent fat; that fresh fruits and root vegetables average about ½ per cent



*Residences
Jackson Tenn.*



protein and 10 per cent carbohydrates, with very small quantities of fat; and that meats, fish, eggs, cheese, etc. may be considered to average about 14 per cent each of protein and fat. The estimate also assumes that all the fat obtained with the meats, etc., is utilized, being either eaten with the meat or saved for use in cookery. Under these conditions the fuel value of the diet would be about 10,000 calories per family per day. The protein value would be about 330 grams per day for the family.

The above foods would supply the following substances in about the right proportions to keep the family in a healthy condition, and the food would taste right providing it was well prepared:

Mineral substances, such as lime salts, compounds of phosphorous, iron. These are used by the body for building material and are found in all parts of it. Without fruits and vegetables certain mineral substances would be lacking. One of the mineral substances, lime, is especially necessary for children and is obtained by them from the milk consumed.

Protein serves as fuel for the body and provides nitrogen needed to keep the body in repair. Without meat or meat substitutes (including milk) meals would be lacking in this body-building material.

Starch is one of the chief fuels of the body and is supplied by cereals.

Sugar also serves as fuel for the body. It is found in milk and fresh fruits, but unless small amounts of sugar itself are used the diet is likely to be lacking in it.

Fat is another fuel and is present in meats, nuts and other foods, but unless small amounts of fat materials like butter, oil, cream, etc., are used there would not be sufficient fat in the diet.

Cellulose is a material which makes up the framework of plants. It gives bulk to the diet and may tend to prevent constipation. Fruits and vegetables supply this element in the diet.

The following suggestions may be of assistance in enabling one to get full food value for money expended:

Prepare cereal breakfasts, taking pains to prepare them so as to be palatable, and having a sufficient variety from day to day so as to not tire of them.

A quart of milk a day for each child to be used as a beverage and in cooking is not too much.

Skim milk should never be substituted for whole milk as the principal food in a child's diet, but it is as valuable as whole milk as a source of protein and mineral substances in the general diet.

It should be remembered that except in the case of milk for children, the amount needed of foods especially useful for body building purposes—that is, meats and meat substitutes, fruits and vegetables—is not large, but what is needed, is needed very much.

Do not be ashamed to plan closely. Thrift in the matter of conserving the food means providing enough food—neither too much or too little.

Many inexpensive materials can be made attractive and the diet can be pleasantly varied by a wise use of different flavorings.

Good food habits are an important part of personal hygiene and thrift. Children get such habits by having the proper amount of suitable foods served to them and then being expected to eat what is set before them.

True economy lies not only in buying wisely, but in making the fullest possible use of what is purchased.





Jackson Tenn.

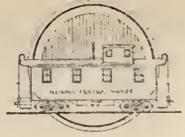


Residences





Freight Service



Superintendents:

Am quoting letter received from the U. S. Food Administration. This in connection with the placards and circular letter sent you recently for distribution to shippers of live stock and employes. Will be glad to have you see that each employe, having to do with handling of live stock, is familiar with these instructions.

"In connection with the exceedingly important matter of hog mortality, and the losses which are now incurred in the transportation of these animals:

"We have conducted a wide correspondence with the most important stock interests in the U. S., and have obtained the opinions of experts, including shippers, receivers and veterinarians.

"As the result of this correspondence, certain suggestions to shippers have been given; forms of posters and circular advices prepared and a strong effort made to enlist the help of producers.

"In addition to the above, we have compiled the following suggestions as representing the views of the best posted men in the business, and intended to show the handling which ought to be given by carriers:

"1. Cars containing stock should not be accepted, nor bills of lading signed, until a representative of the carrier has personally inspected the load.

"2. Crowding and overloading should be positively prohibited. In this respect the exercise of good judgment on the part of agents is of the highest importance.

"3. Stock arriving in terminals must be promptly delivered at unloading points.

NOTE: It is suggested that each line set a definite maximum limit for the guidance of yardmasters. At one of the largest Southern receiving points this is now fixed at forty-five minutes. It is understood this time will vary as individual conditions may require.

"4. Stock should be pulled from loading pen and yards at the latest time possible for the schedules on which it is intended to move.

"5. Cars containing stock must not be set on tracks surrounded by buildings, or by other cars, but always on open tracks. A free circulation of air must not be impeded.

"6. Require cars loaded with hogs to be bedded with either sand or clay, and refuse to accept from shippers or connections cars bedded with straw, hay, sawdust, or shavings.

"7. Insist that the bedding of cars containing hogs shall be thoroughly drenched at loading point, and that the hogs themselves shall be sprayed.

"8. Permit notations on way bills that hogs are to be drenched in transit. and require a record showing when and where drenching is performed.

"9. Require trainmen and yard employes to exercise judgment and to spray freely when hogs are seen to be hot. If necessary, provide facilities by which this service can be performed. During hot weather, both bedding and hogs should be drenched at least twice daily; the bedding especially should be saturated.

"10. To drench, use a hose with sufficient pressure to throw the water across the car and against the slats. Do not throw the water directly against the hogs except in the form of a fine spray, moving rapidly. But be certain the bedding is thoroughly soaked.

"11. Do not drench at night.

"12. When hogs are unloaded for feed and rest, insist that only covered pens shall be used.

"We very strongly urge, if it has not been done, that you reproduce these suggestions in the form of instructions to employes, amplifying them, of course, as you may think necessary.

"So far as drenching is concerned, we have, if anything, minimized its importance, and the extent to which it should be performed."

Kindly acknowledge receipt, and advise results.

J. L. EAST,
Superintendent Freight Service.

Roll of Honor

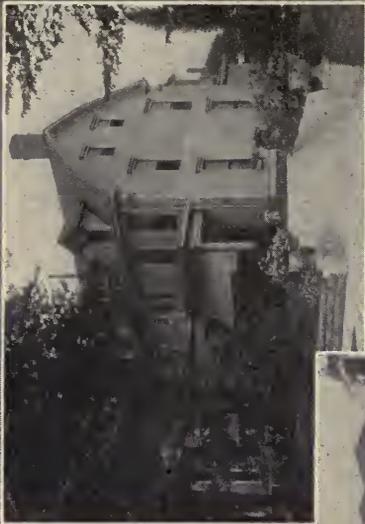
Name	Occupation	Where Employed	Years of Service	Date of Retirement
Patrick Vaughn	Cross. Flagman	Rockford, Ill.	20	2/28/18
James Fitzpatrick	Engineman	Chicago, Ill.	40	6/30/18
James Culton	Com'l Agent	Denver, Colo.	46	8/31/18
Victor E. Labbe	Trav. Pass. Agt.	New Orleans	37	8/31/18
Cicero Clark (Y&MV)	Agent and Opr.	Stanton, Miss.	31	8/31/18

Freight Service Department.

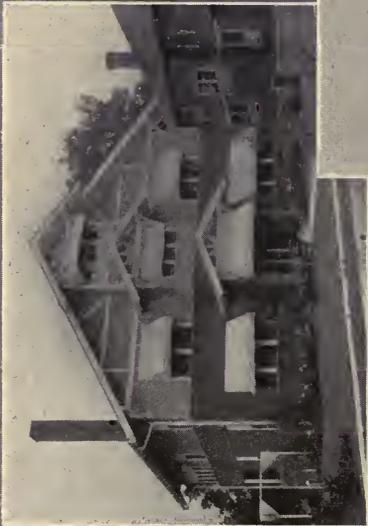
Winfield Scott Smith

Son of Henry and Martha Smith was born in Freeport, Illinois, January 22nd 1853 and departed this life August 5th, 1918. Aged 65 years, 6 months and 13 days. He made Freeport his home until the year of 1896 when he came to Forrester as telegrapher for the Illinois Central R. R. Co. which position he filled up to February 1918, when failing health required that he retire from the service of this company, having served 40 years as a diligent and faithful employe. He was the oldest telegrapher on the Wisconsin Division in years of service and a more conscientious employe could not be found. On June 27th, 1907 he was united in marriage to Miss Amanda E. Tallman of Lanark, Ill., and maintained a model home which was ever a heaven of rest to him. No place was cherished or loved by him more than his home. Scotty as he was called, had many friends who mourn his departure. He spent his entire life in labor and just at the time when he was going to spend

his few remaining years in the enjoyment of his labors the Master says, "It is enough," and called him home. To many, Scotty may have seemed stern in his ways, but no one possessed a tenderer heart than he. He admired principle and hated hypocrisy, and freely expressed himself on these subjects. He leaves to mourn his departure a loving wife, three sisters and one brother, Mrs. Martha Green of Chicago, Mrs. Catharine Atchison of Rockford, Mrs. Lillie Hagart of Willoughby, Ohio and Harry of Iowa, and a host of friends and neighbors. We believe Scotty lived his life as he understood it, and if he has made a mistake he has gone to one who can forgive. His last days were among his happiest days. While he no doubt realized that the passing was near he met the end bravely as he passed Through the Valley of the Shadow of Death. The funeral services were held at the home in Forrester on Tuesday afternoon at 1:30 o'clock, Rev. L. Woods, Pastor of the Lutheran Church officiating. The interment was at White Oak Cemetery.



Jackson Tenn.



Residences



Claims Committee Recommendations

The Following Recommendations Are Among Those Most Recently Made by the
Claims Committee

CALL UPON ALL EMPLOYEES TO HELP DETECT THE THIEVES.

Comment is made in one report of Claims Committee upon thirty-five freight claims settled during the one week. The cause which produced fifteen out of the thirty-five cases was robbery. Robbery is responsible for a large per cent of all freight claims settled. It used to be that robbery of freight while in transit was in the majority of instances committed by parties on the outside. At the present time, much of it is done by parties on the inside; that is, by employes, or by employes working in conjunction with outside persons. Since our country has been at war, robbery of freight in transit has been on the increase on all railroads. In a measure this has been due to the scarcity of commodities and their increased cost. The Illinois Central system is no exception to the rule and the increase in robbery of freight in transit on this system has become alarmingly large. In the opinion of your committee, there is too much disposition on the part of officers and employes to let the detecting of theft be done by the special agents. In normal times that may work, but in these abnormal times, when the tendency to rob is so great, the special agents are not numerous enough to cope with the situation. Your committee would recommend that every officer and employe on the railroad be immediately interested in helping to catch the thieves responsible for robbing government freight entrusted to our company. Beginning at once, let every employe of the company consider that he has been specially requested by the management to assist in the eradication of dishonesty, and particularly the pilfering of freight. If the officers and employees can be thoroughly roused on this subject, they can stop these losses. It may become necessary to expose and prosecute a few thieves. No self-respecting employe would knowingly protect a thief.

ROUGH HANDLING OF CARS MEANS HELP TO THE ENEMY.

One of the problems on the railroad is getting information to the men who do the work. Recently the agent at one of the most important terminals on this railroad advised the chairman of the Claims Committee that he had seen but two of the reports of the committee. This is the twenty-sixth report. Out of that number the agent at one of the biggest points on the railroad, a place responsible for originating many claims, has seen but two. If information does not reach important sources, it is very much more unlikely to reach the employes generally.

The thing which the Claims Committee wishes to bring before the officers and employes of the company in this report is the loss and damage to freight due entirely to rough handling of cars, not to accidents such as collisions and derailments, but just the ordinary rough handling of cars in trains and in the yards, which is one of the principal causes of loss and damage to freight. It seems this important matter has been neglected, no doubt because of the frequent difficulty in locating the rough handling. Cars can be switched to fast, as well as too slow. Trains can be stopped too quickly, as well as too slowly. Every rough switch of a loaded car carries with it the risk of damage to contents and the consequent paying out of the company's funds. At this time it is more important than ever before to handle cars so as not to damage them, and also to handle them so as not to damage the contents. A yard or train crew that unnecessarily damages cars, or contents of cars, at this time, is guilty of disloyalty, not only to the railroad company, but also to the government. It has been made very clear by the President of the United States that the war can be lost in this country, as well as at the fighting front. Every pound of food, every pound of coal, every pound of steel, every article of wearing apparel unnecessarily damaged in transit is an economic waste which detracts from the efficiency of the Government in the great job which it has in hand of winning the war. It is also true that every pound of food, every pound of coal, every pound of steel, every article of wearing apparel unnecessarily damaged at this time costs the company much more than ever before. Let each division organization ask itself these questions: "How many times has it disciplined a yard crew or a train crew during the past six months for rough handling of cars? How many times has a division officer gone out of his way to try and detect yard crews and train crews guilty of unnecessary rough handling of cars?" Carelessness and negligence of employees in the unnecessary rough handling of cars is more wanton and inexcusable than the negligence of the employe who, through momentary lapse of memory, causes an accident entailing a great amount of loss. Such accidents are given great attention, but the minor acts of carelessness and negligence, which, in the aggregate, are costing the company so heavily, are too frequently overlooked.

The men in the yards and on the road should be appealed to to stop rough handling of cars. Your committee believes the great majority of them will promptly and heartily respond to such an appeal. If

there are incorrigibles among our employes, men who do not care anything about the effect and results of their carelessness and negligence, they should be gotten rid of. Such men are a detriment to the railroad and to the government, but your committee believes there are very few, if any, of them employed on this railroad.

Your committee recommends that every officer and every employe of this company, from now on, constitute himself a committee of one to prevent the rough handling of cars in the yards and in trains. Get word to every trainman, switchman and engineman that the rough handling of cars means help to the enemy.

Rejecting Freight not Properly Packed and Marked.

The report of the Claims Committee meeting, held June 10th, contained a recommendation, from which the following is quoted: "The railroad company ought not to accept for shipment freight of any kind which is not properly marked and prepared for shipment." An earnest effort was made to put this plan into effect at Memphis last week, resulting in 200 shipments being refused and turned back to shippers on account of improper marking and improper preparation for shipment of the commodities offered. This result indicates that the company has heretofore accepted thousands of shipments on which it later had to pay claims because of failure to enforce classification requirements. Another recommendation of the Claims Committee was "When shipments are damaged in transit, every effort should be made to re Cooper, recondition and repair them in order that delivery may be effected." At Memphis the records for the past thirty days show that 1,066 bad order inbound shipments were re Coopered and delivered without exceptions. These are examples of what can be done through painstaking effort and determination on the part of agents. Agents have the biggest field of all to work in to reduce loss and damage to freight. The two things which they can do which will show the best results are (1) to see that no freight is accepted for shipment unless it is properly marked and packed in accord-

ance with classification requirements, and (2) to take special interest in re Coopering and effecting delivery of bad order freight. Your committee would recommend that these matters again be brought to the attention of agents, because they are of paramount importance, and while some agents are taking a lively interest, others are not doing so.

Car Seal Records.

One of the fundamentals in the prevention of freight claims, and the robbery of freight in transit, is the correct handling of the car seal. Some years ago conductors were relieved of the responsibility of making records of seals, but they are still required to inspect all seals on loaded cars at first opportunity after taking charge of trains and report defective seals to superintendents by wire, and make record in train books of such reports and keep a careful watch on cars with the defective seals until they reach stations where they can be sealed. *Are they doing it?* Our practice requires agents and yard clerks to make complete check of every inbound and outbound train and make record of the seals. *Are they doing it?* In many instances "improper seal record" or "no seal record" are assigned as the reasons for the payment of freight claims. It is admitted that robberies of freight while in transit are responsible for large sums of money paid out annually by the company. Your committee ventures the assertion that much of this is caused by indifferent handling of seals. Are seals being kept in a safe and secure place by those entrusted with the handling of them, or are they kept in such a manner as to make it easy for them to fall into improper hands? Your committee very earnestly recommends that this be made the subject of inquiry on each division, and that the entire matter of the handling of car seals, and car seal records, be looked into thoroughly with the view of improving this very important feature of the safe handling of freight. When a thing is fundamentally wrong, it is difficult to make headway by scratching around the surface. Let us get right on our fundamentals.

Appointments and Promotions

Effective August 20, 1918, the following appointments are announced, with headquarters at Chicago, Ill: T. J. Foley, general manager; A. E. Clift, assistant general manager; F. B. Bowes, traffic manager; W. S. Horton, general solicitor; W. D. Beymer, federal auditor; A. C. Mann, purchasing agent; F. L. Thompson, chief engineer; O. F. Nau, acting federal treasurer.

C. M. Kittle, Federal Manager.

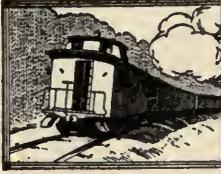
Approved: B. L. Winchell, regional director, Southern Region; Hale Holden, regional director, Central Western Region.

Effective August 16, 1918, Mr. D. W. Thrower is appointed Valuation Engineer, with headquarters at Chicago, vice Mr. D. J. Brumley, who has accepted service with the Illinois Central Corporation.

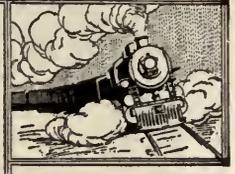
LIVE STOCK

JACKSON
TENN.





TRANSPORTATION DEPARTMENT



Circular issued by Agent Ben Stone at Springfield, Ill., to the more important shippers relative to proper packing and marking shipments.

Springfield, Ill.

Believing it is of prime importance that shipments reach our customers in the best possible condition and feeling it is our duty to co-operate with you as far as we can to bring about that result, we have recently been given close attention to the manner in which shipments offered for transportation have been packed and marked.

During the past week or ten days we have found it necessary to refuse a number of shipments because of insecure packages and in every case we have taken up personally with shippers we have found the trouble to be mainly on account of new and inexperienced men in the shipping departments. We can appreciate such a condition because many of our own difficulties at this time are chargeable to the same cause.

All of the freight classifications prescribe specific rules for packing and marking. Briefly each package, bundle or loose piece of freight must be plainly, legibly and durably marked by brush, stencil, rubber type, metal type, pasted label, tags or other method which provides marks equally plain, showing the name of only one consignee and only one town or city and state to which destined.

Labels must be securely attached with glue. Tags must be sufficiently strong and durable to withstand wear and tear incident to transportation, and when tied to bag, bale, bundle or piece of freight must be attached through a re-inforced eyelet.

Tags used to mark wooden pieces or

containers must be fastened at all corners and through center with large headed tacks or tag fasteners; when tied to bundles or pieces of metal, they must be securely attached by strong wire or strong tarred cord.

ALL OLD CONSIGNMENT MARKS MUST BE REMOVED OR EFFACED. When containers that have previously been used for explosives or inflammable articles are re-used for other than such dangerous articles all reference to all former contents should be removed or effaced.

The classifications are also very specific as regards the materials to be used in the construction of various kinds of containers and the manner in which they must be sealed, after having been packed. These rules are too lengthy for repetition here but they are in our file and we would be glad to have one of our rate men go over them with any one interested.

One of the principal violations we have noticed, however, is the sealing of fibre-board container. The sides or ends of the box forming the joint or seam must lap not less than $1\frac{1}{2}$ inches and be firmly glued together throughout the entire area of contact and when the joint or seam is over 18 inches in length a metal rivet, staple or stitch must be placed at each end of the joint or seam.

The sides of the box forming the joint or seam must lap not less than $1\frac{1}{2}$ inches and be fastened together with metal rivets, staples, or stitches not more than 3 inches apart, but when the lap of the seam is more than 18 inches the fasteners must not be more than $2\frac{1}{2}$ inches apart.

All outer joints or seams that are

not secured as above should be tightly closed and covered with sealing strips made of heavy paper 2 inches or more in width, and firmly glued to all surfaces with which they come in contact; and when the ends of the inner flaps are not more than 6 inches apart and the ends of the outer flaps make a close joint or overlap two inches or more, all flaps must be firmly glued TO EACH OTHER THROUGHOUT THE ENTIRE AREA OF CONTACT: OR ALL OUTER JOINTS MUST BE

COMPLETELY COVERED WITH SEALING STRIPS.

All classifications provide that freight will be accepted only when the containers are of sufficient strength and security to afford reasonable and proper protection to the freight.

You will understand, I am sure, it would take a great deal of time to go over this matter with each shipper personally. Therefore we have taken this method of bringing it to your attention and hope it will be received by all in the spirit intended.

“The Conductor Who Won Us”

By C. R. Young, Train Master

Fulton, Ky., Sept. 1st, 1918.

Passenger Conductors:

Below is a story which caught my eye the other day, and thinking it would interest you, I am passing it on to you:

A hundred mad, wet, bedraggled, half-frozen people waited at a junction point down South. There was no operator there so we could not know how late the train was. The station was too small to hold the throng, so many stood out in the sleety storm of that raw January day, where January days can certainly be raw in the mountains of West Virginia. What we said about railroading in general must have kept the recording angel busy.

When that belated train pulled into Bluestone, it was about two hours late, and a hundred cold, wet, abused people climbed aboard. We filed into the day coach and smoked. We wanted to fight somebody. Each of us had a chip on his shoulder. One word would have started a riot. The cars were damp and uninviting. The sun didn't shine. We hadn't been used right. The babies cried. Miserable little brats! God had resigned! The car door opened. A conductor entered with a face lit up like a flashlight—a face that looked like a sweet apple pie. “Good morning, folks,” he said. “We're sorry to be so late, but it is a hard run today, and we're doing our best. Please be patient with us. Tickets, please.”

That conductor went up to the first man and shook his hand. “Good morning,” he said, “glad to see you. Going to Jimville? Well, we'll be there about 10:30 if we stick on the rails.”

“Good morning,” he said to the next man as he shook his hand. And “Good morning” he said to each as he came down the aisle. “Bless the little baby!” he passed out to the little one in its mother's arms. That man was treating that careful of mad, wet passengers as though they were guests in his own home. I rubbed my eyes. Am I dreaming? It couldn't be possible a conductor would treat people that way. There must be a law against it. But it was so. And you could hear the chips dropping from our shoulders. The sun began to shine. The

people began to smile. The babies began to sing—the little angels! The world was all right again, because one man was letting his light shine and doing more than he was hired to do. I watched the man in the seat beside me. He had his face hard set and his mouth pulled down. He hadn't been treated right and that conductor couldn't soft-soap him! No, sir! He hadn't been used right, and it was a downright shame to have a train so late and a sleet storm at the same time where the depot was too little and there was no operator. He would just tell that conductor what he thought of his miserable service, he would. He pulled his face down harder and harder as that conductor came along the aisle toward him with his "Good mornings." Then that conductor took his hand. "Good morning!" And his face slipped! Nothing could withstand that conductor. "Why, good morning! Glad to see you," said the man beside me, as his face broadened into a real smile.

After a little I had a hunch. "I am going to thank that conductor now when he can hear it, and not wait and put it into the resolutions of respect. I went up to the smoker where he had his tickets spread out over the front seat. "Mr. Conductor, I want to thank you for what you did."

"What did I do?" he asked. "Sit down, old man, glad to see you. But what did I do?" I think that was the finest of all. He had been using people that way so long that it had become second nature with him.

"Man! When you came into that car this morning, it was like Daniel going into the lions' den. We were all mad and we wanted to scrunch you. But you came in and smiled and shook our hands and treated us as you would guests in your own home. And I know I am telling you what everybody on the train feels. We feel good, everything is all right now, and we love you. I have lived on trains for many years, and I have never seen a finer thing than you have done today. You are a minister to travelers."

C. R. Young, Train Master.

From the Law Department

COURT AND COMMISSION DECISIONS.

PRIVATE CAR LINE CASE DECIDED BY INTERSTATE COMMERCE COMMISSION.—This case, which has long been under consideration by the Commission, was recently decided (50 ICC 652). The Commission said that it is to the interest of the owners of private cars, the carriers, and the public that the operation of such cars should be continued under such rules as will insure their efficient handling without discrimination. The following paragraphs are taken from the syllabus of the Commission's report:

"A charge in addition to freight rates should not be made for furnishing to shippers refrigerator, tank, or other special type of car, or for transporting their shipments therein, unless the freight rates are predicated on the transportation in another type of car, less expensive and not so difficult to operate.

"The allowance of three fourths of a cent on the loaded and empty movements for the use of tank cars of all kinds by carriers should be increased to 1 cent a mile for the loaded and empty movements; the increased allowance should be paid for the use of live poultry, palace stock, and heater cars; and the increase should not apply to stock, coke, coal, rack, flat, box, or pocket cars, although they may be privately owned.

"Reicing charges on shipments of fresh meat, packing-house products, and dairy products should be based on the cost of the ice and salt used, the labor, investment in icing plants, etc., together with a reasonable profit; carriers should perform the service of reicing and make the charges therefor; and shippers of these products should not be permitted to perform the service of reicing their own and competitors' shipments enroute, either directly or through corporations controlled by them."

GROUP RATES—BASIS FOR ESTABLISHMENT OF.—In *Humphrey Brick & Tile Co. v. Pennsylvania R. R.*, 50 ICC 457, the Commission said:

“Blanket or group rates very often grow out of commercial, competitive, or transportation conditions. In some instances natural or geographical conditions, such as rivers and state lines, form the boundaries of rate groups. Many districts with a characteristic traffic, such as lumber, grain, or fruit, under current tariffs are divided into one or more rate groups. Areas underlaid with coal, ore, or other minerals are often broken up into rate zones according to their grade or quality. Blanket or group rates resting on such conditions have many times been commended by the Commission, because, although they usually involve some disregard of distance, they nevertheless promote a healthy competition and put producers and consumers on a more or less equal basis. But rate groups ordinarily should be neither broader nor narrower than is required by the conditions on which they are based.”

CHARGES FOR CLEANING AND DISINFECTING LIVE STOCK CARS.—In *National Live Stock Exchange v. A. & S. Ry. Co.*, 50 ICC 578, the Commission found that charges of \$2.50 for cleaning and disinfecting single-deck and \$4.00 for double-deck live stock cars, when required by federal, state, county, or municipal authority, or upon request of shippers, not unlawful, and that the amount of the charges as shown by the carriers were no more than reasonable.

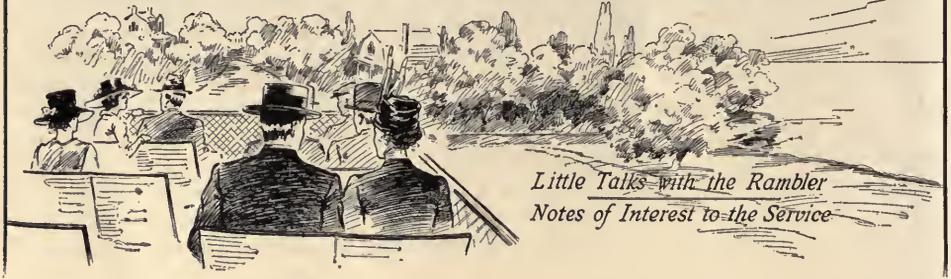
MEASURE OF LIABILITY FOR LOSS UNDER PROVISION IN UNIFORM BILL OF LADING.—In *Blessing v. Central Railroad of New Jersey*, 103 Atl. 1045, the Court held that:

“The charge for carting a bag of potatoes from the place where plaintiff bought them, at a reasonable market price, in New York City to the Railroad Company’s freight station in the same city, from whence they were shipped to Lakewood, N. J., does not constitute a part of the value of the shipment within the meaning of the bill of lading, which provides that ‘the amount of any loss or damage for which any carrier is liable shall be computed on the basis of the value of the property at the place and time of shipment under this bill of lading, including the freight charges, if paid.’ . . . The words ‘place of shipment’ . . . mean the city, town, or locality where the shipment originates as contradistinguished from the place of destination, and cannot be construed to mean the actual street or station from which the goods are shipped.”

DEFECTIVE CARS FURNISHED BY SHIPPERS—LIABILITY OF CARRIER.—In the case of *A. & V. Ry. Co. v. American Cotton Oil Co.*, 249 Fed. 308, the oil company recovered a judgment against the A. & V. Ry. Co. in the District Court for the loss of cotton oil shipped in a tank car furnished by the oil company itself. While the car was enroute it began to leak and all the oil escaped. The trial judge directed a verdict against the railroads, but upon appeal to the Circuit Court of Appeals that court held that the issues should have been submitted to a jury. The opinion reads in part as follows:

“If the defect in loading, or the defect in the car, had been apparent to the railroad company at the time of the acceptance of the car, the railroad company would doubtless be held responsible, notwithstanding the car had been chosen by the shipper and had been loaded by him. Even under such circumstances, to permit recovery by the shipper would involve a questionable policy. While there is every reason for holding the railroad companies to a very high degree of care in the exercise of their duties to the public, it can scarcely consist with public policy to encourage the furnishing by shippers of bad cars or bad containers of any kind, or defective loading by excusing them from the results of their negligence. No such question, however, arises in this case. The evidence would justify a finding to the effect that the damage resulted from the negligence of the shipper in the loading, and that the negligence in the loading, whereby the valve was not properly seated in its gasket, could not have been ascertained by the railroad, except by unloading the car at a time when there was no apparent reason for unloading.

PASSENGER TRAFFIC DEPARTMENT



Little Talks with the Rambler
Notes of Interest to the Service

A FAR CRY

IT'S a far cry from a ride on the top of a motor bus to planked sirloin steak for two," laughed the Rambler to Miss Ouri as the two were seated, at about 8:00 p. m. one Sunday evening recently, in one of the fashionable restaurants of the city.

The lady was on her usual summer visit to the city, and being a former acquaintance through their mutual friend the Trunk Lady, the latter now serving as a Red Cross nurse in France, it was natural that they should get together when chance had given them an unexpected meeting on the Avenue. She had been to an afternoon concert and the Rambler was avowedly killing time by a stroll, in which, he laughingly told her, he was emulating Snap Shot Bill in his observation of the kaleidoscopic effect of the different color schemes in the habiliments of the passing pedestrians. This accidental meeting resulted in their impulsively taking a top seat on a motor bus for the purpose, they ingeniously declared, of seeing the section of the city through which it went from a new point of view. The round-trip had taken them about two hours, and on its completion they had entered the restaurant with such keen appetites that nothing short of planked sirloin appeared to be adequate.

Before Miss Ouri had a chance to reply to the Rambler's observation as to the far cry, a rather breezy party of two ladies and two gentlemen came hurrying in the restaurant and made directly for one of the booths that formed a feature of the establishment. The usher tried to head them off by hurriedly

reaching the entrance to the booth first, bowing and saying he was sorry but that all the booths were either occupied or engaged, the one that they were about to enter having been reserved in advance for a party that was expected any minute. "Oh, never mind them," was the cheerful response of one of the young men as he brushed by the usher. "I feel it in my bones that by the time they get here you will have another one vacant," and motioning the party to follow, and before the usher could do anything to prevent he entered and all seated themselves in the booth. They were so smilingly good-natured about it, and "possession being nine points of the law," after a mild protest by the functionary of the place he finally gave it up and sent a waiter to serve them. The Rambler had watched the proceeding with much interest and remarked in an aside to his companion, "It is funny how some people can get away with things."

"It reminds me of a ticket agent that I knew years ago in the western country. He would make breaks with his patrons that would have been questionable in nine cases out of ten and would probably not be countenanced in any form at the present time. Yet he seldom gave offense; such was his breezy, good-natured off-hand way of putting things, together with the apparent extreme politeness bordering on solicitude with which he made his little jokes, for such they really were. His victims generally entered into his spirit of infectious good-nature and, in the slang of the day, 'stood for it.' I remember on one occasion, after a lady had purchased a

ticket at his office, which was a city office, she inquired what time the train left and where she would have to go to take it. 'You will have to go to the train, Madam; I cannot send the train to your house for you, you know,' was the sweet and suave reply, he at the same time bowing most graciously. Of course it is no more than fair to add that after he had made his little joke, and before the lady could recover from her surprise, he turned the matter into the proper channel by giving her courteous instructions as to time and place of her departure. Whatever she may have thought of him in the matter is of course one thing, but as he was at that ticket office for many years afterward, she probably did not take him seriously in his reply."

"But the worst that I ever heard him get off was one where I thought that he was surely in for a calling down. A man with a long heavy beard purchased a ticket of him to an important eastern city, and as the ticket was turned over to him the Agent remarked with all the insinuating grace of a traditional country dry-goods store clerk, 'Going to the paper hangers convention, I suppose?'; following the remark up in response to the purchaser's look of inquiry, with 'I see you have your brush with you.' In that case the man with the beard thought it was a good joke and handed the Agent a cigar on leaving."

"Which will not happen to that party in the booth, I'll warrant," responded Miss Ouri with a little chuckle. "Those young men will pay good money for cigars, or anything else they get, in retaliation for their effrontery. However, to come back to your comparison of the top of a motor bus and a planked steak. I am not sure that there is such a far cry between them. Primarily we took that trip for the express purpose of being in the open and to see what there was to be seen; the latter being the chief and real motive. There were three ways to accomplish that object. By walking, by automobile or taxi, and by the top of the motor bus. The first of course was out of the question; it would not have brought us anywhere in a week, even assuming physical endurance. An

open auto would not have been so bad, but a taxi, being closed, would have been somewhat unsatisfactory. By the former we could have seen much and enjoyed the certain exhilaration of motion that goes with a smooth running car, but the lumbering old motor bus just filled the bill for our purpose," and as she went on there appeared a bit of animation in her countenance as though she was really enthusiastic about her experience. "From our height," she continued, "we could look down on more of the pretty features of the trip than we could have seen otherwise. Particularly of the varying scenic characteristics of the Park, of the breaking waves on the shore from off the windswept lake, and especially the patterns of the flower beds around and about the beautiful residences which we passed. Do you remember the brilliant and great variety of the flowers in one of the yards—the display I looked particularly for on the return trip to have another view of it? Wasn't it exquisite in color scheme and form? In other words," she ended abruptly, "we got the finest view that there was to be had of the best that there was to be seen. And it's the same here. We ordered steak and so are harmoniously having the best that there is to eat. Did you ever taste such fine mushrooms?"

"Quite a philosopher you are, and notwithstanding your name I do not believe you are from the 'show me' state," laughed the Rambler in good-natured response. "I certainly am inclined to agree with your analysis of the 'far cry.' I enjoyed that auto bus ride and you evidently did. Would it not have been jolly if the Trunk Lady had been along too? Not," he added quickly, "that it was not jolly as it was"; whereat she smiled demurely but made no comment.

Later, in parting from Miss Ouri, the Rambler seemed in abstracted mood as he sauntered leisurely homeward, letting one street car after another pass him without apparently being conscious of their proximity. It was not surprising therefore, that he made a wrong turn at a street intersection, which fact finally dawned upon him as unfamiliar land marks began to thrust themselves on his subconsciousness. Recovering himself, on

settling his bearings in mind he found to his amusement that he was standing opposite the private home in which Snap Shot Bill was a star-boarder, and an only boarder. Furthermore, there was Bill himself, seen through open screened windows and doorways, sitting in the parlor by a shaded electric light most industriously reading. He was without coat or vest and looked cool and comfortable for the hot evening that it was. Bill's environment appealed to the Rambler as being so homey that the latter exclaimed to himself, "I'll go in and rest a bit with the beggar; what right has he to be so cool and restful while I am not." Following up his thought he was soon in the presence of Bill with a hearty salutation and was greeted with equal cordiality. "You seem to be living in rather high estate here" was the Rambler's remark, to which Bill explained that he was practically given the run of the house, although he never exercised the privilege except when the people were away, as was the case this evening. On such occasions, he admitted that he enjoyed the rest and change of the parlor from the narrow confines of his room.

"What were you reading?" asked the Rambler of him, suddenly changing the subject. "This magazine here," said Bill taking up a publication published monthly at Washington by the Chamber of Commerce of the United States, "called 'The Nation's Business.' It is fairly heavy reading for a light-weight like myself, but I was attracted to it by an article by Richard Waterman on Government Control of the railroads; specifically, the article treating with what the author calls 'The First Mile Post.' I think you would like to read it if you have not already done so." "Not tonight" was the exclamation, "and to be frank, I suppose that from time to time, as events, outlined in that article have occurred, I have already been made more or less familiar with its subject matter. But tell me, in a nut-shell if you can, what, if any, conclusions the author has arrived at." "None," answered Bill as he glanced through the pages of the article. "He does not take the matter up from that

point of view, but more in the line of a record. I will read you a passage or two here and there to give you the drift of the thing. For instance, he says 'The Government has laid its hands upon the rails of the country; swiftly, silently the vast administrative machinery of the second largest industry of the United States is changing its form', is the way he begins, and in a moment he runs into this sentence. 'Came the Government fiat. Two million railroad employees were affected. A historic evolution was interrupted; "thou shalt not" over night became "thou shalt"; laws higher than those on the statute books were invoked—and the impossible was done. Done it was, too, with hearty good will. It is a war measure. The fighting spirit of the American people has furnished the magic power for carrying it out. Now have they to wonder at and examine what they have done.'"

"What," interrupted his listener, "does he say as to the railways remaining in the control of the Government after the war?"; to which the reader replied that the author specifically stated that he made "no effort to attempt an answer," although admitting that probably there was no subject regarding railroads more interesting than the answer to that question.

"'A new system is now in making,'" Bill continued to read. "'We have been forced, by the pressure of war, to try out transportation ideas that many railroad men have long wished might be tested. Formerly, federal and state regulation prevented co-operation. "Ye must compete though ye die from it." That was the law of the political prophets. Now, federal control forbids competition and enjoins a wholesale combine. Even Governments can learn! The owners of the railroads are protected from losses which combination under the old system might have caused. Shippers are able to send more freight than ever; rapidly they are learning that good service is an even more important consideration than low rates. Another thing the Government has learned through practical experience; the railroads were right when they insisted that rates must be increased to a point that

will enable the roads to provide good service.'” Glancing further along the column, Bill remarked, “Of course he covers here the story of the first steps taken by the Government in its operation of the railroads,” and then finding a paragraph that he thought would be of special interest, he read again. “It was necessary to determine what compensation would be paid to the owners of the roads. The Railroad Control Bill, which became a law on March 21, 1918, provided that each carrier “shall receive as just compensation an annual sum not exceeding its average annual railway operating income for the three years ended June 20, 1917.” It also stipulated that the agreement made with each road “shall contain adequate and appropriate provisions for the maintenance, repair, renewals and depreciation of the property” and for the return of the property to each carrier “in substantially as good repair, and in substantially as complete equipment as it was in at the beginning of federal control.”

“He next discusses ‘Important Budget Items,’ and among other things says, ‘the actual purchase of equipment and the purchase of material and supplies has been studied by the Railroad Administration in an equally comprehensive way. The Central Purchasing Committee, assisted by Regional Committees in each geographical district has collected a large amount of information in regard to the specifications used and the prices paid by each railroad in the past, and has made serious effort to standardize and consolidate purchases. Under the guidance of this committee each road is authorized to purchase necessary material and supplies and prices have been to some extent standardized in accordance with terms agreed upon between the Central Purchasing Committee and the railway supplies companies.’ After telling the estimated cost of living for the railroads he states ‘in order to provide for this increase, the Director General issued an order adding about twenty-five percent to all railroad freight rates and passenger fares,’ he also stating ‘The Director General has assured passengers and shippers that if the revenue greatly ex-

ceeds the sum needed to pay the increase in current expense he will reduce rates when that fact becomes evident.’ Again he writes, ‘Under competitive conditions each railroad maintained a large staff in its traffic department to solicit freight and passenger business. Under Government operation this is no longer necessary.’ Further along here he says that, which of course by this time we all know, ‘A committee of experienced traffic men has been appointed to study the currents of railroad traffic and to determine what plan will enable the Administration to use present transportation facilities to the best advantage.’ Under the head of ‘The Big Sensation’ he tells of the dividing of the country into regions and how they are officered, and also of the appointment of Federal Managers for each road. In this connection is the following: ‘In some instances, where the president has not been appointed federal manager he still retains his connection with the road, being elected by the stockholders and officials of the corporation and receiving a salary that is paid from corporate funds instead of being charged to operating expense. He still devotes his efforts to advancing the interests of the owners of the road.’ An interesting example of what uniform operation has wrought in the way of what he calls ‘magic change’ is described thusly: ‘An interesting example is what happened to the passenger terminal of the Pennsylvania Railroad in New York City. In the old days it landed its passengers in the heart of the city while the Baltimore & Ohio, the Lackawanna, the Erie and other roads were obliged to land theirs on the Jersey side of the river and to send them to Manhattan either by Ferry or through the Hudson Tubes. Now, the Administration has ordered the Baltimore & Ohio to run its trains into the Pennsylvania terminal.’ Yes, I am pretty near through,” remarked Bill as he noted signs of impatience on the part of the Rambler at further enumeration of the points in Mr. Waterman’s article. “Just listen, however, to a phrase or two of the ending—‘No practical railroad man can scan that record without appreciating the vast significance of this

first chapter of the story. As for the future, that must be allowed to take care of itself,' his closing sentence being, 'Just now we will do well to cultivate President Wilson's philosophy of the open mind. Today, the war's the thing.'"

It was either too warm an evening to give much serious consideration to so weighty a subject, or Bill had been somewhat lame in his analysis and method of reading the extracts that he had called the Rambler's attention to; for that individual gave unmistakable signs of relief as Bill threw the magazine on the table. As he did this last he disarranged a little pile of letters that had been close at his hand on the edge of the table. On his attention being thus called to the letters, he remarked to the Rambler, "some letters from my host and hostess's son, a Lieutenant in the Army, now at the front in France. They were kindly left for me to read, and they certainly are interesting." "Now you are talking," exclaimed the Rambler as on looking about and noting that Bill's pipe was resting on the base of the table lamp he assumed that he too could smoke in that parlor and so took out a cigar and prepared to light it. "Why did you not tell about those letters in the first place? Give me a few extracts from those, if you can do so without involving anything of a confidential or private nature." "I certainly can" was the ready response, and he began to go through the letters, which he had already read so that he was more or less familiar with their contents and knew what to read and where to find it. As he did so he remarked incidentally that a little sentence in one of the letters had particularly impressed him, it being in connection with the writer's regret that he was not allowed to mention certain facts, he saying 'This whole trip is so full of everything new and interesting to me I nearly explode I want to tell you about it so badly.' "How is this?" Bill remarked, "for spirit and morale in the face of the enemy? 'We are now right up in the line opposite from them, but this is a very quiet sector and we have but very little shelling, * * * * We are here for about two weeks, then go to.....for some training, then our

regiment is to be placed with the honored ones. We become "shock" troops—the pick regiments. * * * Our job will be a bit exciting but really no more dangerous than right here.' "Still," laughed the reader, "notwithstanding the evident elation of that last extract, the boy evidently has his worries; just listen to this. 'The thing that worries me now is that we may be promoted, at any time, to captains, and then the Lord help us! A Company during this war is one awful responsibility and a diet I crave not. They say God takes care of the fools though, so reckon I am safe.' It does not seem, however, that the Lieutenant's self-depreciation that I have just read interferes with his appetite, for here he says 'The one thing I do like about it here is the chow. We have very good meals and I am always hungry. The Sammies do not suffer for food so do not worry about us.'"

"Here is a letter, and the only other I will read you from as I remember them" Bill remarked as he thrust one of the missives aside and took up another, "that I am not sure I should read you. I fear your possible lack of appreciation of the finer quality of the lad's mind in contrast to what I have already read. I have in mind reading it to Mrs. Tyro, who will appreciate every word of it. However, even if you have not been educated along artistic lines as she and I have, I will let you have a portion of it. When it was written he was getting the special training that I have read you about at a school.

"'Never have I seen more beautiful wild flowers than are here. Every kind you can imagine, and growing everywhere. The country is certainly beautiful. We are situated in a little village on the Seine River and about a twenty minutes' walk from a fair sized town. In the town the Y. M. C. A. have an officer's club room, or rooms, in a chateau which was the home of the scientist who discovered liquid air. They have the kitchen, dining room, living room and two writing rooms upstairs; also the garden. Needless to say the furniture is beautiful. In the dining room the walls, above the wainscoting, is covered by Spanish hand-tooled leath-

er. They say it is not made any more and is worth at least \$6,000.00. It is colored and very beautiful. The chairs and tables are carved beautifully, and one side table is of ebony inlaid with hand etched ivory. You would have to see the things to appreciate them, as the whole atmosphere and setting is very grand.

"Last Sunday night some Americans gave a concert there and it was a treat. A young contralto, tenor and pianist. The night before a trio came out here and gave us a concert which was very fine. The violinist was a something (nationality) from the Court orchestra of Bucharest. He certainly was a wonder.

"You would be surprised to see the Seine River. It is about the size of Wildcat and very clear; and gosh, awful cold. Some go down and bathe in it, but not for mine. I went swimming in the Aube River and it was as cold as ice so Yours Truly will die of black rot before I go in again. It's a pretty bit of water though. Green ferns and moss on the bottom and very frequently you can see schools of trout.'

"That last paragraph will possibly not interest Mrs. Tyro, but I will include it for the sake of the 'green ferns and moss' in the last sentence" Bill laughingly said as he folded the letter up and put it in its envelope.

"It reminds me, just the same," said the Rambler, "that I want a bath before retiring tonight so will be going,"

and he glanced around to see where he had laid his hat on coming in. "That reminds me in turn," exclaimed Bill, "that notwithstanding I said I would read you no more from these letters, there is another one in which there is something very apropos to your resolve. Listen," he continued as he found the letter and began to read, "yesterday we had a very hot day, so after supper Lieutenant — and I grabbed a towel and set sail for the melange bathroom. One ordinarily must make an appointment so Madame can heat the water, but that meant nothing to us. We found a Captain had an appointment for eight o'clock and the water for him was all hot and waiting. We persuaded the fair lady one could bathe toot-sweet (as the boys say), so that we did. The tub looks like a big tin sleigh off its runners and is placed in the center of the room. The water is heated in a large kettle-sort-of a stove with the fire built underneath on the floor. After you are through you turn a stop-cock in the end of the tub and the water trickles out on the floor. It takes the line of least resistance and eventually wends its way underneath the door out in the street. I will do most anything once, but these French customs are gradually getting my goat.'"

"Well," laughed the Rambler, "if I do not get started along the small hours of the morning will be getting *my* goat." So, having found his hat, he bade Bill good-night and was soon on a nearby corner waiting for a street car.

Notes of Interest to the Service

Among other announcements of changes in train service made during the past month by foreign lines, the following are of particular importance and interest to Agents of the Illinois Central.

The twelve-section drawing room sleeping car formerly operating between St. Louis and Houston in Missouri Pacific trains 3 and 4 has been discontinued, that sleeping car line being now operated between Little Rock and Houston.

The St. Louis-Harbor Springs sleeping car of the Illinois Central and connecting lines will be discontinued for the season beginning September 19th, last car to leave St. Louis on Train No. 20, Thursday, September 19th. Last car southbound will leave Harbor Springs, Saturday, September 21st.

The Pennsylvania Lines have abandoned the use of their former station at Youngstown, Ohio, and now enter the station of the Baltimore & Ohio Railroad, which station now serves both roads.

Baltimore & Ohio trains Nos. 5, 6, 7 and 8, running between Washington, D. C., Pittsburgh, Pa., and Chicago, Ill., are now operated over the tracks of the Pittsburgh & Lake Erie between McKeesport, Pa., and Newcastle Junction, Pa., arriving at and departing from the Pittsburgh & Lake Erie station at Pittsburgh, Pa., instead of the Baltimore & Ohio station. Train No. 6 leaves Chicago 5:55 p. m., arrives Pittsburgh 7:50 a. m. and at Washington 4:40 p. m.; train No. 8 leaving Chicago 10:15

a. m., arriving Pittsburgh 11:20 p. m. and at Washington at 8:40 a. m. Returning, trains Nos. 5 and 7 arrive at Chicago at 9:00 a. m. and at 4:30 p. m. respectively.

New trains between Omaha, Neb., and Ogden, Utah, via the Union Pacific, have been placed in service and are known as trains Nos. 7 and 8. No. 7 leaves Omaha 9:45 a. m., arrives Ogden 3:10 p. m. Returning, train No. 8 leaves Ogden 2:15 p. m. arrives Omaha 9:05 p. m. The trains will be equipped with coaches and dining cars, and carry the following sleeping cars. Tourist sleeping car between Omaha and Los Angeles, handled between Salt Lake and Los Angeles in L. A. & S. L. trains 1 and 2. Standard sleeping car between Chicago and Portland, Oregon, (formerly carried in Union Pacific trains 1 and 2) is handled in C. & N. W. trains 1 and 2 east of Omaha and in O. S. L.—O. W. R. R. & N. trains 17 and 18 between Green River and Portland. Denver-Los Angeles standard sleeping car west-bound is picked up at Cheyenne by new train No. 7 instead of by No. 1 as formerly; east-bound, that car being operated in new train No. 8, Ogden to Cheyenne, thence on No. 106 to Denver. It is still carried in L. A. & S. L. trains 1 and 2 between Salt Lake and Los Angeles.

"The Southland", L. & N. trains No. 32 and 33, formerly running between Cincinnati and Jacksonville, Fla., with sleeping car between Indianapolis and Jacksonville, via Louisville, has been discontinued south of Atlanta and its through sleeping cars taken out of service. In place of the sleeping cars a parlor car is carried between Cincinnati and Atlanta. A Broiler-buffet parlor car is carried between Louisville and Corbin on trains 22 and 23. The Atlanta-Valdosta sleeping car formerly handled on Central of Georgia train No. 32 is now handled on Dixie Flyer train No. 94.

Santa Fe Ferry Service between Ferry Point and San Francisco has been discontinued, and Santa Fe passenger stations at Berkeley and Oakland have been abandoned, Santa Fe trains to Berkeley and Oakland and San Francisco being operated via Richmond and Santa Fe Junction, thence over Southern Pacific tracks to Oakland Pier, from which point passengers will ferry to San Francisco.

There has been a change in method of handling Yellowstone Park travel via Oregon Short Line R. R., and passengers destined to the Park are accommodated in train No. 31 leaving Salt Lake City 11:30 p. m., connecting at Idaho Falls with branch line trains 129-131 leaving Idaho Falls 9:25 a. m., arriving Yellowstone 2:20 p. m. Returning, train No. 132 leaves Yellowstone 5:30 p. m., arriving Idaho Falls 10:30 p. m. for connection with No. 32, which arrives in Salt Lake 10:20 a. m. Through

standard sleeper is operated in this service Salt Lake City to Yellowstone and return. Under this arrangement passengers destined to the Park may secure breakfast on the diner between Pocatello and Idaho Falls and lunch at Yellowstone, and on the return trip, dinner at Yellowstone and breakfast on the diner in train No. 32.

Trains 45 and 46 have been discontinued.

For many years two pairs of holes in the walls of the celebrated prehistoric Casa Grande Ruin in Arizona have given rise to much speculation not only on the part of tourists but of archaeologists also. The holes are about an inch and a half in diameter and are bored through walls four feet thick. They occur in pairs, each pair on opposite sides of a great central room. The holes in each pair are in line with each other, so that one standing in a dark first floor room behind the central room may look through the innermost hole, across the central room, and through the outermost hole at the sky. One pair points due east. The other pair points north at a declining angle.

The interesting people who built this most ancient of pueblos have left no traces behind them. One can only imagine, by analogy from better known neighborhood races of a later period, what their civilization may have been. That they were a deeply religious people and worshipers of the sun is an assumption. Recently an interesting theory has been advanced to explain the holes.

According to this theory these holes form what might be called a seasonal clock. Twice a year, once as the sun works north and once as it works south along the eastern horizon, it rises in line with the eastward pointing holes and for one morning, for possibly three minutes, throws a bar of light into the dark inner room.

From this the ceremonial calendar could be dated and certain festivals would fall on the same day year after year. One is reminded of Stonehenge in England where the sun at its summer solstice shone down a long alley of stone monuments upon an altar placed in the center of a series of circles of stones.

We come now to the northern pair of holes which are placed in the north wall of the central room and the corresponding outer wall of the building. This pair trends downward and to the east so that they never overlooked the defensive wall which surrounded the group of buildings around the Casa Grande. At first thought this precludes any astronomical use, but the ingenious theorist has an explanation for even this condition of affairs.

If we grant the former inhabitants the use of an instrument of reflection, which need be no more complicated than a plain

bowl of water, then it is easy to imagine the medicine man in the dark of the night, when he comes to a certain point in his ceremony, putting a bowl of water at a predetermined point on the plaza outside and so reflecting the light of some bright star in the northern heavens up through these holes into the central room of the Casa Grande.

The problem is now being studied as to which bright star near that particular angle could have been moved from that exact angle by the precession of the equinoxes, and it is hoped by this point to establish the date when the Casa Grande was inhabited.

How long ago this was is uncertain, moderate guesses beginning with 600 years and more radical guesses going to 1,000 or more years.

The Casa Grande itself, however, ancient though it is, was the most recent of its group. The evidence seems to show that an older group of ruins was abandoned about the time the Casa Grande was built. —*Our National Parks Bulletin.*

In every American city, large or small, a new transportation service has thrust itself upon the public attention, says *The Express Messenger*. It is the Express, unified and strengthened in the organization known as the American Railway Express. We of the company have come to call it the A R E Co., for short. What it stands for is typified in the public mind by the express wagon or the express motor truck, manned by alert, well groomed expressmen, carefully delivering important packages.

But those self-same wagons and motor trucks are undergoing a transformation. They are wearing new "uniforms"—Battleship Gray. That is the new color officially adopted by our company for all of its street and station equipment throughout the land. But the transformation will be effected gradually, as our vehicles will not put on their new "suit of clothes" until they are due to go to a repair shop.

This change in the appearance of our street equipment will be particularly noticeably to the public. The express wagons have always had a reputation for their trim and business-like appearance. The same high standards will be maintained by our company. The A R E Co. now has 2,900 motor trucks, gasoline and electric driven, and 17,000 wagons of various types, to say nothing of thousands of high-bred horses. Even the innumerable platform trucks at every railroad station in the country are to be painted Battleship Gray, and in the first six months 1,500 gallons of paint will be necessary for the vehicles that are to be repainted in our own shops alone. That means that in New York,

Boston, Chicago, St. Louis and San Francisco, a transformation to Battleship Gray is going on under our own roofs.

There is something that stirs the heart when you mention the name—Battleship Gray. It suggests the determined fighting spirit of the nation at this critical hour. It brings to mind, in an instant, those great silent war vessels of the United States and the Allies that are helping to keep the German beasts of prey in check. It is an inspiration to our people at home to render their full measure of service in the support of the vast victorious American forces that have thrown their weight into the struggle to protect the liberty which we at home now enjoy. The name aptly describes the spirit of the army of 125,000 expressmen now presenting a united front under the banner of the A R E Co.

The man who wins is an average man,
Not built on any particular plan,
Not blessed with any particular luck;
Just steady, and earnest, and full of pluck.

When asked a question he does not guess,
He knows, and answers, No, or Yes;
When set to a task that the rest can't do,
He buckles down till he's put it through.

Three things he knows; that the man who
tries,
Finds favor in his employers' eyes;
That it pays to know more than one thing
well;
That it does not pay all he knows to tell.

For the man who wins is the man who
works,
Who neither labor nor trouble shirks;
Who uses his hands, his head, his eyes;
The man who wins is the man who tries.
—R. W. Maryman, Ticket Agent, Chattanooga, in Cent. of Ga. *The Right Way.*

James J. Montague, under the caption of "More Truth Than Poetry" in the *Chicago Herald and Examiner*, writes as follows about "The Commuter."

He runs to catch the trolley car

That meets the eight-thirteen,
Takes frenzied puffs at his cigar,

While rushing into town.
In streaking for the I. C. train

He ducks a limousine,
Gets up and hurries off again

And knocks a newsy down.
In two or three intensive hops

He mounts the office stair,
And sighs profusely as he flops

Half breathless in a chair.
And then he wastes an hour or more
In fruitless chat about the war.

At night he shoots across the street
 To catch the last express;
 Steps on a perfect stranger's feet
 In scooting for his train.
 He bounds along the station ramp,
 And gasps in sore distress,
 As with his brow and clothing damp
 He starts for home again.
 He sprints for trolley car once more,
 And wipes his sweaty dome,
 When once again he's at the door
 Of home, sweet home.
 And then he's in a frightful stew
 To think of what the deuce to do!

Judge Blenski speaks Polish, German,
 English and French, but he can't talk West
 Milwaukee. He tried to understand it in
 court and he made a bad failure.

A brakeman was being tried for assault
 and battery on a switchman. The brake-
 man was on the stand and testifying:

"Judge, I high-balled the hoghead to
 slip the rattlers over the transfer, and this
 pie-eyed geek—"

"Hold on!" exclaimed the court. "What
 kind of language do you talk?"

"The same as every person in West Mil-
 waukee," answered the brakeman.

"Is there an interpreter present who can
 speak West Milwaukee?" asked the court.

There was, and the trial proceeded.—*The
 Maise.*

An absent-minded bishop could not find
 his ticket after he had taken a seat in the
 train.

"Never mind," said the ticket collector.
 "It will do just as well at the next sta-
 tion."

But at the next station the bishop still
 could not find the ticket.

"Never mind," said the collector again;
 "it's all right whether you find it or not."

"No, it isn't," said the bishop, turning
 all his pockets out in his anxiety, "for I
 want to find out where I'm going."—*Clipped.*

A prosperous farmer of the old school
 had made a proud boast that he hadn't
 drunk a glass of water for twenty years.
 While on a journey one day, the train was
 wrecked while crossing a bridge and
 plunged into the river.

They pulled the farmer out with a boat
 hook, and when they got him on shore one
 of his friends rushed up, crying: "Are you
 hurt?"

"No!" the farmer snorted. "Never
 swallowed a darned drop!"—*Clipped.*

Mrs. Mars—Oh, dear, dear! That Ho-
 zenzollern boy is at the door again, want-
 ing to borrow something.

Mars—The obnoxious child! I'm sorry
 we ever encouraged him to come over
 here. What does he want now?

Mrs. Mars—He wants a half-dozen im-
 pregnable lines, a few strategic salients,
 some seasoned troops, a few fresh lies and
 a cupful of morale.

Mars—Don't give 'em to him. I under-
 stand the family is going to move away
 in a short time—*Green Valley, Ill., Banner.*

R. McCann makes the "Cheerful Cherub"
 say in the *Chicago Evening Post*:

Great men would live obscurely
 Except for you and me.

Our notice makes them famous—
 So we're great, too, you see.

ENGINEERING



DEPARTMENT

PREVENT FIRE LOSSES—STUDY THE CAUSES

By GEORGE R. HURD,
 Supervisor of Fire Protection.

In order to direct the attention of all employes more closely to the im-
 portance of observing the FIRE PROTECTION rules, I give below the
 rules and ask the hearty co-operation of each and every one in aiding in the
 important work of fire prevention.

FIRE PROTECTION RULES.

1. All Officers, Agents and Employes of the Company are expected and
 required to give personal and constant attention to the subject of protecting
 the Company's property from damage by fire, and any employe failing to give

attention to this matter, whether or not the actual property concerned belongs to the special department in which he is employed, will be considered negligent of his duty. In cases where any of the following rules or requirements are not being observed, it is the duty of any employe noticing the same to make immediate written report to his superior officer.

2. The appliances provided for extinguishing fires must always be kept in first-class working order and readily accessible to employes on duty. All employes must use the utmost vigilance to prevent fire, and to promptly extinguish any fire that may occur on the Company's premises.

3. Fire fighting apparatus must be used for no other purpose. Its use and location must be thoroughly understood by all concerned.

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 monthly.

5. Fire Department drills must be conducted at regular intervals. These drills should be held on the second and fourth Monday of each month in connection with the inspection of all appliances referred to in rule 4. Care should be taken to see that all apparatus is in good working order.

6. Avenues must always be kept open in warehouses and yards where material is kept, to admit of fire apparatus being quickly handled to all parts of the buildings, both inside and outside.

7. Division Officers will carefully examine the facilities provided for fire protection, and will report defects in apparatus or violations of these rules to Superintendent promptly.

8. Requisition must be made promptly for supplies necessary for the observance of these rules. All defects which tend to increase risk of fire must be attended to or reported at once.

9. The utmost vigilance is necessary to prevent fires. Special care must be given to localities where valuable property is concentrated, such as buildings, rolling stock, freight, etc. In large yards cars should be set so they will be accessible in case of fire, for the purpose either of extinguishing the fire or moving the cars out of danger. Good judgment must be used in placing cars near elevators, warehouses, lumber mills and other hazardous places, so that in case the buildings burn, as few cars as possible will be exposed. Passenger rolling stock should be distributed in yards and at shops as to reduce the liability to large loss by fire as much as possible. The heating and lighting appliances in all cars must be frequently examined and defects reported for repairs at once.

10. Greasy and oily waste must be kept in covered metal cans. It is easily ignited, and sometimes ignites itself.

11. Rubbish and sweepings must not accumulate on the premises of the Company, and must be removed from building over night.

12. Smoking in depots, elevators, warehouses, storehouses, shops, and other buildings where inflammable material is stored or exposed, is forbidden.

13. Open fires in and on buildings, lumber yards, or coal trestles are forbidden, and must not be allowed nearer than 50 feet from any structure or inflammable material.

14. Special attention must be given to stove pipes that pass through ceilings or inflammable portions, to flues, or through windows, side of buildings, floors or roofs. All such pipes must be riveted together. All unused holes in chimneys for stove pipes must be fitted with tight metal caps. Avoid any arrangements of stove pipes which enter the chimney in attics or other unused rooms, as the use of long lengths of stove pipes are dangerous.

Metal thimbles are prohibited. A cement thimble placed between the studing of walls or ceilings at least 18 inches square is preferable. It must contain a hole through the center larger than the stove pipe to be used. Metal smoke jacks must be used where stove pipes go through roofs.

15. Electric light wires must be properly insulated and equipped with safety devices in conformity with the most approved regulations. Wires and fixtures must be frequently examined to see that they are kept in good and safe condition. They must not come in contact with nails or metal. The globes must not be placed between papers or records. Additions and changes in the electric wires must not be made without the permission of the Electrical Engineer.

16. Barrels and pails must be kept in convenient places ready for immediate use. The barrels must be kept full of water at all times. Wooden trestles should be supplied with barrels filled with water in accordance with the standard instructions.

17. All dry grass, weeds, etc., must be moved away from wooden structures, such as culverts, trestles, etc.; etc., so as to reduce fire risk. This is particularly important. In doing this work a shovel must be used to make a perfect clearance, as the dry sod if allowed to remain, is liable to burn and cause serious damage.

18. Never put ashes in any but metal receptacles. Never dump ashes where they will come in contact with wooden fences or out buildings. Ashes are liable, if moist, to ignite themselves because of the fine particles of coal they contain, or, being mixed with rubbish.

19. Steam pipes must not come in contact with woodwork, and be kept free from waste and other inflammable material.

20. Rigid gas and lamp fixtures are to be preferred, but where swinging fixtures are to be used they must be protected so that the flames cannot reach the woodwork or merchandise. The use of coal oil lamps with glass fonts is objectionable. Lamps with metal fonts should be used. Coal oil lamps must not be filled after dark or near a fire, as the oil when low generates an explosive gas. Standard metal shades must be provided for all lamps. Exposed torches or light must not be used in any structure where it is possible to avoid same.

21. Oil houses, rooms and closets where paints, oils, waste, lamps, etc., are stored, are extremely dangerous fire risks. If possible paints and oils should be kept in a building separate from the main buildings. All oil and paint storehouses should have fireproof floor, metal window frames and wire glass windows, and sand should be freely used to absorb drippings. It should be well ventilated to prevent accumulation of inflammable gases, protected by inside steam smother pipe controlled by an outside valve, and a box of sand containing a shovel, near the door. Waste and greasy rags should be promptly removed and destroyed, or if retained for further use, should be kept in metal vessels. The use of open lights in such places is dangerous, and must be avoided. Master mechanics should see that the greatest precaution is maintained in connection with oils and paint shops. A great many fires are caused by spontaneous combustion, and in no case is this more likely to occur than in a paint shop.

22. The use of gasoline stoves or ranges is prohibited.

23. Lumber should not be piled, where possible to avoid it, within 150 feet of any building belonging to this Company.

24. Cinders must not be loaded into cars until fire is entirely extinguished.

25. Where locked city fire alarm boxes are nearby, keys must be procured and hung up in a well-known and accessible place.

26. Enginemen must not drop sand, clean ash pans or front ends on switches, frogs or interlocking fixtures. When ash pans are cleaned on main track, passing track or house track, the fire must be entirely extinguished so as to prevent possible damage to ties or cars passing over ashes while they are burning. Slide of ash pans must be closed and grates must not be shaken when passing over bridges and trestles.

27. Agents or other employes must not store inflammable or explosive liquids in closets, attics, or other concealed places as it creates a serious fire risk.

28. The use of matches in and around buildings should be avoided as much as possible. If necessary use safety matches exclusively; and keep them in a metal covered box. If carried on the person they must be in metal cases. Care should be taken to see that they are extinguished after being used.

29. All heating appliances must be examined every Fall, and existing defects corrected before they are needed.

30. The use of stoves in planing mills, oil houses, paint storehouses, and paint shops is prohibited.

31. Foremen are required to see that all men take the proper precaution with regard to greasy and oily overclothes, which are kept in lockers. All overalls or clothing must be kept free to the air or in ventilated lockers. All lockers must be ventilated.

32. Spontaneous combustion may occur in any accumulation of combustible material, such as rubbish, old clothes, hay, cotton, cotton waste, rags, etc., which is subject to oxidation, also in any oily mass or finely divided fibre. Never pile any of these substances if avoidable. Moderate moisture, warmth, low temperature and good ventilation retard spontaneous combustion. Wherever cotton waste, rags, etc., are used, keep the affected pieces in a separate standard self-closing waste can. This caution applies to all paint shops, paint storehouses and oil houses.

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 material 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.

By Order of the General Manager.

Meritorious Service

Chicago Terminal

During July Gatekeeper Bell Onsel lifted sixty-ride monthly commutation ticket account being in improper hands and required passenger to purchase ticket.

Flagman F. Buchanan on train No. 291, July 18 lifted sixty-ride monthly commutation ticket account being in improper hands and collected cash fare.

Illinois Division

Conductor H. B. Jacks on train No. 1 July 10 declined to honor card ticket, account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor A. B. Springer on train No. 2 July 10 declined to honor card ticket, account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor F. A. Hitz on train No. 17 July 20 lifted annual pass account being in improper hands and collected cash fare.

Engine Foreman C. S. Taylor has been commended for discovering large casting lost from C. P. car 333065, passing through Kankakee, obstructing northbound main track. Necessary steps were taken to protect traffic and have obstruction removed, thereby preventing possible accident.

Operator J. A. Sniderjohn has been commended for discovering and reporting car of corn leaking. This act prevented loss of contents.

Conductor W. P. McElroy and Brakeman J. Jones have been commended for discovering and extinguishing fire on C. G. W. 16293 in time to prevent contests being damaged.

Conductor W. A. Murphy has been commended for discovering and reporting empty gondola, extra 1663, with no light weight stencilled on it. Arrangements were made to have car stencilled.

Conductor J. D. Hasberger has been commended for discovering and reporting broken arch bar on C. N. O. T. P. 14386, Rantoul, extra 1646 South, July 6. Car was set out at Rantoul and repair at that point, thereby preventing possible accident.

Brakeman J. C. Downs has been commended for volunteering to relieve fireman on extra 1643 North, July 20, who took sick, thereby preventing delay to No. 2.

Track Foreman W. Wharton has been commended for discovering draw bar down on U. R. T. 2721, and notifying train crew on account of which car was set out at Peotone, thereby preventing possible accident.

Conductor W. C. Devereaux has been commended for discovering and reporting I. C. improperly stencilled. Arrangements were made to have car restencilled.

Conductor Charles Squires has been commended for discovering and reporting two cars without any light weight stencilled on them. Arrangements were made to have cars stencilled.

Car Inspector W. Lenhardt has been commended for discovering and reporting broken arch bar on I. C. 98108. Train was stopped and car set out, thereby preventing possible accident.

Engineer E. R. Bemisdeffer has been commended for discovering and reporting I. C. 123270 with broken flange at Buckley, July 31. Necessary action was taken to have defect remedied, thereby preventing possible accident.

Switchman D. McKenzie has been commended for discovering and reporting draw bar of S. P. 82075 riding on axle of car. Car was set out and defect remedied, thereby preventing possible accident.

Agent H. C. West, Buckley has been commended for discovering and reporting extra 1752 north, July 26, brake beam dragging under I. C. 95842. Train was stopped and defective equipment removed, thereby preventing possible accident.

Flagman E. Ashton has been commended for discovering a passenger riding on Blue Island to 57th Street only, intending to ride to Randolph Street. Fare from 57th Street north was collected.

Mr. P. Shlacks has been commended for discovering and extinguishing bridge on track 7 on fire, August 27.

Conductor H. F. Carroll has been commended for discovering and reporting N. P. 28449, moving in extra 1641, August 6, improperly stencilled. Arrangements were made to have car restencilled.

Agent C. C. Edwards, Dorans, has been commended for discovering and reporting brake beam dragging on car 1606, August 6. Train was stopped and beam removed, thereby preventing possible accident.

St. Louis Division

Conductor A. N. Wakefield on train No. 22 July 26 declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Kentucky Division

Conductor W. Y. Hansbrough on train No. 103 July 3 lifted mileage book account being in improper hands and collected cash fare.

On train No. 103 July 29 he declined to

honor mileage book account having expired and collected cash fare.

Mississippi Division

Conductor B. B. Ford on train No. 3 July 27 lifted banana messenger's ticket account being in improper hands and collected cash fares.

Minnesota Division

Brakeman R. Myers has been commended for assisting at Waterloo in crushing and pulling ice for icing cars in his train up to the time his train was ready to leave.

C. W. Hall has been commended for discovering and reporting brake rigging down under car train first 62, July 22. Train was stopped and necessary repairs made, thereby preventing possible accident.

Crossing Flagwoman Mrs. Grace Andricks at Cascade Crossing has been commended for discovering and reporting brake beam dragging under I. C. 94382. Train was stopped and necessary repairs made, thereby preventing possible accident.

Springfield Division

Engineer Geo. Wilson, Conductor F. Colmer, Flagman Lee Macon, Fireman F. L. Purcell, Brakeman William Guthrie, and Agent R. H. Edwards have been commended for discovering and extinguishing fire south of Hanson Station, July 31.

Conductor L. H. Sudduth, Clinton, Ill., has been commended for volunteering to pilot extra 3811 from E. St. Louis to Clinton, August 9 and making out necessary reports upon arrival.

Engineer John Turley, Centralia, Ill., and Fireman C. W. Stone, Centralia, Ill., Have been commended for discovering and extinguishing fire at Vandalia, August 3, thereby preventing possible claim and property damage.

Louisiana Division

Conductor L. E. Barnes on train No. 34 July 6 lifted thirty-trip family ticket account being in improper hands. Passenger refused to pay fare and was required to leave the train.

On train No. 1 July 31 he lifted employe's trip pass account being in improper hands and collected cash fare.

Conductor R. E. McInturff on train No. 23 July 12, July 18, and July 21 declined to honor card tickets account having expired and collected cash fares. Passengers were referred to passenger department for refund on tickets.

Memphis Division

Conductor G. T. Reeves on train No. 323 July 15 declined to honor returning portion of card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Vicksburg Division

Conductor W. A. Ingram on train No. 42 July 28 lifted trip pass account being in improper hands and collected cash fare.

New Orleans Division

Conductor A. L. Williamson train No. 37 July 1 declined to honor fifty-four ride monthly commutation ticket account having expired and collected cash fare.



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GOOD ROADS—JACKSON, TENN.

Division News

Wisconsin Division.

Traveling Auditors A. F. Cox, C. D. Rau and J. M. Komp and Valuation Department Representatives H. E. Byrum and W. E. Redman are working up adjustments of work authorities in connection with Valuation Order No. 3. "Wild Bill" Redman keeps the boys in a jolly mood this hot weather in their rambles over Wisconsin division records.

Dispatchers Sam Davis and M. Madden have enjoyed a two weeks' vacation.

Rate Clerk George Lester, in freight office at Freeport, has resigned and accepted a position as chief clerk to C., M. & St. P. agent at Freeport.

Paul Frisbie, formerly of the Accounting Department, who has enlisted in the Navy, spent Sunday with friends in Freeport.

Trainmaster M. G. Flanagan has returned from a ten days' vacation. He made a trip to Portland, Me., and while there visited with Henry Lichtenberger, former tonnage clerk in the superintendent's office and who was called to the colors on April 3rd.

All the clerks in the freight office were recently invited to a birthday party by Fred Rodemeier, bill clerk. Fred admitted that it was his birthday and treated the office force to a swell picnic spread, a boat ride on the lake and an auto trip.

Wm. Cox, chief clerk in freight office, at Freeport, resigned his position, effective April 15th.

S. B. Ellsworth, assistant accountant, who has been ill for the past two months, called on us a few days ago and reports that he is getting along fine. We hope to have "Slim" with us soon.

Assistant Accountant Maple, who has been working with the accounting force during vacation period, has resigned and is preparing to take up his duties as physical director in Freeport High School.

Our division claim agent, R. W. Condit, desires to take on all comers for a good game of golf. Address him at Freeport.

Contracts have been let for changes at LaSalle which consist of construction of a new freight house, additional tracks and remodeling of the present freight house for use as an engine house.

Former Traveling Engineer Fred Hinton is again confined to the hospital, undergoing an operation.

Dave Peters, supervisor on the Madison and Dodgeville districts, was transferred August 1st to the south Amboy district, with headquarters at LaSalle, Ill., vice G. A. King resigned. Lave Wallom, formerly section foreman at Belleville, Wis., has been promoted to position as supervisor of the Madison and Dodgeville districts.

Contractor J. D. Lynch is at Amboy doing the grading for the construction of additional five track yard, south of Amboy coal chute, which is to be used for south bound trains. Zitteral Construction Company have the contract for and are working on the construction of a twelve stall roundhouse and installing a 100-ft. turntable at Amboy. Contract for the erection of smoke stack has been awarded to the Boland Construction Company, who will soon be on the ground. Amboy is a very busy terminal these days with all this work being done.

Messrs. McGowan and Abbott, represent-

atives of superintendent freight service and chief special agent, are making an inspection trip over the division.

Our service flag, August 1st, shows 311 employes from this division now with the colors.

Office force of the master mechanic are working from 6 P. M. to 10 P. M. daily on special payrolls for back pay.

Indiana Division.

Trainmaster P. E. Odell, accompanied by Mrs. Odell, made an auto trip to Keene, N. H., during August.

Miss Victoria Gustafson, of the chief dispatcher's office, is spending a vacation in Chicago and other nearby points.

C. W. Sweitzer is a new clerk in the accountants' office.

N. J. Brooks, chief clerk to Superintendent Roth, has returned from a week's lake trip.

Miss Florence McShane, of superintendent's office, has returned from a vacation.

C. J. Walker has been appointed claim clerk on Indiana Division with office at Mattoon. Mr. Walker was formerly local chairman of the telegraphers; in this office, he has been succeeded by W. W. Rothrock.

File Clerk Harry Sumner has accepted a position with the Big Four R. R. at Mattoon; Mrs. Laverne Mitchell has filled the vacancy.

Engineer C. W. VanNest is in the Illinois Central Hospital at Chicago with a broken leg; Operator J. F. Glass is also in the Chicago hospital; Agent L. H. Arthur is in the hospital at Olney, Ill.

Warren Stephenson (with the 13th Engineers in France) has favored various members of the Indiana Division office force with news from "Over There" this month.

Floyd King is a new clerk in the office of master mechanic at Mattoon.

Hobart Lidster, assistant accountant in the office of Master Mechanic Bell, left Aug. 23rd for Ft. Leavenworth, Kans., to enter radio school for training.

C. M. Shatz has been transferred from general foreman's office, Indianapolis, to

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master mechanic's office, Mattoon, as assistant accountant.

Minnesota Division.

The employes of the Illinois Central shops at Waterloo have organized a large concert band, which will give concerts near the shops each week. The band consists of about thirty-five pieces and will be heartily supported by all officials and employes.

The musicians will not be recruited from the shops alone, but from outside sources and after the organization is completed



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they will be taken in from other towns. Professor Huntsinger has been engaged as leader and has signed a three-year contract. He is a competent director and has been engaged as leader for several large circus bands and other concert organizations and has been a solo cornetist for a number of years. He also was band director for the Kansas State Reform School. Professor Huntsinger will not only have charge of the concert band, but will instruct a band of beginners. As rapidly as they are qualified they will be admitted into the regular organization.

The officers of the organization are: Norman C. Bell, master mechanic of the Illinois Central shops, president; L. A. Kuhns, general foreman of the shops, vice-

president; K. G. Crowther, accountant in the mechanical department, treasurer; K. C. Beal, chief clerk, store department, secretary; A. E. Archer, chairman board of directors; T. Winniger, H. Klempau, F. J. Finn, T. Dolan, A. Feisner, directors; E. S. Shapländ, chairman purchasing committee; C. Horsley, chairman finance committee; C. A. Fish, chairman of auditing committee.

Freight Agent B. F. Williams, at Dubuque, has been promoted to assistant freight agent at Rockford, Ill. Mr. J. E. Allison, formerly freight agent at Sioux City, Iowa, succeeds Mr. Williams.

Chief Dispatcher P. E. Talty has returned from a trip to New York and other cities in the East.

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A. F. Cox and C. D. Rau, traveling auditors, and H. E. Byrum, of the chief engineer's office, were with us several days recently, checking work authorities in the division offices.

G. L. Mullinix, formerly rodman at Louisville, Ky., has been promoted to instrumentman on the Minnesota Division. Mr. Mullinix fills vacancy which existed on account of former Instrumentman H. E. Shelton being transferred to Kankakee, Ill.

L. E. Kupferschmidt, timekeeper, spent Sunday visiting his brother, Walter, who is in training camp at Valparaiso, Ind.

Miss Margaret Walsh, formerly of the freight station at Dubuque, has been promoted to stenographer in the accountant's office. Miss Colette La Tronch succeeds Miss Walsh at the freight station.

Miss Lenna Lightcap, stenographer in the superintendent's office, is visiting relatives in Chicago.

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ILLINOIS CENTRAL MAGAZINE

VOLUME 7

UNIVERSITY OF ILLINOIS NUMBER 4

OCT 18 1918



*Unfurling of Service Flag;
Liberty Loan Meeting, Illinois Central
Employees, Central Station, Chicago.*

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VERNON W. FOSTER.

Local Attorney, Chicago.

BORN in Norwalk, Ohio, January 16th, 1881. Graduated from Norwalk, O., High School, 1897; Sandusky, O., Business College and Dements Shorthand School, Chicago, 1898; Chicago Kent College of Law, 1902. Entered the service of the Illinois Central Railroad Company, July, 1898, as Secretary to the Auditor of Passenger Receipts. Entered Law Department of the Company in 1899 as Secretary to Assistant General Solicitor, and held, successively, positions of Secretary to General Solicitor, Court Reporter, Investigator of Claims, Assistant to Local Attorney. January 1, 1906 appointed Assistant Local Attorney, and July 1, 1916 Local Attorney, for Cook County; at present, the trial lawyer for the Railroad at Chicago, Ill.

ILLINOIS CENTRAL

Magazine

Vol. 7

OCTOBER, 1918

No. 4

United States Railroad Administration

Office of the Director General of Railroads

Washington, September 18, 1918.

Circular No. 56.

The patriotic support of railway employees to the Third Liberty Loan was more than gratifying. On some railroads practically every employee became a subscriber for one or more of these bonds.

Now that the Fourth Liberty Loan is about to begin, I earnestly urge all railroad officials and employees to cooperate in securing a "100 per cent" result on every railroad. I believe that where the officials and employees unite in a patriotic support, the response will be even more gratifying than that to the Third Liberty Loan.

I realize that there are many instances where railroad employees are not financially able to assume additional obligations. In such instances there should be no criticism of the failure of an employee to subscribe to the Fourth Liberty Loan. I believe, however, that when the urgency of the need is presented to employees that few will fail in their financial support of the Government.

My attention has been called to the fact that in the past loans many employees have subscribed through their banks and through other agencies than the railroads. No criticism should be made against employees for subscribing to bonds in this way, but it is a matter of pride to the Railroad Administration that the employees on each railroad shall receive the credit for all subscriptions they make.

Government bonds are the safest investment in the world, and in making such an investment railroad employees at the same time have an opportunity to help win the war and give needed support to our noble sons and brothers who are risking and giving their lives upon the battle fields and upon the seas.

I hope that 100 per cent of the railroad employees will subscribe to the bonds of the Fourth Liberty Loan. I can think of nothing more inspiring than the great body of railroad employees effectively banded together to work for the success of the Fourth Liberty Loan, and I urge upon each railroad employee patriotically to do his share. In this way we can shorten the war, save many lives, and bring a glorious victory to America and to democratic principle everywhere.

W. G. McADOO,

Director General of Railroads.

Fourth Liberty Loan Details.

The Fourth Liberty Loan campaign will begin on September 28 and close October 19, and in order to encourage employees to subscribe thereto Federal managers are authorized to take such amount of the bonds as may be necessary to care for such subscriptions, and current Federal funds may be used as far as necessary in paying for such bonds.

Final details of the bonds have not yet been determined, but the law which authorizes an additional issue of bonds provides that they shall be of the same general character as the bonds of the Third Liberty Loan. The rate of interest will be $4\frac{1}{4}$ per cent, but the maturity of the bonds will be later determined by the Secretary of the Treasury, as will also the dates on which interest payments will be made. The bonds will be issued in denominations of \$50, \$100, \$500, \$1000, and upwards, and may be obtained in either registered or coupon form. Interest on registered bonds is paid by check from the United States Treasury Department and interest on coupon bonds is represented by detachable coupons, collectible through any post office or bank.

Officers and employees will be permitted to pay in installments covering a period of not exceeding eight months, provision being made so that such installments may be paid by deduction on the pay roll.

In connection with the Third Liberty Loan it was permitted that payments on new subscriptions might begin at the expiration of the period covering installment payments on subscriptions to the Second Liberty Loan, in order to avoid making payment on both subscriptions at the same time.

For that reason payment to the Third Liberty Loan in many cases will not be completed until June, 1919. Since the last loan, however, employees generally have received substantial increases in wages, and therefore it is unnecessary to avoid the making of payments on two subscriptions at the same time.

Payments on subscriptions to the Fourth Liberty Loan may, however, when the subscriber is also making payments on subscriptions to the Third Liberty Loan, commence with the month of January, 1919, the period of eight months running therefrom. In cases where employees are not making payments on subscriptions to Third Liberty Loan bonds, payments shall begin with the pay roll for the last half of October, 1918.

Employees will be credited with interest on bonds during the period of installment payments, and will be charged interest on deferred payment, both at $4\frac{1}{4}$ per cent. When the last installment payment is made the bond will be delivered to the subscriber. Adjustment of interest will be made in the last month's installment payment. Coupon (covering interest which matures during the period of installment payments) will be detached by the Federal Treasurer and the interest collected. Subscribers will, however, receive proper proportionate credit on account of such coupons in the adjustment of interest to be made in the last installment payment, as described above.

Should employees leave the service before completion of the payments, the amount paid will be refunded without interest.

Employees may pay for bonds in full at the time of subscription; or if they subscribe on the installment plan, they may at any time pay up the unpaid installments in full and receive the bonds.

Employees should not hesitate to place their subscription with the Federal Treasurer of the road on which they are employed for fear that their local district may not receive credit for subscriptions, for arrangements are being made so that the subscriptions of railroad employees will be reported according to their homes, and the local district will in each case receive corresponding credit to apply toward its quota.

Instructions are being issued to regional directors relative to the formation of committees, etc., to organize and promote this work, with which committee when appointed all railroad employees are urged to cooperate.

While bonds are being issued in both coupon and registered form, I advise and urge that employees subscribe for registered bonds, which in case of loss or destruction by fire will be replaced by the United States Treasury.

Liberty Loan Meeting and the Unfurling of the Illinois Central Service Flag

October 4th, 1918.

The unfurling of the Company Service Flag and solicitation of employees for subscriptions to the Fourth Liberty Loan, were made the occasion of an enthusiastic demonstration in the General Waiting Room of Central Station on Monday afternoon, September 30th.

The meeting was called to order by Mr. F. B. Bowes, traffic manager, who acted as chairman, and who, after appropriate and forceful remarks, called upon the employees to sing "OVER THERE."

He then introduced Mr. Donald Rose, general development agent, who has been in London during the greater period of the war, as European traffic manager of the company. Mr. Rose, who is closely in touch with conditions on the other side, gave a very instructive talk and exhibited a piece of the window glass and also one of the boards from a partition in our London office, which he had picked up, following a German air raid during which a bomb was exploded nearby. The employees at the time, were in shelter cellars, but had they been working in the office when the bomb dropped, they would all have doubtless been killed.

Mr. Bowes then introduced Judge R. V. Fletcher, general attorney of the company, who made a thrilling address and certainly supplied whatever was necessary to indicate to his audience the necessity of subscribing the maximum amount to the Fourth Liberty Loan.

Our Service Flag, representing 8,775 men in military and naval service—an army in itself—was then unfurled by General Manager Foley and the employees stood in singing "THE STAR SPANGLED BANNER."

It was a very inspiring scene and one that will long be remembered by the 1,500 general office employees who had the pleasure of being there.

The Burnside band was present, and as usual, did its full duty in rendering a complete selection of appropriate and inspiring airs. Mr. A. C. Snow, contract clerk, in the general manager's office, acted as cheer leader.

The employees in the general office building have subscribed 100 per cent to the Fourth Liberty Loan and are now responding generously to a further canvass for increased subscriptions.

Important Information Regarding Registration of Bonds

Important information concerning the registration of Liberty Loan bonds, as given out by the bond department of the Federal Reserve Bank of Chicago contains the following quotation from a letter from the Treasury department.

"With reference to accepting subscrip-

tions for bonds to be registered in the names of persons giving only initials rather than the full name, I have to say that it is the intent of the Department, not for its own sake, but for the sake of the holders of registered bonds, to have them registered in such manner as

to enable the said holders, or their legal representatives, to dispose of them in the simplest and readiest manner. Bonds issued to women under their initials, or under the initials of their husbands, are not readily transferable in case of the death of the holder.

"Though letters of administration would be issued in the legal name of the deceased, and the bonds would be inscribed in her name, under her initials, or those of her husband, as the case might be. The letters of administration and the bonds would not agree as to the name and therefore the administrator of

Mrs. Sarah A. Smith, say, would have to prove that she and Mrs. Thomas W. Smith (or Mrs. S. Smith) were one and the same person. It is to avoid troubles of this character that the Department has insisted on receiving the legal name of persons subscribing for registered bonds,

"Of course, the Department cannot refuse to issue bonds under initials if the parties interested insist upon it, but it is requested that you, in all cases where it is possible, insist on receiving the full names of persons subscribing for registered bonds."

James B. McDougal, Governor of the Federal Reserve Bank of Chicago, gave out the Following Telegram Received From the Secretary of the Treasury, McAdoo:

"While enthusiastic reports of the progress of the Fourth Liberty Loan Campaign are being received from many companies of the country, subscriptions filed with the incorporated Banks and Trust companies and reported to the Treasury Department for the first four business days of the campaign total only six hundred twenty-six million, five hundred and six thousand dollars. In order that the full amount of six billion dollars may be taken, subscriptions must be received at the average rate of over three hundred and fifteen million dollars for each of the nineteen business days in the campaign and yet up to date, subscriptions are being received at only about one-half this necessary rate.

"While I am confident that the American people will in the end complete the enormous task now before them, I desire to urge every one not only to subscribe to the utmost of his ability, but to subscribe at the earliest possible moment in order that subscriptions may serve as an inspiration to others. The campaign is handicapped by two factors, the first being the unfortunate spread of Influenza throughout many of the Eastern States, necessitating the cancelling of public meetings, parades and other demonstrations for the loan. This condition makes it necessary for the people to come forward with their subscriptions without waiting

to be called upon. The second unfavorable factor, and by far the most serious one, is the feeling which is prevalent in some communities that the glorious news from the battle fronts reflects a military situation which warrants a slackening of our effort here at home. Nothing could be further from the truth and no more insidious propaganda than this could be circulated by the enemy.

The time is ripe for the final stroke which shall lead to complete victory and enduring peace, but that stroke cannot be delivered in a day or a week. Germany is not crushed, she has millions of strong fighting men still on the battle lines and with invasion of their own territory facing them, they will fight even more desperately than heretofore.

"The strength of our military efforts must be multiplied—our fighting forces must feel behind them the steady support of the American people. The supply of American arms and ammunition must not be interrupted or diminished. Now is the time for speed—speed—and the maximum of force at the present time means an earlier return of our boys from the bloody battlefields—means the saving of American lives and the winning of a glorious and conclusive victory."

THE WHITE HOUSE
WASHINGTON

Again the Government comes to the people of the country, with the request that they lend their money, and lend it upon a more liberal scale than ever before, in order that the great war for the rights of America and the liberation of the world may be prosecuted with ever increasing vigor to a victorious conclusion. And it makes the appeal with the greatest confidence because it knows that every day it is becoming clearer and clearer to thinking men throughout the nation that the winning of the war is an essential investment. The money that is held back now will be of little use or value if the war is not won and the selfish masters of Germany are permitted to dictate what America may and may not do. Men in America, besides, have from the first and are now dedicated both their lives and their fortunes to the vindication and maintenance of the great principles and objects for which our Government was set up. They will not fail now to show the world for what their wealth was intended.

Woodrow Wilson



The service flag! With its star of blue, sometimes turned gold: silently it sells more bonds than any salesman in the land. ☆ It matters little where this badge of service hangs: in the home of wealth or in some humble cottage. ☆ Always its message is the same: that you shall lend—and generously lend—to end this war more quickly. ☆ To save more stars of blue from turning gold.

4th LIBERTY LOAN

U. S. Government Bonds

United States Railroad Administration

W. G. Mc Adoo, Director General of Railroads

Washington

General Order No. 42

August 31, 1918.

To all officers and employees in the railroad service of the United States:

The approaching Federal and State elections, including the primary contests connected therewith, make it both timely and necessary that the attitude of the Director General toward political activity on the part of officers and employees in the railroad service should be clearly stated.

It was a matter of common report that railroads under private control were frequently used for partisan political purposes; that railroad corporations were frequently adjuncts of political machines, and that even sovereign States had been at times dominated by them. Contributions to campaign funds and the skillful and effective coercion of employees were some of the means by which it was believed that many railroads exerted their power and influence in politics. Scandals resulted from such practices, the public interest was prejudiced and hostility to railroad managements was engendered.

Now that the Government controls and operates the railroads, there is no selfish or private interest to serve, and the incentive to political activity on the part of the railroads no longer exists.

Under Government control there is no inducement to officers and employees to engage in politics. On the contrary, they owe a high duty to the public scrupulously to abstain therefrom.

It is therefore announced as a definite policy of the United States Railroad Administration that no officer, attorney, or employee shall

1. Hold a position as a member or officer of any political committee or organization that solicits funds for political purposes.
2. Be a delegate to or chairman of any political convention.
3. Solicit or receive funds for any political purpose or contribute to any political fund collected by an official or employee of any railroad or any official or employee of the United States or of any State.
4. Assume the conduct of any political campaign.
5. Attempt to coerce or intimidate another officer or employee in the exercise of his right of suffrage. Violation of this will result in immediate dismissal from the service.
6. Become a candidate for any political office. Membership on a local school or park board will not be construed as a political office. Those desiring to run for political office or to manage a political campaign must immediately sever their connection with the United States Railroad Service.

I am sure that I can count on the loyal cooperation of all officers, attorneys, and employees engaged in the operation of the railroads under Federal control, to carry out in letter and spirit the policy here announced. This policy is intended to secure to all of them freedom of action in the exercise of their individual political rights, and, at the same time, to prevent any form of hurtful or pernicious political activity.

Let us demonstrate to the American people that under Federal control,

railroad officers, attorneys, and employes can not be made a part of any political machine nor be used for any organized partisan or selfish purpose.

Let us set such a high standard of public duty and service that it will be worthy of general emulation.

W. G. McADOO.

United States Railroad Administration

W. G. McAdoo, Director General of Railroads

Supplement No. 1 to General Order No. 42

(1) It appears that prior to the issuance of General Order No. 42 various railroad officers, attorneys, and employes were elected to political offices and are now holding such offices. In such cases no objection will be raised to the completion of such terms of office. In all other respects, however, General Order No. 42 will apply to such officers, attorneys, and employees.

(2) In cases where prior to the issuance of General Order No. 42 railroad officers, attorneys, and employees had been nominated for political offices or had become candidates locally for such offices, they may continue in railroad employment until the election.

(3) The position of notaries public, members of draft boards, officers of public libraries, and of religions and eleemosynary institutions are not construed as political offices.

W. G. McADOO,
Director General of Railroads.

Supplement No. 8 to General Order No. 27

In General Order No. 27 and Supplements thereto, and in certain memoranda of understanding creating Railway Boards of Adjustment put in effect by General Orders No. 13 and No. 29, methods have been provided for interpretation of wage orders issued by the Director General upon recommendations of such boards and the Division of Labor, "subject always to review by the Director General." For the purpose of affording prompt interpretation of all wage orders issued by the Director General, the duties and authority of the Board of Railroad Wages and Working Conditions are hereby extended to include investigations and recommendations to the Director General of interpretations of all such wage orders when requested to do so by the Director of the Division of Labor.

It should be understood by railroad employes that it is impracticable to give interpretation on exparte statement, to the thousands who request information as to the manner in which wage orders should be applied in individual cases. Operating officials of the railroads are required to place wage orders in effect fairly and equitably, and should differences of opinion arise necessitating a formal interpretation, the matter will be disposed of in the following manner.

When a wage order is placed in effect in a manner with which an employe, or the employe's committee disagrees, a joint statement quoting the language of the wage order, and including the contentions of employes and the contentions of officials, signed by the representatives of the employes and the officials, will be transmitted to the Director of Labor who will record and transmit same to the Board of Railroad Wages and Working Conditions, which will promptly

investigate and make recommendation to the Director General. Upon the receipt of interpretation from the Director General, the Director of Labor will transmit such interpretation to the Railway Boards of Adjustment for their information and guidance, in the application of such interpretation to existing conditions, or to questions arising from the incorporation of the order as so interpreted into existing agreements on all railroads under Federal control. As occasion demands all interpretations will be printed and given general publicity, for the purpose of communicating the information to all concerned, and thus avoiding the necessity of duplication of interpretations.

On and after September 1st, 1918, any disagreement between the employes and the officials, over the application of any wage order, will be submitted to the Director of Labor, as outlined above, but in order promptly to dispose of all requests for interpretations previously presented to the Division of Labor, or to the Boards of Adjustment, such requests will be immediately recorded and transmitted to the Board of Railroad Wages and Working Conditions by the Director of Labor.

Nothing herein contained revokes authority granted to the Division of Labor of Railway Boards of Adjustment in determining disputes arising in connection with the application of interpretations of wage orders to existing conditions, or in connection with the incorporation of such interpretations into existing agreements.

W. G. McADOO,

Director General of Railroads.

Mr. Kittle Defends Locomotive Engineers from Unjust Accusation

New Orleans, Sept. 25, 1918.

Editor *New Orleans States*:

Dear Sir: I have just read a remarkable article by Dr. William Brady, which was published in a recent issue of *The New Orleans States*. The article struck me as being very unusual in that it made an unjust attack upon one of the most magnificent bodies of men on earth, the locomotive engineers.

Dr. Brady says that on several occasions he has seen an engineman leave his home to take charge of his engine and go out on his run so drunk he could scarcely walk, and wondered how he managed to hold his job; that he has heard enginemen tell of sleeping a good share of the time they were on their runs; that as railroads are now conducted an engineman is merely required to report at a given time and take out his engine and that he may be quite seriously ill, or intoxicated, but no one in authority pays any particular attention

to that. After having thus delivered himself, Dr. Brady asks this question: "What assurance has the passenger as he boards a train that the engineman driving the engine is not drunk, dying or ill?"

I do not think the reputation of locomotive engineers requires or needs any defense at my hands. All classes of people entrust their lives to them and few ever have occasion to regret it. It is a well known fact that the per cent of those traveling as passengers who are killed, or injured, on account of the delinquency of locomotive engineers, is so small as to be infinitesimal. This could not be true if locomotive engineers as a class were inebriate or unreliable. The records show that one is as safe asleep in a Pullman berth upon a moving railway train as if he were walking the streets. They show that a farmer is nearly as safe upon a railway train as he is when he goes about his regular

duties on his farm, and that women and children are practically as safe traveling upon standard railroads as passengers in proper positions in trains as they are in the home. Dr. Brady cannot reconcile these incontrovertible facts with his severe indictment of locomotive engineers.

During the calendar year 1917, 400 passenger engineers on the Illinois Central Railroad System were at the throats of locomotives which carried 33,346,693 passengers, approximately one-third as many passengers as there are people in the United States, without killing a single passenger riding in proper position in trains. To put it another way, during the year 1917, 400 passenger engineers on the Illinois Central handled locomotives drawing the trains which carried 982,111,873 passengers a distance of one mile without killing a single passenger riding in proper position in trains.

Locomotive engineers are not infallible. They sometimes make mistakes, but I very earnestly believe they make as few as any other class of men in the world. They render a great service to the railroads and to the public, and whenever called upon they are always able to give a good account of their stewardship.

Dr. Brady says that locomotive engineers should be examined by doctors just before going out on each and every trip, and that the examining doctors should furnish certificates to the effect that the engineers are fit before they are permitted to go out. I would not cast aspersions upon the profession to

which Dr. Brady belongs. The doctors represent a noble profession, but they are no more proficient or trustworthy in their work than are the locomotive engineers in the service which they render the railroads and the public.

For the information of Dr. Brady, I will state that the managements of railroads not only take every possible precaution to see that locomotive engineers are sober and dependable, but that the engineers themselves are always on the alert to detect and report a brother engineer for intoxication or unreliability of any kind, either while on duty or off duty, and that if an engineer were addicted to drink, it would be next to impossible for him to escape detection and dismissal from his own organization, as well as from the railroad service.

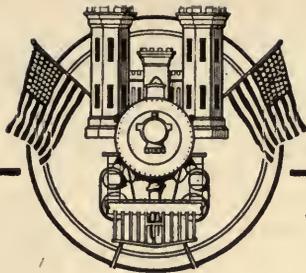
It must be said to the great credit of locomotive engineers that they have almost entirely eradicated drinking and intoxication among themselves and that at the present time those who drink to excess are as scarce as hen's teeth. It therefore follows that Dr. Brady, with his suggestion for the certified engineer is out of order. For sobriety and dependability, locomotive engineers as a class are as nearly one hundred per cent as it is possible for men to be. They realize that the lives of the people are entrusted to their care and the records show that they measure up four square to their responsibilities.

Yours truly,
C. M. Kittle,
Federal Manager,

From the New Orleans Daily States,
of Oct. 1st, 1918.



MILITARY



DEPARTMENT

Sept. 14, 1918.

Adv. M. S. D. No. 1, S. O. S., A. E. F., A. P. O. 712, France.

Mr. J. F. Walker, M. M., Paducah, Ky.

Dear Friend:—Mr. Walker, I have just received your letter of June 13, and I surely do appreciate your taking the time and trouble to write me a few words of cheer. I would have written you a letter at the time I sent the card, but was afraid you would think I expected an answer. Of course, I knew that you were interested in the boys who enlisted from Paducah shops and I knew that my friends could hear from me through my Dad, and knowing too, how valuable your time is, I decided that I'd just send a card. I am mighty glad that it was my luck to be one of your boys, and I'll always be glad that it was my privilege to serve my apprenticeship in Paducah shops. It happens that exactly one year ago today I quit my job with you and began working for Uncle Sam. I went to Ft. Thomas, then to Ft. Oglethorpe, and then to Ft. Jay on Governor's Island in N. Y. C. harbor. I stayed there seven weeks and was then marched on board a British ship, and in a few hours sailed out of the harbor and began our long voyage to Somewhere in France. We stopped at Halifax, N. S. a few hours and then began again and after fourteen days we landed at Liverpool, England on Oct. 14, about 11 a. m. Then we were told to get aboard a train which was waiting for us, and sent by train to South Hampton. We stayed in a rest camp there, which was anything but pleasant, for three days and were again marched to the docks where we were again put aboard a ship and at a late hour we were sailing out of the harbor and on our way to Le Havre. We landed there about 4 p. m., as it only takes a few hours to cross the channel. My company was a casual company and of course none of us had been assigned to any duty. Here at Le Havre we were split up and shipped to various towns and cities of France. Some went to the different hospitals and lab's and others to infantry and engineer regiments, while others to medical supply depots. I was among those selected to go to a depot which had just begun to issue medicines and medical supplies to the men at the front. I was soon put to driving a light Ford truck which I drove until after Christmas, and was then ordered to my present station with my truck. It was a bad trip. The weather was awfully disagreeable. It was snowing and I had only one companion and he couldn't speak a bit of French and I could only speak a few words. The road led us over mountains and hills and deep valleys and through pine forests and it was pretty hard going as I didn't have any tire chains. Some hills were so steep I had to drive all the way up on low, but after two days and nights we finally arrived here. I have been over that same road twice since I came here and it certainly is grand in summer. Part of it is through the grape country. I have seen fields of grape vines or vineyards that reached for miles and miles. Hops are raised extensively here too. After the seed are planted, poles twenty-five feet high are planted at close distances along the rows for the

vine to run on. The hop fields are a pretty sight after they (the hops) begin to run and mat. I have been in St. Nazaire twice since I came here. Once for a Packard truck which I drove for two or three months, and the next time for a Dodge closed car which I now drive for the Colonel. I have visited Paris, Tours, Angers, Nantes, Bourges and St. Nazaire, and dozens of other towns which I'm not allowed to mention on account of them being in the zone of the advance. The camp I'm now in is also in this zone.

France is a wonderful country. The French people are great lovers of everything beautiful. They live lots closer to nature than we Americans. Sometimes though, I think they live a little too close. It is not uncommon at all to see houses, especially in the little country villages, where the resident lives in one room and a cow or pig in the next. Of course, there is a thick wall between them, but I think their stables should be a little farther away. Yet, you see quite a lot more old people over here than in America. They seem to be as healthy or more so than we. I am in good health and have a good job and mighty fine officers, and am very well contented, and after we have licked the socks off those crazy people, the old U. S. A. is the only place for me. Of course I mean if I'm lucky enough to still be kicking. I haven't been very near the actual fighting but I hear the guns often and I'm hoping more than anything that I'll get right in the thick of it before it's all over. The Germans have started another drive but we are equal to the test and we will lick them to a frazzle before we get through. They can fight all right, so can we and we will go them one better every time they start something, and if they don't start it we will. Victory is all we think. There is no doubt in our minds about the outcome. We know our people are behind us, and we are not going to disappoint them. We have a few thousand German prisoners working here, and although they don't say much, the most of them admit that they are glad to be prisoners and they think Germany is about finished. There are exceptions though. Some of the old fellows say that Germany is going to win, but they don't seem to be very much enthused while telling you. You can't believe that they mean it. I've only met one other shop boy over here. He is Roy Jennings. He worked in the air room awhile. There are quite a lot of us over now though, I guess.

I must stop now. I hope that this has been worth the time it has taken you to read it, although I am not much on letter writing, and of course, I had to be careful too, to see that the censor wouldn't make it look as if it had been through a cyclone. The army is a great life if you don't weaken, and so far I haven't weakened. I want to thank you again and the other foremen who have taken an interest in my welfare while I'm over here. Tell all the fellows I'm getting along fine with my work. I have never had any trouble so far, that I couldn't locate and set it right again. I am now in charge of all our motor transportation. It isn't much but we are expecting more after awhile. We now have two Fords, a Packard and a Dodge. I wish you and your family the very best of luck and please remember me to Willie.

Sincerely your friend,

CORPORAL B. C. KING.

Lieut. Louis I. Phillis

LIEUTENANT PHILLIS was killed in a Mechanical Engineering course at Tours, France, on July 19th in the University of Illinois when he enlisted in the Aviation Corps in July, 1918, being first assigned to the train-



LIEUT. LOUIS I. PHILLIS

ing school at Atlanta, Ga. After being at this school several months he was transferred to the aviation training camp at Mineola, L. I., and last October was sent to France for further training.

In February he was sent to Italy and was located there until he was again transferred about July 1st to the training camp at Tours, France, where he was stationed at the time of the accident.

Lieutenant Phillis was employed in several departments during the summer periods; in 1914 having worked in the office of the general storekeeper, in 1915 in the machine shop at Burnside, and during the summers of 1916 and 1917, up to the time of his enlistment, being employed in the Valuation Department of the office of the Chief Engineer. He is a son of Mr. H. W. Phillis who has

been employed in the Mail and Baggage Department for a number of years. The following letter was written by him the day before the accident:

Tours, France,
2nd Aviation Instr. Center,
July 18th, 1918.

My Dear Folks:

I have been traveling about so much the last two weeks and have been so blamed busy the few days I have been settled down in one post that I have hardly had a chance to write a decent sized letter. This afternoon I think I shall finish up my flying at this place, so I am not taking my usual mid-day nap, hoping to be able to sleep in the morning. You know, when we are flying, we get up at 3:45, fly 'til 10:00, then drill one hour; rest until 4:00, and fly from then until about 9:00. Of course, we are not flying all these flying hours, but we must stay out on the field and await our turns. It gives you very little sleep at night, and you must take a snooze after lunch to keep caught up.

This morning I brought a plane into camp from a nearby field and got in about 8 a. m., so I was through then and had a good opportunity to sleep until noon. Then I polished up my boots, shoes, and Sam Browne and repacked my trunk and bag, so I can be ready to throw a few things in my grip, pack my blankets and be off at an hour's notice, because I hope to leave here soon.

As you have noticed, we can now give the name of the town we are in, except up in the Zone of Advance, or War Zone, whatever you may choose to call it. It is quite sensible, because it is only up there that the names of towns, etc., need be kept secret. Gradually the censorship rules are being cut down to a more sane basis.

Tours is one of the largest cities in France and has been the scene of many, many great events in history; in fact, here was fought probably the greatest and most important battle in history. Of course, we are some distance out of

town and all I have seen of the place I saw the night I came in, but I'm going to try to get about a little before leaving.

I think when I make my next move I'll cable you my address, if I have cash enough on hand at the time. This traveling is expensive business when, as an officer, you pay for your meals, fare, and everything. Of course, we are supposed to get reimbursed at the rate of 7 cents per mile, but like everything else, that money is horribly slow in coming.

We had some mighty good movies at the Y last night, real old American ones, Olive Thomas in "Madcap Madge." Therein lies one of the greatest advantages of being in an American Camp; we get American food, tobacco, reading matter and movies.

Isn't it magnificent the way our boys are holding the Boche in this immense fifth drive? Just think, *our men* and the French, and a good big part of the responsibility lies upon our fellows. We all have the utmost faith and confidence in their ability to hold. I have been fortunate enough, in Paris particularly, to meet and talk to many marines and army men, both officers and enlisted men, from all the American sectors,

and have heard of nearly all the battles first hand. It is simply marvelous the way our few men have held and driven back the Prussians, Saxons and Bavarians, who were relieved every few days, while our boys fought for weeks in the very front. Oh! ours is the best little army of fighters in the world, and they are beginning to acknowledge it now,—I mean the French and British. Wait till we get a real army up there.

Notice that, while my writing is as unreadable as ever, it at least is not jerky and nervous like it was the day before yesterday. I have gotten accustomed to the plane I am now pushing around, so there is very little nervous strain resulting from a morning's driving it about. After you get used to a bus it is very easy to drive it and is no more tiring than taking a walk or swim or an automobile ride. Now I'm ready to train on another plane, the fastest and smallest and most sensitive of them all. The name is forbidden to write. You can rest assured, however, that it is a *real* plane that I'll drive next. After that I can handle anything.

All my love.

Louis.

O/K L. I. Phillis,
1st Lieut. A. S. Sig. R. C.

"Somewhere in France"

By Louis Solio, 6th U. S. Infantry, A. E. F., Formerly I. C. Car Repairer

It's a sizeable place this somewhere
As big as the whole battle zone;
We eat it, we sleep it, we breathe it,
It gives us many a groan.

We left from the port of somewhere,
And we traveled somewhere on the
sea,
Till we landed again at somewhere.
And it sounds mighty big to me.

We left somewhere for somewhere,
And we're camping somewhere for a
spell,

It's got when you mention somewhere,
We're almost tempted to yell.

There's a somewhere in France, and in
England,

And somewhere also at the front;
It was somewhere the boys were at
battle

Just somewhere bearing the brunt.

It's somewhere the censor is cutting
Somewhere from the letters we write.
It seems we've been somewhere for
ever,

And it has us most ready to fight.

At night we no longer have nightmares,
We dream one continuous trip,
From somewhere back home into some-
where;
And when we sleep, into somewhere
we slip.

The geography's gone to the races,
The faces of maps are all changed
Somewhere in somewhere by someone,
And our minds are completely de-
ranged.

Ye Gods, is the world mad completely?
Will sanity ever again reign?
Will we ever get back from somewhere
to earth?
If so, Oh, Lord! tell us when.

CHARLES C. GRUBE

MR. and Mrs. Howard Grube, 804 Grandview avenue, Dubuque, Ia., received the brief war department telegram announcing the death of their son, Sergeant Charles Calistus Grube, who was wounded in action July 28th. Letters from other members of the company to relatives in this city had brought the sad news in advance of the war department's confirmation.

The last letter received from Sergeant Grube, was written on July 9th and received here August 7th, several weeks before the fatal engagement. In his letter, he told proudly of his promotion to the rank of Sergeant. He had previously held the rank of corporal and besides wore the gold stripe of honor for continuous service at the front.

Sergeant Grube's death brings to a close an army career of conspicuous fidelity to the cause and to the uniform he wore. He enlisted in the local national guard company, June 16, 1916, and has been continuously in the service of his country. He saw service at the border and later went to Camp Dodge, Des Moines, Ia., where he was transferred to the Rainbow unit.

Charles C. Grube would have been twenty-three years of age September 29th. He received his education at Dubuque and was graduated from St. Co-



CHAS. C. GRUBE

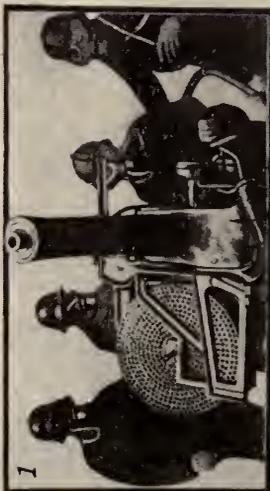
lumbkill's school. Previous to his enlistment, Sergeant Grube was employed as call boy at the Round House and Yard Office, Dubuque, and later promoted to switchman, working about three years at Dubuque.



**KARLSRUHE: AS SEEN BY
OUR BOMBING AIRMEN.**

Photos by London Daily Mail

1.—Photographs taken during the British daylight air raid on Karlsruhe 11 days ago, when 1¼ tons of bombs were dropped. On the right an explosion; in the top left-hand corner a bomb falling. 2.—M. Clemenceau, the veteran Premier of France, out with the guns, shooting game. 3.—These despatch boats, which "Tommy" knows as "Scooters," travel at 40 miles an hour on the Tigris. 4.—A photograph taken in a U. S. munition factory where heavy guns are being made with all speed. Boring a breach. 5.—A camel in Palestine returning from the front line with a load of water-barrels—fortunately empty. 6.—The method of constructing a "pill-box" is well shown in this picture of the steel ribs of one which the Huns had not time to clothe with concrete. 7.—Lady Lovat, who has given birth to another son, with her two children. Her husband, Brig.-Gen. Lord Lovat, is a Director of Forestry. 8.—Lord Rhondda (left) arriving at the Mansion House. 9 and 10.—New portraits of the Queen of Rumania and Princess Ileana, her youngest child.





BANCA DI CASSA E CAMBIO LEGALE DA CINQUE CENTESIMI
CASSA VENEZIA DEI PRESTITI.
2, SETTEMBRE 1918.

SERIE FOSCO N° 05,687

Saranno puniti i fabbricatori di buoni di cassa falsi, chi li usa, e chi li rimette in circolazione.

6

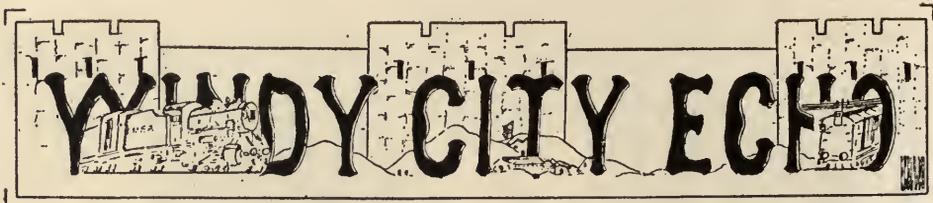
LATEST WAR PICTURES.
ITALIAN NAVAL HEROES.

Photos by
London Daily Mail

1.—Hun anti-aircraft gun—new type—a German photograph. The novel feature is the ammunition drum. 2.—At St. Mary Abbott's Church, Kensington, Miss Una V. Gourley, Deputy Administrator of the Q. M. A. A. C., was married to Surgeon G. Ward, R. N. Bride and bridegroom leaving church. 3.—Mr. H. Mugford, late Lance-Corporal Machine-gun Corps, received the V. C. and congratulations from the King. He was brought forward in a wheeled chair. 4.—A Portuguese, a British, an American and a French sailor playing a game of cards on one of the lawns of Haslar Royal Naval Hospital, Portsmouth. 5.—Major-General D. Smith inspects, at Portsmouth, a table-spread made by a wounded soldier; a nurse explains its quality. 6.—One of the forged currency notes which the Austrians hoped to use in Venice. This one, representing a half-penny, was found on a prisoner. The printed notice threatens punishment on forgers of the forgery. 7.—The officers and crew of the Italian patrol boat which recently torpedoed and sank the Austrian Dreadnought "Szent Istvan" in the Adriatic. In the front row (left to right): Engineer Gori, Commander Luigi Rizzo, who directed the operation, and Midshipman Anzoso.

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13TH ENGINEERS, (RY) U. S. AMEXFORCE IN FRANCE

Vol. 1. No 7.

AUGUST 13, 1918

PRICE 2½ Washers

ENTERTAINMENTS AT THE Y. M. C. A.

On the 4th of July, the Windy City was favored by the presence of Doctor Edmunds of Philadelphia, chief legislator to the Y. M. C. A. in France. He was undoubtedly one of the finest speakers it has been our privilege to hear and it was a pity only a limited number of our men were present to enjoy his talk. It is to be hoped that we can look forward to another visit from Doctor Edmunds in the near future.

On the evening of July 12th the sixty piece band of the 13th Colored Infantry entertained a large crowd of French and Americans in the Windy City. If there is a better band in France we never heard of it and we hope they will come again.

On the evening of July 12th at Bentsburg and the following evening at Windy City, members of the 13th who were fortunate enough to be off duty were highly entertained by two good looking and real five American girls. They were Neysa Moran McMein, famous illustrator, and Miss Bulley, model and monologist. Miss Bulley first stepped out on the boards and without introduction started on a line of chatter about nothing in particular and everything in general which kept every one laughing until she yielded her place to Miss McMein. Miss McMein also had some witty remarks to make about the American soldier's life in France before getting busy with her crayons, and although, as in the case of Miss Bulley, she was frequently interrupted by the gallery, she emerged from the ordeal with smiles.

Her first pictures were "take-offs" on famous war posters and from them switched to her original depictions of Broadway pouters which were greeted with cheers of approval. Seeing Mike Rocco, our famous Y merchant, about to swoon from excitement, she called him up on the stage to pose, and amidst cries of jealous disapproval proceeded to immortalize his classic features. And, sure, when she had it finished; they didn't call it "Ireland". Next, one of our popular French nurses posed for a picture which both pleased her and the audience very much, and the show closed by B. L. Bowen of Company A, who first recited Ring Lardner's verses of inquiry concerning Neysa, and then appended some of his own as follows:

Now, Neysa, after seeing you,
We don't blame Ring a bit, for
Kicking because he had not met you too.
And the 13th wants to say to you
That WE all think you're great.

Like Ring, we also wonder, (our wondering
Won't do you a bit of harm)
If you won't stay here in this town of ours,
We'll buy you candy and "bokoo" flowers,
Or start you a poultry farm.

We wonder, too, (this IS rather raw
But we're curious, as was he)
How much you draw for the girls you draw,
The sweetest girls we ever saw,
To that we'll all agree.

But most we wonder (and this is what
Is driving us quite insane,
And some of us are worrying an awful lot)
Why you won't change that name you've got,
O, Neysa Moran McMein!

THE HISTORY OF THE THIRTEENTH

By D. I. Ulette.

(Continued from July issue).

Arriving at ----- camp about 5.00 p. m. from our London holiday, we soon rid ourselves of all excess equipment and made a wild rush for the river, where we splashed and scrubbed ourselves until mess call. After supper some of the boys in company with British soldiers strolled over to the neighboring village taverns for a round or two of good cheer, while others tarried at the camp canteens where less inspiring refreshments were served, but just before taps both the ale hounds and the lemonade lads were rounded up and ordered to their tents with the advice that the entire regiment was to leave for ----- before day-break.

So in the early morning of August 16th, the first battalion marched out of the sleeping camp for the railway station, followed soon afterwards by the second battalion. This time there was no cheering, whistling or singing, everyone being too sleepy and tired to exhibit any signs of enthusiasm, even though we realized we were on the last leg of our journey to France.

It was only a matter of a few hours run to ----- and we arrived there in time for dinner, or what was announced as dinner, the so-called meal really consisting of ham sandwiches and coffee. We had been marched to a pier where our boat was waiting alongside, and during our afternoon's stay there very few were permitted to visit the town. Instead, we had to be satisfied with the waggoners' stories of their brief adventures there the previous day and night, whence they had come for a short rest after completing their work in -----.

(Continued on Page 3, Col. 1).

THE RAILWAY WAGE INCREASES

Under United States Railroad Administration General Order No. 27 of May 25th, 1916, wage increases were granted to a wide range of employees of the majority of roads.

The increases dated back to January 1, 1918, and a good idea of how the old rates compare with the new, may be got from the following examples:

Monthly Salaries:	
50.00	71.50
75.00	105.75
100.00	131.75
125.00	153.00
150.00	174.25
175.00	195.50
200.00	216.75
225.00	238.00
250.00	250.00

Daily Wages	
.75	1.52
1.00	1.77
2.00	2.83
3.00	4.23
4.00	5.20
5.00	6.05
6.00	6.90
7.00	7.75

Passenger Engineers per day	
4.10	4.56
5.00	5.56
6.00	6.68
7.00	7.79

Passenger Firemen per day	
1.91	2.46
3.00	3.86
4.00	5.15

Freight Engineers per day	
4.25	4.91
5.00	5.78
6.00	6.93
7.00	8.09

Freight Firemen per day	
2.25	3.02
3.00	4.03
4.00	5.37

Freight Conductors per day	
4.00	4.82
5.04	6.07

Freight Trainmen per day	
1.60	2.23
3.00	4.19
5.37	7.49

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WINDY CITY ECHO

The unofficial organ of the 13th Engineers Ry, U. S. Army. Published monthly on the 13th. Price 25 centimes per copy. On sale at YMCA, Company offices, and all detachments. Remittances are to be made to the Treasurer, and requests for additional copies, or back numbers addressed to the Circulation Manager.

S. L. Beckwith, Editor-in-Chief.
W. N. Bissell, Editor & Treasurer.
D. I. Hette, Associate Editor.
J. P. Casey, Sporting Editor.
W. G. Burns, Business Manager.
C. C. Woods, Circulation Manager.

EDITORIAL

The following article on "Home Service" was sent to us by the American Red Cross with request that we publish it for the benefit of the men in our Regiment who may have occasion to avail themselves of the special service herein described.

HOME SERVICE

Wherever your family may live, in one of the large cities, a small town; or out in the country, in New York or California, Hawaii or Alaska, — the American Red Cross has already organized a committee of patriotic men and women who are pledged to help your home folks to do those things they cannot accomplish alone. This committee, or Home Service Section, as it is called, will not intrude unless the opportunity is offered by your family for counsel and help, or unless you make the request. In order to make it easy for you to avail yourself of this service, the American Red Cross has placed in France special Home Service Representatives at all of the ports of debarkation, at all of the large training camps, and at various Divisional Headquarters. All this has been done with the approval of the War Department. It will be easy for you to get in touch with one of these men; you may see a poster about it on your company bulletin board, or in a canteen.

Or, you can consult your Commanding Officer about the service. If you prefer, you may, instead, write direct to Home Service, American Red Cross, 4, Place de la Concorde, Paris, France, carefully stating the exact details of the matter that is worrying you, writing very clearly the correct and full addresses of the persons involved, together with your own ranking, company and regiment. It is not necessary to find the special Home Service representative; any American Red Cross worker, man or woman, at any camp, canteen, rest station, hospital, etc., will talk with you about Home Service and write about it for you. Whatever your story is, it will be always considered strictly confidential, and will only be known to the people actually working for you.

The Government has passed various laws to aid its sailors and soldiers, and all Home

Service Sections are familiar with these new laws, and are ready to see that you receive the benefits of them.

No matter what is on your mind, do not let it worry you, but tell it to your Commanding Officer, or to any American Red Cross worker, or write direct to the Paris office about it, and then forget it. — for you may feel certain that by mail, telegraph or cable, the American Red Cross will see it that whatever the difficulty is (whether to you it seems too large or too small), the Home Service Section in America will take care of it for you, and will afterwards report to you about it. And it can do this since the American Red Cross is not a private society, but instead the national organization of the whole American people!

Write to: —
Home Service Division
American Red Cross
4, Place de la Concorde
Paris, France.

C. A

Corporal J. D. Murray — Editor.

They all want to know if Patty Cahill is going to wear socks on his permission.

Those Algerian Beans have caused the kitchen force lots of worry. Have the same effect as raw meat on some. Ask Restle.

R. B. Brown and Harmon have formed an astronomy club and now have several charter members. Any bright moonlight night they can be seen strolling up towards the pine trees.

Top Sergeant Brunner led a gang of trust-worthy soldiers up to the Academy at Windy City to learn squads right and wrong. The Top had to shave off the camouflage, as he says it filled the gas mask.

Louis DuLude and Geronimo Jake Lind can now play "Home Sweet Home" on their Chime whistles. It sure made a lot of us homesick when we first heard them.

Cowles claims he is not as tired as the bugler who lays in bed to blow reveille.

S. V. Smith, the new understudy in the Supply Department can now read the price tags on everything but the weight socks.

The train and enginemen all want to thank our 1st Lt. Coons for the able way he has looked out for them and made things comfortable at his station.

Sgt. J. B. Dent K. F. C., acting buck private Cunion and Big Bill Hunt came down and visited us at Bensburg the other day. Two able guides readily volunteered and they sure saw the town.

Supply Sergeant Thad Cannon has let us in on a secret. He is very old; comes from Pebleford, Ky., and he knows old man Taylor and his two sons.

Mike Kinney is running for alderman in a certain village. He has the woman vote and all he needs now is Buckner's consent.

Art Keller is the champion diver at Windy City swimming hole.

George Collins and Larry Ryan are wondering what road is going to handle the business when the 30 inch road is completed into the town.

SPORTING NEWS

INDEPENDENCE DAY

FIELD MEET AT COONTOWN

Coontown was a very popular place on Independence Day. It seemed that all the French civilians and soldiers within a radius of five miles were present to commemorate the "First International Independence Day".

A "regular feed" consisting of nine courses was served by Max Leppold, Chef de Cuisine, Premier Classe. Dinner served "A la Elysien", with beautiful table decorations. A number of French Officers, Major Arn and Lieutenants Deyo, Le Baron, and Dudley were the guests of Lieutenant Coons.

The French entered into the spirit of the day in true American style, and competed with our boys in all the athletic events. Major Arn opened the program with a very appropriate speech. Captain Julius Caen of the French Artillery responded in French and was heartily cheered by his men. The tug of war between the French and Americans provided a good laugh for all. The rope broke on the first trial, the second time the French had the Americans in a bad way for a while, but the Coontown boys counter-attacked and won. The boxing bout was a snappy affair, Mealey had a slight edge in the first two rounds, but Buckley evened matters up in the last two.

We are indebted to Madame Clermont of the village near Dudville for many favors which helped to make the day a success, and to Mr Cochran of the French Foyer du Soldat for the loan of the phonograph that helped entertain us during the festivities.

Lieut. D. B. Coons is worthy of praise for his work in behalf of his men, I am sure the day will always loom up in reminiscence as one of the most pleasant that they have ever experienced.

PROGRAM OF ATHLETIC AND GAMES

50 yd. dash: Nealy, Co. C. 1st prize; — Wiehle, Co. C. 2nd prize.

Shot put: Garry, the French Engrs. 1st prize; — Newton, Co. C. 2nd prize.

Broad Jump: Corp. Kelley, Co. C. 1st prize; — Newton. Co. C. 2nd prize.

Wheel Barrow Race: Hainault & Brinel, French Artillery, 1st prize; — Hayman & Creson, Co. C. 2nd prize.

Three legged race: Roberts & Marsh, Co. C. 1st prize; — Gunn & Bearpauque, French Artillery, 2nd prize.

Tug of War: Eight French vs Eight American soldiers; American winners.

Boxing Bout: Four Rounds (No decision). John Buckley, Hq. vs. Mike Mealey, Co. C.

Baseball game: Max's Bean Eaters vs. McDonalds Up Town Kids. Score 20 — 1. In favor of Bean Eaters.

At the Windy City all enjoyed themselves. At 1:30 p. m. the celebrated Treziegne Genie Band gave a concert at the French Hospital, which was thoroughly appreciated by the patients and personnel of the Hospital.

At 3:00 p. m. a ball game between Co. B's Picked Pastimers and a team composed of Colored Stars. It was a slugging match for the Co. B. boys, the score was 41 to 5 in their favor. Only too remarkable stunts were accounted: Gunn of Company B, picked a sure homer out of the air in left field and DeWitt the colored star pulled some fancy base running.

On Sunday, July 21, the All Stars journeyed over to the grounds of the Colored Boys and defeated them by the score of 9 to 3. Walbrand and Doty were the batteries for the All Stars. We claim that the Windy City has some Natorium. Buck Hamilton and Master Engr. McJowell both went off the high together and nearly emptied the pool.

(Continued from Page 4, Col. 2).

About 5.00 p. m. we fell in again and marched up the gang planks. As we went aboard we were each handed lifebelts with instructions to fasten them on at once and keep them on all the time. Then we singled down to our quarters and after dumping our equipment we hastily made our way to the upper decks. The quarters referred to, were freshly white-washed stalls previously occupied by cattle and horses, and there were about six decks of them. Although all material evidence of the former inhabitants' residence had been removed, there still lingered, nevertheless, that old familiar livery stable fragrance, which confined in the narrow spaces between decks, was doubly potent and made ordinary breathing extremely unpleasant, to put it mildly.

Our ship was soon under way, and hardly before we realized it we were out at sea again headed for the sunny shores of France. Night came on and conscious of the able protection afforded by numerous destroyers on all sides, one by one we dropped off into a heavy sleep. And shortly afterwards, one by one we began to wake up, chilled by the night winds that swept over the decks and into every nook and corner. Finally, despairing of finding any comfortable spot outside, the majority of the men took a chance and climbed down to the stalls. Owing to conditions already described it was also impossible to sleep down there, and those with colds who did lose consciousness were constantly disturbed by their restless comrades vainly moving from one place to another, in hopes of finding a decent refuge.

One bright spot in an otherwise black and horrible night was the presence of the grinning China boy, who during the trip across the channel supplied us with tea and cakes at six pence a shot. The tea tasted good and the cakes even better and John surely never had a better night. The next morning he was still on the job frying fish for those who had a shilling to pay and fried fish with more tea and cakes was worth almost any amount that morning.

Before dawn, we came to anchor in the outer harbor of ----, and when the sun arose our first view of France was a city of light brown stone houses and glittering red tiled roofs. Later as we moved into the pier we saw a crowd of French women and children and French and British soldiers hurrying down to meet us. Cries of "Vive L'Amérique" came up to us, faintly at first but louder and louder as we neared the shore, and we were greatly disappointed that strict orders prevented our acknowledging the inspiring welcome.

(Continued on Page 4, Col. 3).

Co. B

Frank J. Burge — Editor.

Company B has added two more stars in its service flags since Long Dan Whelan and John Curran joined the army.

Sgt. Claude Cox, Chef de Gare, can switch a train in ten minutes, but after forty minutes hard work he lost ten francs to Archie Synneske, (Blue Island papers please copy).

Mail, pay and pie on the same day. What does this mean?

Woodbopper Garrett arrived back in camp after spending ten days in Aches and Pains.

Chief of Police Buck Hamilton will have a murder case on his hands if he doesn't keep the boys from waking Sub before 10 A. M.

Company B' a crack base ball team claims the championship of the 13th. Any company or combination team wishing to contest this claim please communicate with the editor of this here columb — and also leave any side money with the same party.

Bull Ley: Tom Wall and Ed Ford joined the Rock Island after their vacation in the woods.

Sauerkraut is now called Liberty Cabbage. Can someone suggest a new name for Moll's bread pudding?

Note to Sgt. Simon: Order some more of those nice hams.

Large number of cases of insomnia reported the night of the 26th. — Pie or pay day?

The boys at ---- put on a house-warming party for Louie Robben and family. The Missus is certainly a most charming hostess and all reported a lovely time.

Bring on your medals. Shorty Amley the smallest man in the regiment hauled a French soldier out of the river just below the Annex.

Riverview Park's new beach has been open to the public for the past month. The village constable, Sgt. Hamilton, erected a high diving platform and spring board for the boys and Baldy Sconce has signed a contract to appear daily. Doly created a sensation the first day by appearing in a bathing suit.

The latest addition to the 13th is the "Rocking Horse Brigade". While on leave we were asked if we knew Luke Mc Gluke of the 13th Engineers.

We never realized that our part in this great war was so dangerous until we heard one of our members tell the terrible story to the Y. M. C. A. girls at Aix les Bains.

Our war gardens have proven to a great success. Everything is showing up fine and we are getting some of the fresh vegetables at nearly every meal.

The patriotism of the Rock Island employees back home is simply great, and is noted by its employees on this side with pride. In the recent Third Liberty Loan Drive the goal sought was 100 per-cent and the goal was reached.

KILLED IN ACTION

(Some Horses).

While they lived served us well,
But now they're dead; they'll sure catch hell.
They roast 'em young and boil 'em old,
They serve 'em hot and serve 'em cold,
We eat 'em tender and eat 'em tough
But please remember we've had enough.
(Cheval).

Pvt. H. BRANDON, Co. B.



Co. C

Pvt. V. H. Williams — Editor.

It's only fair to give the boys who carried away the marksmanship honors in the Fifth Provisional Company, a little mention. A. B. Cox held the highest score, 63, Walter W. Lueben following him with a score of 57. Frankie Welch also shot.

Wanted by Stoupton kitchen — A new recipe. Did you promise to meet her on your next permission? Yes, she's the best in all France, but "I wonder who's kissing her now". Cheer up, it only takes two months to forget it.

Would advise Chester Cole to draw some clothes. Looks like he was about to pose for the front sheet of "La Vie Parisienne".

Our twin celebrities, Sergeants Eckles and Case, are attending West Point at present.

The Greek Gods wore no socks, but at that they have nothing on us.

The "Cootie Circus" visited Stoupton last week. Large attendance.

Our good friend Doc. Himes is diligently studying his permission French. Well, Doc, it's alright, the less you say the better off you are, hypodermically speaking.

It is hoped that the members of this Company will make a good response to the request for donations toward the purchasing of three additional war orphans. It is a very worthy cause and we would like to have this Company on the top rung of the ladder.

Jackson & McCreery Steam Laundry, Stoupton. Try us and you will try no other (With the same clothes).

NOW A BUSH LEAGUER

Our readers will be sorry to learn that the 13th's original and only press agent is now playing small town stuff. When last his efforts in this line were mentioned in the Echo, his memory was still a trifle weak, but he is battling 778 on his imagination, although he is now in the long grass and heaucoup kilometers from an electric sign. The following is from the Evansville Courier of June 25th 1918:

"Tell City is to have a five-day chautauqua July 1 to 5, inclusive. The course obtained this season promises a better one than heretofore given in this city. Among the list of attractions is Sergt Bernard S. Wolff, formerly of the 13th Regiment of Engineers, U. S. A. who is to tell the story of his stormy career and experiences while UNDER FIRE, not only on the battle front, but while he lay WOUNDED in a French hospital. On his way home he experienced another thrill, when the ship on which he was going back to the United States was torpedoed."

We have read all about Sergeant B. S.'s stormy career UNDER FIRE, but the stormy career while lying WOUNDED in the French hospital is brand new stuff. Our recollection of the hospital staff at..... was that we would sue for a separate peace with any member of it.

Thrill us again, Sarge!

YOU TELL'EM

By Ted Sullivan.

Vive la France! The weather rains supreme.



Well, last month we celebrated the Fete Day of America, the 4th of July, the Fete Day of France, the 14th of July, and now we are looking forward to celebrating the "Fate" Day of Germany.



They say there is something like Thirty Million dollars worth of champagne stored in the cellars of Rheims. Can you blame the Dutch for making a drive in that direction?



She wrote, saying that she had learned the "Manual of Arms". Here's hoping she doesn't forget them when we get back.



With over a hundred ships launched in July; it surely seems as though we were getting to the bottom of the submarine question.



One of the cooks had his eye on some mint for the boys, and now he has been arrested as a mince pie — er — mint spy.



Hindenburg made Ludendorf, so he says and Ludendorf claims he made Hindenburg, and the two of them have made the Kaiser the goat, sort of a "Billy" Goat as it were.



The Italians made a Vienna Roll out of that last Austrian offensive and last reports show they are still rolling them.



What a shock it must have been to Holy Bill to hear that Paris had renamed one of its thorough fares for President Wilson, especially as he had been figuring on so honoring his Clown Prince.



Captain: "Let me take two bucks"
Lieutenant: "What do you mean, two bucks?"



The double eagle will be replaced by the double cross as the emblem of Germany, after the war.



Well we've got two of em on our left sleeves now. Do you suppose we'll get two salutes from the French soldiers after this?



The drive to Paris looked awfully simple to the Germans but the Allies have made it look simply awful.

MEDICAL DEPARTMENT

By Ted Sullivan.

After fram'in' up a pretty "Welcome to our city" line of chatter, Captain Thompson up and left us, and now in all sincerity but with fear in our hearts, we take this opportunity to extend to Major Harris, Captain Carter and Lieutenants Baker and Walker, our greetings and welcome with the hope that they will like us and stay with us.

Ah! here's Good Bye and the Best of Luck to Lieutenant "Smiley" Tope, who left us last month.

Jack Castagnino might be referred to as the Medic with the checkered career, as there have been many moves in his young life here of late.

Hell's brewing up in this neck of the woods. Eddie Quinn and Red O'Keefe of Company D are in the same detachment, both are red-headed and disagree on the Home Rule question.

Hinges got so sick last month that he had to take some of his own medicine. On what grounds can we give him a C. M.?

Pvt. Harris came into the Regimental Infirmary the other day and tried to tell the boys how a bursting shell sounded. Result was that three patients suffered a relapse.

Stew Grant and Shorty Weiland returned from Nice on the 13th of July and so far they have been very lucky.

The ban on cabarets has so affected the Loophounds Assn. that Bob Morris has had to close up a couple of taverns in his district.

Just Sgt. Doc Seagrave to tell you what he thinks of the war and you'll soon be buying the rounds. An unusually optimistic feller, is George.

More men took a bath after reading the last Sanitary Order than ever before in the history of the regiment.

Little or nothing can be said about Tod Warner, he says so little or nothing. No, — he whines it.

Charlie Coryell had to drop his shoes, kick over the stove and whistle while going to bed in Bentsburg, because the quietness of the place got on his nerves and now he's back where he can get a good noisy night's sleep of it.

After twelve hours of continuous shelling, during which time approximately five to ten thousand fell in his vicinity, the daily "comique" comes out with "Light artillery action on the ---- front during the day". Wonder what would be considered heavy artillery action.

We hear very little from One Private Blackburn, well Wendall always was a quiet sort of a boy.

Coryell seems to be contented, well it's half the battle Charlie, half the battle.

"Dock" Seagrave says the war aint as bad as it might be. For instance what "Dock", just for instance what?

(Continued from Page 3, Col. 1).

Just before noon our boat docked at the pier and we marched down after landing on high spirits, mighty glad at last to be in France, the country whose glorious struggle for not only its own but for world liberty had finally brought us to her aid.

Our only opportunity to see ----- was from the boat, for immediately after landing we were marched about five miles out into the country to a British Rest Camp. The name of the camp surely sounded good to us and we looked forward to several days of bunk fatigue and the chance to catch up on our sleep. As soon as we were assigned to bunks there were few indeed who did not take advantage of the opportunity to stretch out and give themselves up to a noisy session of snoring.

After supper a number of English soldiers acted as guides and steered us to the most interesting places in the vicinity of the camp. Here we saw the first German prisoners of war, all of them working hard for the Allies.

And at midnight we moved again. That is, the entire regiment, with the exception of Company B, which was left behind to unload and reload our freight, packed up again and made the long hike back to the station, there to entrain for no one know where. In compartments marked for eight persons ten of us were jammed with all our equipment and we were all in one sweet mess for the first half hour trying to equalize the space for bodies and baggage. Finally the train started and regardless of discomforts we soon fell asleep.

The next morning we awoke Somewhere in France and we were glad to see that the country was just as beautiful as it had been painted. Maps were scarce and few had any idea where we were or where we were headed for and no one seemed to care. We were in France, a new and interesting country to us all and all that we wanted was a good square meal and an end to riding on steamships and railroad trains. However, having had very little to eat for the past three days, the lack of breakfast that morning worried us but little, and the noon meal of bread and coffee was all that could be desired!

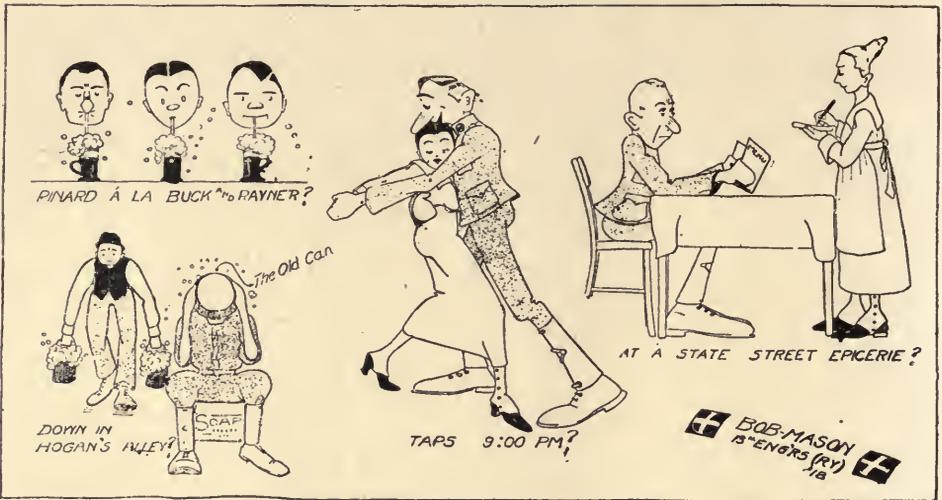
At every stop, the kind hearted French people were down at the station to see us and many of the women had baskets of fruit which they distributed through the cars. When time permitted some of the boys ran up into the towns to buy food and wine but inasmuch as hardly anyone spoke French this was rarely accomplished. Anyone desiring a drink of water was out of luck. In France, it was evident that next to carbolic acid or some other poison, water is the most unpopular beverage. One of our fellows asked for some water at one of the stations and was given a towel and soap and referred to the pump.

There was a great deal of commotion when the Eiffel Tower of Paris came into view that afternoon, and many thought we were given the town a treat as we had London several days before. However, after a brief stop we passed on and only a few Parisians were fortunate enough to see us. Since that date many a 13th Engineer has trod the boulevards of Paris, but not on parade — rather on promenade.

By supper time that night (August 18th) we had been on the road for nearly twenty-four hours and we began to wonder whether we were really going somewhere, or only out for a ride.

(To be continued).

DO YOU REMEMBER — THIRTEEN MONTHS AGO?



Co. D

Sgt. G. H. Mittel — Editor.

Doc Harris of Linn County, Iowa, has located at Tank Town and will dispense iodine and O. D. pills at his office on Killen Street and Polcat Creek.

Bump Weber and Pat Campbell Jr are attending the "Amberskay" Convention at Alex Place.

Hot Chocolate and Ice Tea always on tap at Hall's Cafe. Red Cross buses served with each meal. (Adv.)

Fisk Marshall has returned from West Point and will probably be wearing a Sam Browne too sweet.

Leave laundry with Ted Allen at the Tank Town Depot. Good work and prompt service (Adv.)

Sergeant Wells will lecture every Friday evening at 8 o'clock at the Theatre de la Guerre. Everybody welcome.

George Ervin of the Telephone Exchange attended the Blue Devil's fish fry and basket picnic, July 14th, Bastille Day.

Click Cheadle has returned from his permission at Alex Place and is again slinging the hash at the Tank Town Cuisine.

During the month of July, Company D lost three of her best known men, Irvin Benedict, John Buckley and Jerry Dillon, all transferring to Headquarters Company.

All trains on the Puget Sound Extension stop at Coyle's crossing. Ye Wayside Inne serves pinard, O. T. T., pale ale and other popular military beverages. Wire Old Man Coyle for souvenirs; boches helmets, rifles, grenades, shell casings etc., always in stock. (Adv.)

Former Top Jack Mullin is now on duty in the Windy City. Now we know a reason for calling it the Windy City.

Co. E

John J. Duffie — Editor.

A surprise attack was successfully launched by William Clare and his ball team when they defeated a picked nine by an 18 to 2 score. Heavy bombardment and great activity was carried on in the vicinity of the left field fence.

E. T. O'Connor better known as "Medals" received a delayed package, from a girl friend in the States, with the following enclosed card: "Do not open until Christmas". Rather a long wait until December 25th 1918.

On July 14th the Thirteenth Regiment celebrated France's National Holiday in a regular "down-town" fashion. The only thing lacking was the town.

Due to the restrictions on taxi service in Nice, John Burrell and "Red" Willey did all their observing from the back seat of a one horse carriage where they enjoyed themselves whistling: "When You Hitch Old Dobbin To The Shay"

Most of the permissionaires have been returning with a rather broken-down appearance. Not physically but financially

A TOAST

Here's to our noble Mess Sergeant,
A hero, brave and true:
Who stands at attention with a ladle
And fills our mess-kits with Stew

Here's to that chadge of Menu,
He gave without explanation,
I think he said the name was Håsh
But we know its: Accumulation.

In a four round bout Jim Corbett the Iowan boxer, who is as tall as the corn that grows there, gained a decision over J. C. Schaefer a representative from the Badger State. Schaefer attempted counter-attacks in the third and fourth rounds but they were promptly repulsed by Corbett who held the advanced positions when the gong sounded.

Ben Fortin arrived from the Champagne district full of anticipations and a desire to return in the near future.

A number of Worlds sprint and dash records were broken during a recent visit by an unfriendly avion. The length of course was the shortest distance from the barracks to the entrance of the first dug-out.

Raymond F. Conlon's career as a trick cyclist came to an abrupt end when the steering apparatus failed to respond causing a collision with the trunk of a large tree. Raymond received a black eye and a skinned face but fortunately there was no damage done to the bicycle.

W. J. Fernan manager and introducer of the cafeteria lunch in France has made a number of noticeable improvements to his place of business. A young lady cashier would make the place complete. Those interested may write the manager with the assurance that their correspondence will not be confidential.



6

Co. F

Private 1st Cl. O. H. Sommerfeld -- Editor.

Wonders will never cease. Imagine what one year at the front will do. Two enterprising young men named Sgt. ... and Corporal ... from a small town Fort Madison, Iowa, have written a song entitled:

"Two lovely maidens that we met,
in dear old Aix-les-Bains"

1st VERSE.

While sitting in a Park one day,
Two pretty maids passed by.
They seemed to be, so very gay,
And we tried to catch their eye;
Of course, we took our little look,
To make them understand,
But down upon us they did look.

Then spoke English very grand;
And after talking to them for a while,
We found that they were girls, just of our style.

CHORUS:

Two lovely maidens that we met, in dear old Aix-les-Bains.

We found that they were very sweet and nice,
These two girls we'll never forget, with love we were in love.

In fact we were for several days in Paradise;
Now with these maids, we'd promenade, mostly every night,

There'neath the moon, we sit and spoon,
Gee! but our hearts were light,
When we had to leave, now you can bet;
Our hearts were sure in pain,

Two lovely maidens, we sure met, in dear old Aix-les-Bains.

This was turned in for poetry, if you can stand it, we can.

Windy City is inhabited by a species of soap eating rat. This rat is very fond of complexion soap, but will eat hard tack when very hungry.

Sgt. J. E. Isgrig has been promoted to a first class Sgt. Say Issy; if you'll not lose that Rabbit foot, keep your fingers crossed, and be careful not to break a mirror, you should be wearing a Sam Brown Harness, "Toot Suite".

We have a stove pipe club; Why not organize a squawkers club, for it seems to me that there are a great many qualified for membership. All you squawkers come on in the water is fine, and no admission.

Star gazing is again in vogue these bright nights at the Windy City.

Asking for seconds at the Greasy Spoon is a thing that very very seldom happens.

One of the "Y" lady entertainers took breakfast at Co. "F" mess the other morning. Mike Bohlen was doing the waiting act, but the only thing he got in the form of a tip was a smile, which is a great deal in this neck of the woods.

The Windy City Bathing Beach has opened for the season. A spring board and high diving platform have been erected, and the way some of our Water Nymphs perform would make Annette Kellerman green with envy. There are no speed laws regarding bathing suits.

Boys, what a shame! Bill Roberts took a aeroplane to the dugouts the other night, and in his hurried flight, (which was taken on high) forgot and left Dad McCune, his pal through all previous battles, in his downy cot of hard wood, fast asleep.

Some of the boys who took Aix-les-Bains to a cleaning for seven days July 10th to 20th: Sergeants G. T. Foster, Harry A. McCandless and Privates O. H. Wester and A. C. Sweeney.

Since the tobacco rations have been issued we ought not to be pestered by the "Smoke moocher" for some time.

Engineer Earl Woods, we would like to know how the bathing is at Nice, and kindly give us a detailed account of the styles of bathing suits worn by the fair ones.

Well boys we can now flash two service stripes. Uncle Sam is going to furnish them in the near future. Kinda spoiling the graft of the Needle Artists. Eh?

If you've never been on furlough, here's a piece Of assistance to the soldier going to Nice Its a tray bon place to go, and its anything but slow And you don't chop wood or do any police

Now the first thing is to carry bokoo francs Not for breaking any Monte Carlo banks But to order what you crave, for you're nuts to try and save. When you're out to hit the high spots with the Yanks

At Paris board the PLM at night And don't stick round Marseille — it isn't right Tho it may look good at first, you had better save your thirst For the Paris by the Sea — the Yanks' delight.

The hotel Petit Louvre is where to stay And the place to swim is just a mile away Its called a la Grand Bleu and its a cinch that you Will see styles there that'll take your breath away

Now by this time you have started out to think Of a little bout with Dr Demon Drink And the best old place by far is the American Star Bar Where the ice in glasses has that homelike clink.

Out at Monte Carlo Spend an hour or two Though the trolley'll shake the daylight out of you The buildings are as grand as you'll find in any land And they wont let soldiers play a single sou.

The "Djiamond Kids", Nick A. Boyer and John E. Ethridge paid a friendly visit to Nick's brother who is doing his bit at Here's for a good time, Pals.

Saddler George Poyzer has adopted an Orphan which he calls "Godmother". We dont why or how, but some day you must explain. What a wonderful town must be.

Fellow soldiers, we are running short on permissionaries, and suggest that all get together and each period be able to have our full quota. Call on first Sergeant Cigars Phillips for details, dates and etc.

Y. M. C. A. CHANGES

During the month of July the following changes in the personnel of the Y. M. C. A. attached to our regiment have taken place: Secretary L. R. Smith was replaced by William G. Sharp, Jr., son of the American Ambassador to France.

C. S. Conger, formerly a Circuit Judge of Southern Illinois has taken charge of the hut at Bensburg and R. R. Jenkins has been promoted to General Secretary, with supervision of both huts.



Leo Shea

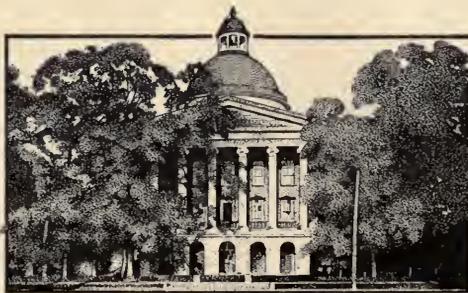
Mrs. Nellie Shea

Gordon Shea

ILLINOIS CENTRAL TICKET AGENT 100%.

When Mrs. Nellie Shea was left a widow with two small boys to raise, she met a problem and successfully mastered it. She has again been called upon to meet the demand and sent the two boys to represent her when our country called.

The above photographs show Mrs. Shea, Agent, Douglas, 36th street, and her two sons, Leo J. Shea of the electrical engineering dept., now in France with Company A, 13th Regiment Engineers (Railway), and Gordon P. Shea of the 108th Motor Supply Train.



Champaign, Ill.

At this time many employees of the Central are giving some thought to what Champaign people believe is the best city on the Central lines, their home town.

Present interest in the city is caused by the fact that your management has leased office space of over 5,000 square feet and will move division offices from Chicago to Champaign.

Perhaps some of you have wondered why the Central has been spending money for important and extensive improvements in the way of shops and housing facilities for equipment and freight; for the new freight house and storage and team tracks; why serious consideration is being given to plans for the new passenger station to be erected when war is ended and peace time reconstruction activities are taken up.

It may be that some of you have wondered what sort of place Champaign is and what kind of people live here and why they remain and how they live.

Possibly you have friends here and have heard wonderful stories of Champaign and its attractions, and have formed a friendly opinion of the University city, and will be interested in learning more about it.

Because of the belief that you should know and will want to know, we consider it a privilege to present to you our story.

Why Champaign

When you decide to change location—for you are seeking better opportunities—the name of Champaign will probably present itself to you. Then arises the question: "Why Champaign?"

The answer is simple: You'll be contented in Champaign.

This mere statement does not make it so, but following are facts and deductions of the kind you will weigh before you make a decision.

Champaign has more money invested in residence property than any other city of its size and environments in the United States.

That is evidence Champaign people are home loving and believe in the present and future of the city. It means THEY are contented here.

Go back into Champaign history and you readily will learn why conditions today are bordering on the ideal. The pioneers, those sturdy men and women who came here in the early fifties, had the strength to do, and the vision to foresee. They allied with nature and began turning the fertile acres into homesites. Their sons and grandsons, heirs of sturdy stock, have kept up the work.

Go about Champaign and see the results of their endeavors: See the attractive, comfortable homes. See the beautiful streets shaded with giant trees planted by those forefathers, cultivated by the sons and nurtured by the kindly climatic conditions which preserve the health also of our citizens.

Resources

The financial man will tell you Champaign has banking resources of \$6,500,000. But the man who goes further will tell you that Champaign's resources are the fertile acres that pour out their wealth, year after year, in proportion to the efforts of the men who till the soil.

Champaign is not a "boom" town. Its values are stable. No shortage or a surplus of labor disorganizes business. The commercial enterprises are on a sound basis because they rely on the land and its never failing ability to produce. Champaign rightly has been called "The Capital of the Corn Belt."

So much for the financial resources of the city, which has six banks and three building and loan associations.

tail stores, of every description, are equal to every demand made upon them. Stocks are complete and as varied as human nature. Every necessity and every whim can be satisfied.

Social Life

There is nothing to be desired in social life which has not been provided for by Champaign.

Churches, lodges and clubs open their doors to the newcomer with as great a



Commercial Activities

While primarily Champaign depends upon the adjacent farm land, the city is not without its manufacturing enterprises. These are not stupendous. However, they adhere to the Champaign policy—they are growing. Products are turned out in Champaign, which are known the world over.

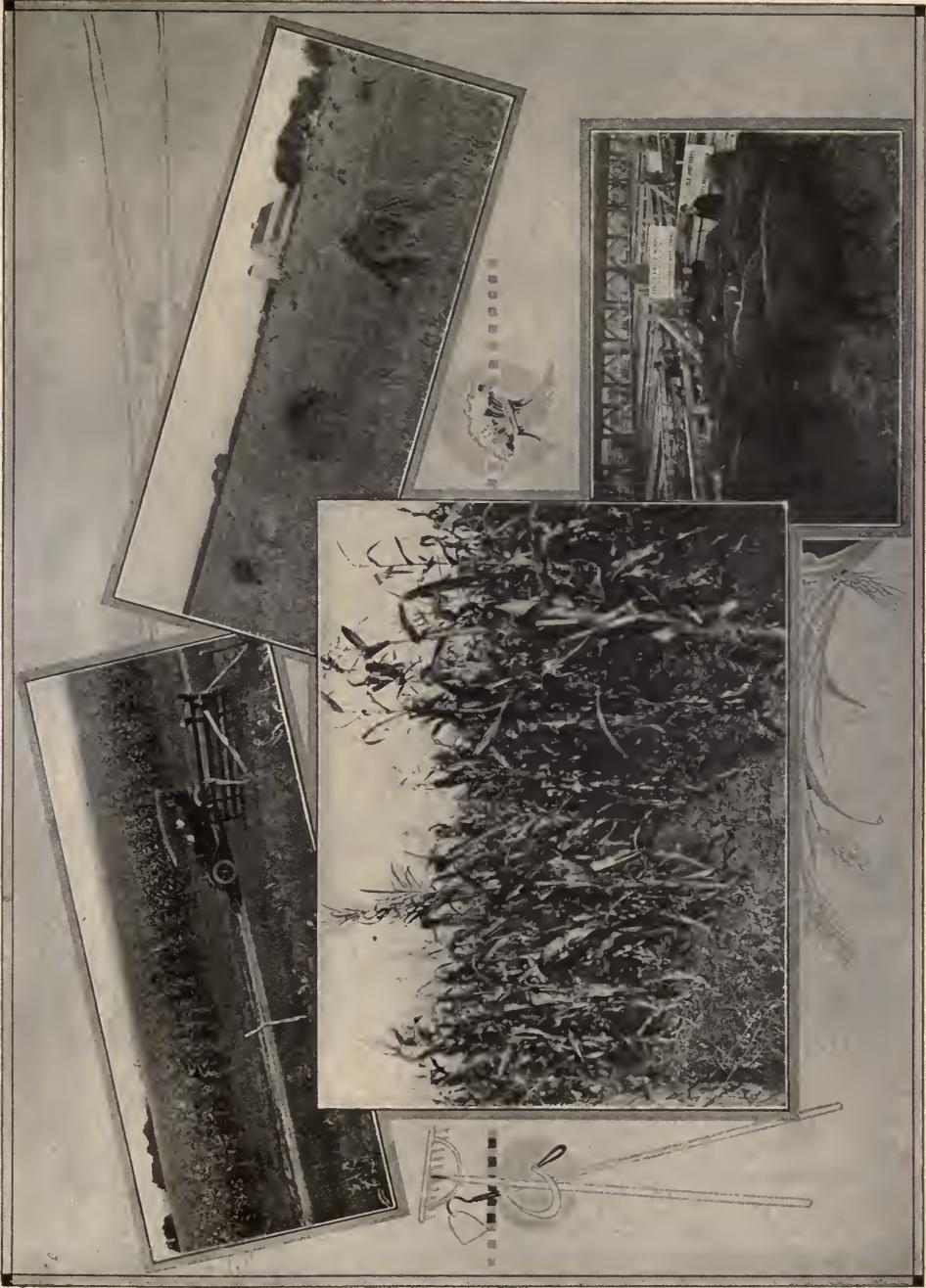
There are well-stocked wholesale houses to keep supplied the retailers of the community. But the retailers demand and hold your attention. Champaign re-

welcome as to the descendant of the pioneer. There is no social caste.

Churches of every denomination may be found in the city. All the more stable and dignified lodges are represented; some have excellent quarters. The city club and the country club furnish recreation.

Educational Advantages

Nine grade and one central schools pave the way to the high school, which is housed in a \$300,000 building complete in every detail. And then comes the



SAMPLES OF FARMING AROUND CHAMPAIGN.

University of Illinois. Little need be said of the University. Its fame has spread to every quarter of the globe as is attested by the roster of students representing every civilized nation.

Fifty-one buildings valued at \$3,416,243.93 and 1,185 acres of land are the foundation for this great educational plant and the faculty of 800 members operate the plant in a manner to help

Public Utilities

Street lighting in Champaign is adequate, the underground wiring system being in use over 60 per cent of the area.

Transportation facilities include the double-tracked Illinois Central north and south and a branch west, and the Big Four and Wabash east and west. Electric interurban (the McKinley lines) reach to Springfield and Danville and the



back up the statement "Illinois Builds Brain and Brawn."

Entertainment and Recreation

The legitimate stage, vaudeville and motion picture theatres, a star course at the university each year and the university athletics offer to citizens and visitors a variety of entertainment and recreation from which to choose.

Kankakee & Urbana Traction Co., connecting with the city lines links the city and Kankakee.

War Activities

Champaign's manufacturing plants are turning out government work. The city is "over the top" in the Liberty Loan drives. It has contributed freely to the Red Cross, which has a local membership

of 9,000 (county members are under the jurisdiction of the Champaign chapter), to the Y. M. C. A., the K. C., Salvation Army, War Camp County Association and other war work and organizations. Champaign and immediate vicinity have more than 2,000 men in the army, navy, marine corps and other fighting units.

The School of Military Aeronautics and Student Army Training Corps, at

Banks, eight; two national, three state, and three private. Resources, \$6,500,000, Building and Loan Associations, three. Shareholders, 3,000.

Business colleges, two.

Churches and missions, twenty-seven.

City's assessed valuation, \$13,123,587.

Daily newspapers, three.

Electric current for light and power.

Fire department: complete motor



Armory, University of Illinois



Post Office



Masonic Temple
Champaign



High School
Illinois...

the University of Illinois and the flying school at Chanute Field, north of Champaign, are big factors in the further development of the community war activities.

Facts and Figures

Champaign was settled in 1850 and organized as a town in 1857.

Area, four square miles.

Present population, 17,000.

equipment; ten men and 246 hydrants.

Fraternal organizations, twenty-one.

Gas for light and fuel.

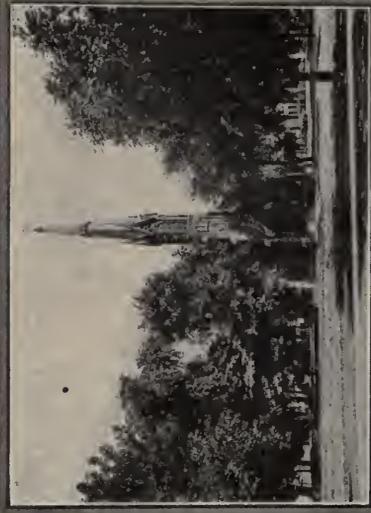
Hospitals: two, Burnham, 70 beds; University isolation, 25 beds.

Hotels, eight.

Labor organizations, twenty-two.

Parks: Six under park commission control. Fourteen small park tracts.

Paved streets; thirty-four miles.



CHURCHES, CHAMPAIGN, ILL.

Police department, nine members.
Postoffice: Annual receipts, \$150,000.
Annual payroll, \$60,000. Five sub-sta-

Telegraph companies, two.
Water systems: Privately owned plant,
82 miles of mains; capacity, 6,000,000



RESIDENCES, CHAMPAIGN, ILL.

tions, six rural routes, 40 employes.
Street railway, 8 miles of track, excellent service.
One telephone company. Connections, 15,000.

gallons: daily consumption, 2,000,000 gallons.
Products of Champaign factories comprise a list of over 100 items in peace

time, but at present the character has been changed to help supply war needs.

Chamber of Commerce

Without the blare of bands or personal aggrandizement, Champaign's Chamber of Commerce does things. It is not a machine built to perform along certain grooved channels, but an organization for personal service. Not only does it function as a Chamber of Commerce in the limited sense of the word, but it extends a helping hand to any worthy organization or enterprise. Practically every movement undertaken in Champaign in the last decade owes something to the Chamber of Commerce and those which do not, have received their strength from individuals who are members of the Chamber of Commerce.

Conventions, whether large or small, are welcome and receive assistance from this organization.

A public rest room, information bureau and free checking service are three features of the association's public service department of the Chamber of Commerce. Any one of the three is worthy of study. The Chamber of Commerce does not end its work at the corporate limits of the city, but reaches into the remote corners of the county to extend a helping hand where needed.

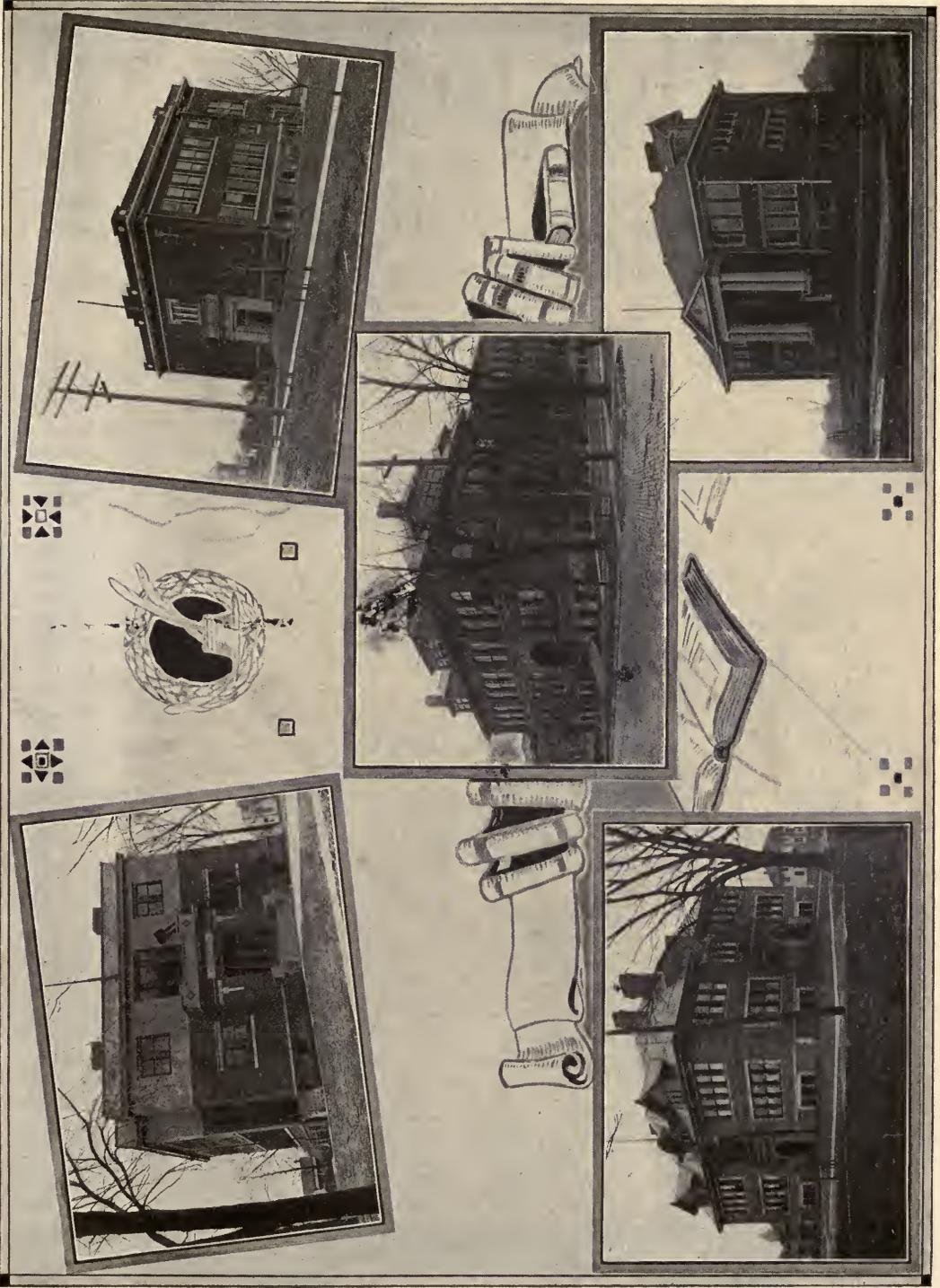
As you are shown about the city, or as you return to your home, contemplate the foregoing.

Will you ask for more?

Can you be contented with less?



FOUNTAIN, WEST SIDE PARK, CHAMPAIGN, ILL.



PUBLIC SCHOOL BUILDINGS, CHAMPAIGN, ILL.



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 ▲ ▲ ▲ ▲

Spanish Influenza

THIS disease is also known by the name of "Epidemic Influenza." The present epidemic began in Eastern Europe in the spring of 1918. By April, cases were occurring on the Western battle front of the great World War. In Spain, according to reports, 30 per cent of the population were attacked during May, 1918. It is from the extreme prevalence of this disease in Spain that the name Spanish Influenza has been adopted. A similar pandemic extended throughout Europe and North America in the winter of 1889 and 1890. The present epidemic has extended pretty well over Europe, being at its height in Germany in June and July, 1918, while in England the epidemic prevailed in May, June and July, 1918. It has appeared in practically every section of Europe.

The question as to what germ causes this disease has not been definitely agreed upon. However, most physicians and bacteriologists have expressed the opinion that the germ causing this particular epidemic is none other than the ordinary influenza germ. The difference is that the germ causing the present outbreak of this disease is more virulent and consequently the type of illness is much greater. The influenza bacillus was discovered by Dr. Pfeiffer in 1892.

Crowded offices, theaters and particularly street cars are potent factors in

the spread of the disease. In Berlin, the street car conductors were especially affected. Therefore, avoid street cars and crowds as much as possible. However, the disease is too mild to make it advisable to stop all of the activities of the city. It is important, however, that well persons should stay away from those suffering from this disease. The germ is short lived outside of the body, and attention should be directed towards keeping people apart, rather than towards disinfection, except as to the precautions of general cleanliness. The most dangerous form of human contact is probably from coughing and sneezing. Coughing and sneezing except into a handkerchief is as great a sanitary offense as spitting, and should be equally condemned.

This disease is dangerous because pneumonia and other diseases often follow an attack, and pneumonia is always a dangerous disease. It is especially important at this time because of War activities, that all workers should take unusually good care of their health, in order to prevent as much as possible the extension of this disease among employees of this Company.

The following bulletin has been issued for the information and protection of the individual employe. Let each employe study this matter carefully with a view to prevention and further extension of this disease.

Influenza and How To Avoid It

Influenza is unusually prevalent at this time, and by observing the following rules, much sickness may be prevented:—

1. The disease is conveyed from person to person, the germ being in the mouth, nose and throat. Coughing and sneezing scatter the germs in the air a considerable distance, unless the nose and mouth are covered or masked. (It is of the greatest importance that each person should cover his or her face in the act of coughing or sneezing.)

2. No one should expectorate except into a receptacle containing a disinfectant solution (such as Kreso.)

3. Avoid crowds and public gatherings such as theaters, moving picture places, street cars, etc. Where the distance is not great, it is much better for one to walk and obtain the benefit of the exercise and fresh air, rather than to ride in a crowded car. When in a crowded car, see that necessary ventilation is provided.

4. The common drinking cup is dangerous, and individual drinking cups should be obtained by each person and kept for his or her individual use. The cost is but a few cents and may prevent a serious illness.

5. The symptoms of this disease are

those of a very bad cold coming on suddenly with chilly sensations, fever and an aching all over the body. The early involvement of the nose and throat is much more severe than an ordinary cold.

6. Promptly upon development of symptoms, see a doctor. Early treatment with rest in bed will not only shorten the duration of the disease, but will also prevent complications. It is the complications in this disease that are dangerous.

7. The diet should be very light, consisting of liquids until the fever disappears. The bowels should have especial attention and should be kept active.

8. This disease is not serious enough to require hospital care, unless complications arise. It is much better for the individual to rest in bed at home, unless directed to the hospital by his physician.

Summary

If well, keep away from another person who is afflicted. Exercise daily and eat sparingly. Keep comfortably dressed. Get all the fresh air and sunlight the season affords.

Dr. G. G. Dowdall,
Chief Surgeon.

Approved:

T. J. Foley,
General Manager.

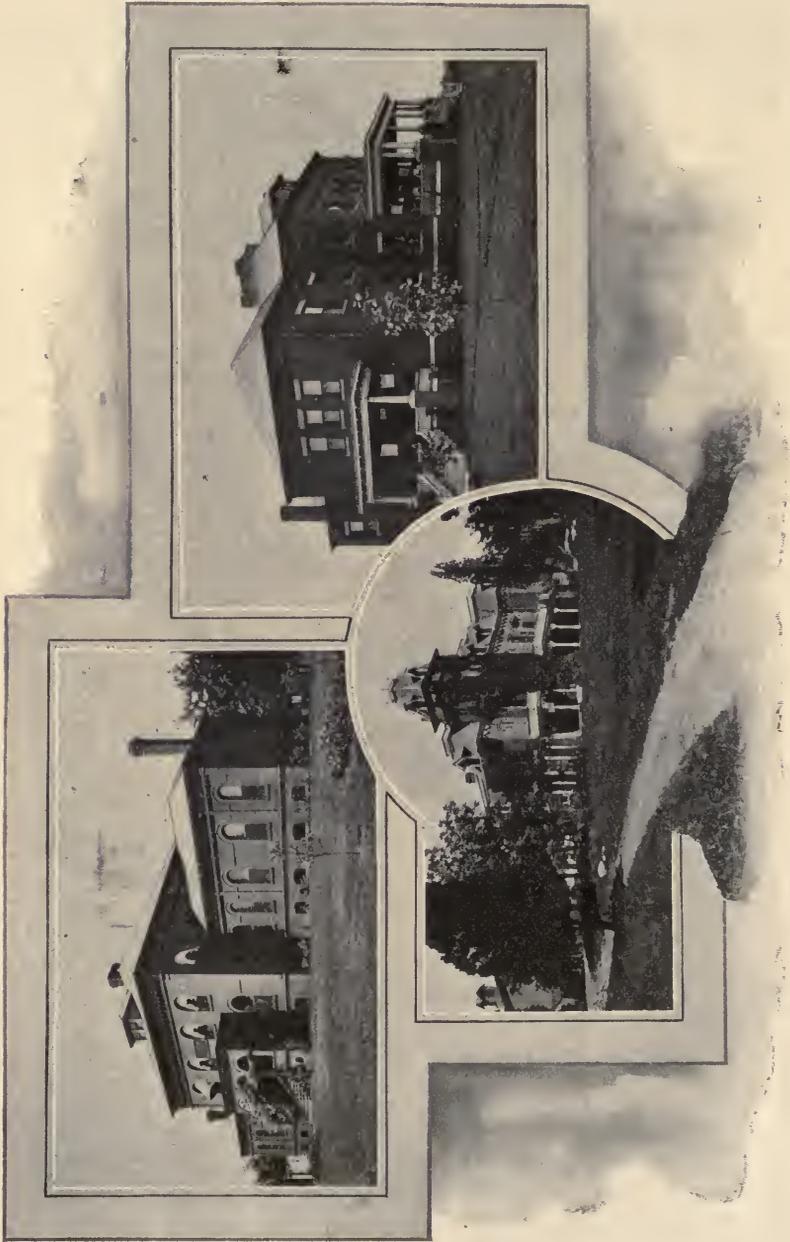
Appointments and Promotions

Effective, October 1, 1918, Mr. Thomas J. Quigley is appointed Superintendent of the Louisiana Division, with headquarters at McComb, Miss., vice Mr. George E. Patterson, transferred.

Effective September 1, 1918, Mr. Edward Bodamer is appointed Terminal

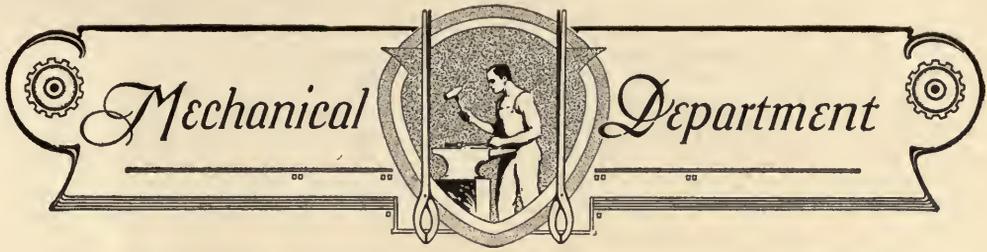
Superintendent, with headquarters at Memphis, vice Mr. Samuel J. Hays, resigned.

Effective October 1, 1918, Mr. Edwin L. McLaurine is appointed Train Master of the McComb District, with headquarters at McComb, Miss., vice Mr. Thomas J. Quigley, promoted.



GARWOOD HOME, CHAMPAIGN.

JULIA F. BURNHAM HOSPITAL, CHAMPAIGN.
DEACONESS HOME, URBANA.



Conservation of Fuel and Supplies

By Mr. O. A. Garber

THESE is no subject so important at the present time as conservation of fuel and supplies, in order to assist our Army Over There to accomplish its aim. This is being given a great deal of study and attention by the learned men of the nation and is being placed before the public continually.

The greatest work has been done with the large consumers over the entire country. Learned men have been appointed by the government to assist in this work and place before the public the real necessity of conservation of fuel and supplies. As I see it, little has been said to the small consumer; that is, the rank and file.

There are few necessities of life that are produced that do not require fuel. All food supplies and clothing that are made must depend on fuel.

The rank and file of our crafts in the Mechanical Department can do much to assist in this work as follows: the laborer should take care of the tools he uses, the ax, the shovel, the broom, the wheelbarrow, etc., the engine cleaner should use oil and waste sparingly, and should place used dirty waste in a receptacle to be used for firing purposes; the engine house sweeper should care for the broom, shovel and wheel barrow he uses as a boy does of his toy wagon.

The flue borer may assist by seeing that all flues are properly cleaned, and by taking care of the tools he uses, and protecting the hose from burning that is used for blowing flues, as the work is generally done while engine is hot.

The Boiler Washers can do their part by caring for the tools and using good judgment as to the quantity of water used. The Fire builder can conserve fuel by seeing that the boiler has not been filled too full before starting the fire. He should see that the grates are properly lined, the cinder hopper spark cap closed, and that the artificial blower is free from leaks. He should properly lay his coal before lighting fire, and give a sufficient amount of his time to seeing that the fire is well caught.

The engine watchman should not fire heavy, but often when necessary, and should keep the water at a certain level, and not allow safety valves to lift.

The front end and grate inspector are very important persons in saving fuel. They should see that all leaks are repaired, all clinkers cleaned and that ash pan is in proper shape for service. The engine crew should leave sufficient water in boiler so that it will not be necessary for pit men or fire fighters to refill same in preparing engine for service. The pit men should see that the fire box, ash pan, front end and air pumps are properly cleaned before engine is placed in roundhouse, to avoid the additional expense of removing refuse from the roundhouse pits.

The engine hostler helps have many duties. They should have an understanding as to their work so that no unnecessary moves are made. He should have a knowledge as to work on engines that require spotting. This information should be secured from the Roundhouse

Foreman. The hostler should see that the ash pans are cleaned when engines are taken from the house, and coal that has fallen through grates, should be deposited in a suitable place so that it can be picked up and used. He should see that only enough coal is placed on the tender to take them to the first coaling station, remove all coal from the back of the tender that has accumulated on previous trip, and see that coal put on tenders is of firing size.

Few personal tools are required of boilermakers and their helpers, but they are continually using valuable tools furnished by the company, that should be properly cared for.

Machinists and helpers should care for company tools as their own, and only use new material when second hand and reclaimed material cannot be secured; that is, they should not ask for more nuts, washers and cotter keys than are needed for immediate use, as they only find their way to the scrap dock and require labor to reclaim.

The blacksmith should use no new material when reclaimed and second hand can be secured.

The car men should exercise good judgment when making repairs and use all good old and second hand material, as new material consumes much fuel in preparing. All cars that are placed on the repair tracks should have the air brake apparatus gone over and tested, all leaks repaired and hose tested with soapsuds. If this practice is made universal our freight cars will soon be

brought up to the standard required by the Government.

It is the duty of the car inspectors and light repair men to see that the cars are in safe condition to run and that air brakes are properly tested and all leaks repaired before departure of each train.

The car oiler is one of the most essential employes to cause good operation of train. By his negligence many accidents, delays and great damage to equipment may occur.

The foreman should be trained to see that each person under his supervision is carrying out the duties for which he is employed.

The saving of fuel and supplies is no new subject to the locomotive engineer and fireman, as this is brought before them daily, and with a little more care and interest, a great saving can be effected. The engineers should impress their firemen with the necessity of saving all engine supplies on each trip, as this class of supplies is very hard to secure.

The clerical forces can make a saving by being economical with paper, lead pencils, ink, mucilage and other items.

I have spoken of many of the crafts that I have supervision over, and if each person will do his part, there will be no shortage in coal and supplies to send to our boys in France that are doing their all for us. If you are a Loyal American Citizen, help win the War. Work counts. Everyone keep busy.

The following circular has been issued by the manager of the fuel conservation section.

In importance it is probably one of the most far reaching that has been sent out by the United States Railroad Administration, and if its provisions are kept in mind and followed out by em-

ployes concerned, it will mean increased efficiency in operation, a conservation in fuel, and a material reduction in damage to equipment from practices which the recommendations seek to correct.

Employes should realize that the observance of this circular is in line with doing their bit to win the war.

United States Railroad Administration

W. G. McAdoo, Director General of Railroads

Division of Operation
Fuel Conservation Station
Eugene McAuliffe, Manager

Southern Railway Building, Washington

August 31, 1918

Fuel Conservation Circular No. 13

To Superintendents, Motive Power and Car Department Officials, Men in Charge of Car Maintenance, Yardmasters and Switchmen, Conductors and Trainmen:

Appreciating the country's present urgent need for the conservation of fuel, the Air Brake Association, through its president, Mr. F. J. Barry, and its secretary, Mr. F. M. Nellis, recently tendered to the Fuel Conservation Section of the United States Railroad Administration the assistance of the association in the work of conserving fuel. Following this offer, a committee of supervising air-brake representatives from 24 of the largest rail lines in the country met in Chicago on July 31 for the purpose of drawing up such concise recommendations concerning air-brake maintenance as would effect material economies in railway fuel.

This committee, after careful and deliberate study of the air-brake situation, announced that the leakage of air in brake pipes and connections under freight cars was responsible for an annual loss of over 6,000,000 tons of coal. With the exception of train-line losses incurred in controlling trains on heavy descending grades, it is estimated that 95 per cent of the fuel consumed in compressing air on locomotives is used to make good this brake pipe leakage.

The committee also stated that in their opinion the railroads could quickly and without much additional operating expense greatly reduce this loss; and they submitted certain recommendations for the consideration of railway operating officials and employees.

Specific tests have shown that a train-

pipe leakage of 7 pounds per minute on a 50-car train entails a loss of more than 39 cubic feet of free air per minute, and absorbs 91 per cent of the capacity of one 9½-inch pump or 59 per cent of the capacity of one 11-inch pump. Under conditions that frequently prevail on 50-car trains the brake-pipe leakage often amounts to more than double the quantities stated.

The recommendations submitted by the special committee for the prevention of these extraordinary losses are as follows:

1. In switching cars in hump yard service, hand brakes must be known to be in operative condition before dropping over the hump. Each cut should be ridden home and must not be allowed to hit cars on make-up track at a speed exceeding 3 miles per hour, as excessive shocks result in loosened brake-pipe and cylinder connections, with attendant leakage at joints. The same conditions apply to general yard switching and similar care should be exercised.

2. When hose are uncoupled they must be separated by hand and not pulled apart. Pulling hose apart is not only the most prolific cause of brake-pipe leakage, but the damage annually due to train parting on account of hose blowing off nipples or bursting due to fiber stress runs into thousands of dollars. Angle cocks first must be closed if brakepipe is charged.

3. Ample time must be allowed to properly inspect the air-brakes and place them in good working order before leaving terminals.

4. Freight terminals, where condi-

tions and business handled justify the installation, should be provided with a yard testing plant, piped to reach all outbound trains. At all freight houses, loading sheds, team tracks, and other places where cars in quantity are spotted for any purpose long enough to make repairs and test brakes, air should be provided to do such work.

5. On shop and repair tracks provided with air, brakes should be cleaned and tested in accordance with M. C. B. rules and instructions. Weather permitting, hose and pipe connections shall be given soapsuds test. Hose showing porosity shall be removed and all leaks eliminated before car is returned to service.

6. Freight trains on arrival at terminals where inspectors are stationed to make immediate brake inspection and repairs, shall have slack stretched and left with brakes fully applied.

7. Brake-pipe leakage on outbound freight trains shall not exceed 8 pounds per minute, and preferably should not exceed 5 pounds per minute, following a 15-pound service reduction from standard brake pipe pressure with brake valve in lap position.

8. Suitable pipe wrench should be furnished each caboos to enable trainmen to remove and replace hose and to tighten up leaks developing en route. Instructions directing its use should be posted in each caboos.

9. A rule should be put into effect that trainmen must apply an M. C. B. standard air-brake defect card in cases where defects develop en route or for brakes cut out by them; defect to be checked off on back of card.

10. Air-compressor strainers must be known to be free of foreign matter before each trip and removed for cleaning, if necessary. The steam pipe to compressor shall be lagged outside of cab or jacket.

11. Special effort must be made to reduce the leakage of the various air-operated devices on locomotives.

12. In mounting air hose, the coupling should be gaged with an M. C. B. standard gage, and the couplings and coupling packing-rings known to be standard.

13. Special attention should be given to maintaining brake-pipe, brake cylinder, reservoir, retaining valves, and pipe secure to car.

14. The importance of competent air-brake supervision to successfully cope with existing conditions can not be overestimated.

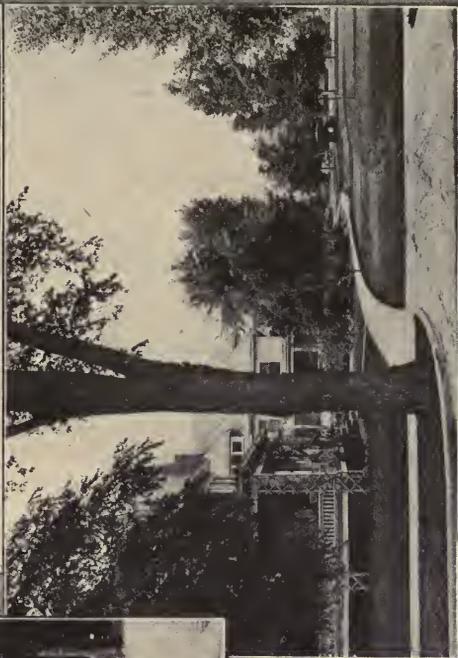
15. In the recommendations submitted it is not the intent in any way to abrogate existing instructions or rules now in force which are more stringent than those recommended.

The chief operating officer of each railroad should direct the attention of every employee who is concerned with the maintenance and operation of brake equipment to the observance of these recommendations. A copy of this circular should be posted on all bulletin boards and a copy should be furnished to men in charge of repair yards, to yardmasters, and to conductors for posting in train cabooses.

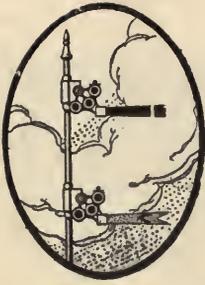
EUGENE McAULIFFE,

Manager, Fuel Conservation Section.

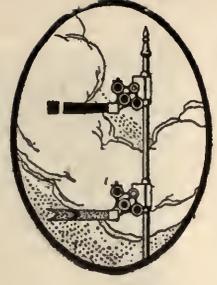




CHAMPAIGN, ILL.



SAFETY FIRST



Abstract of address by Hiram W. Belnap, Manager, Safety Section, United States Railroad Administration before the Steam Railroad Section of the Seventh Annual Congress of the National Safety Council, Hotel Statler, St. Louis, at 2 p. m., September 17, 1918.

Mr. Hiram W. Belnap, addressing delegates at the National Safety Council on the subject "What the United States Railroad Administration Expects of the Different Safety Organizations in the Promotion of Safety Work," said in part:

"It is both an honor and a privilege to have this opportunity to address this body of representative men active in accident prevention work on all of the great railroad lines in this country, which have recently been transformed into one great unified transportation system. The work that the National Safety Council has been doing to further the cause of safety is well recognized, and when your committee requested me to prepare a paper it was an imperative call to duty that could not under any circumstances be laid aside.

"The subject of railroad accidents, taken from whatever angle, is both an important and a serious one; their causes and means to prevent them have caused general discussion for many years. No railroad employe or officer willfully does his work with an intent to cause accidents for well they know that such an accident might result in manslaughter or suicide; on the contrary, they are vitally interested in any plan or method that will result in reducing the hazard to themselves and the ever-continuing number of casualties among their own ranks, as well as to the traveling public.

"I want to call attention briefly to the record of the last five years, which clearly shows the tremendous importance of our problem and the necessity for real constructive accident-prevention work. When we read this accident record, it seems almost incredible that in the peaceful operation of our railroads there is such an enormous loss of life and limb.

Cost in Lives and Money.

"In the five-year period ending December 31, 1917, there was a total casualty list on our American railroads of 980,565. Of this number 48,801 were deaths and 931,764 were injuries. During this period, 1,391 passengers and persons carried under contract were killed and 55,887 injured; 14,652 employes were killed and 815,897 injured. 32,879 other persons were killed and 60,080 injured.

"As indicative of this loss of life and limb in the operation of our railroads, in 1916 in train accidents alone one employe was killed every three and one-half hours; one employe was injured every 10 minutes. And taking into account accidents, one employe was either killed or injured every 3 minutes during the entire year. You can readily see how vitally interested in accident prevention railroad employes should be, because it is they who are suffering the greatest loss on account of these accidents. Because 30 per cent of all the killed and 90 per cent of all the injured on the railroads in the United States are railroad employes.

"Then, too, there is an immense amount of money paid out every year on account of accidents. The amount reported by the carriers, which was paid on account of death to employes, passengers, trespassers and others, as well as the expense of settlement, including the expenses of claim adjustors and the like, as provided by the classification of operating expenses, averaged during the five-year period approximately \$30,000,000 per year. While the records do not disclose accurately the amount paid on account of the deaths and injuries to employes alone, several roads have kept this items separately and an analysis of this indicates that about 50 per cent of this total expense is paid to employes on account of death and injuries.

"Large as these figures are, they represent only the amount of money that has been paid by the railroads. For the purpose of indicating the vital interest of employes in accident prevention, statistics were secured from several of the train service organizations that insure their members and pay for loss of life or total disability.

"The Brotherhood of Railroad Trainmen in the year 1917 paid 2,055 claims, aggregating \$3,004,390. Fifty-three per cent of these payments were on account of accidental death or disability and 47 per cent on account of natural death or disability. One death or disability claim was paid for each 73 members; one claim on account of accidental death or disability was paid for each 137 members.

"The Brotherhood of Locomotive Firemen and Enginemen in the year 1917 paid 895 claims, 45 per cent of which were on account of accidental death or disability. The total amount paid was \$1,223,225, and their records show that one death or disability claim was paid for each 115 members.

"The Switchmen's Union in the year 1917 paid 171 claims for death or disability, 62 per cent of which were on account of accidental death or disability. The total amount paid during the year was \$203,250, and their records show that a claim was paid for each 59 members in their organization.

"These records of the amount of money paid by these Brotherhoods to their members on account of accidents, independent of and in addition to that paid by the railroads on account of accidents, show the enormous financial loss sustained by the railroads and their employes, and indicate how imperative it is that accident prevention work should be efficiently conducted.

"Service and Safety" Essentials.

"Service and safety are the two prime requisites of the successful transportation systems. Each is essential if we are to do our full duty to the public, and to the great army of employes that are engaged in the transportation industry.

"Experience has demonstrated that the two elements that have the most important bearing upon both service and safety are the mechanical and physical, which involve safe machinery, track and structures, and the human element, which involves the entire personnel from the highest officer to the humblest employe. The mechanical element presents much the easier problem to solve, and it has already reached a high stage of perfection as is evidenced by the improved safety devices of almost every character that have been and are being constantly installed and applied upon every railroad in this country. From the great advancement that has been made during the last decade in the construction of tracks, bridges, locomotives and cars, and in the development and installation of improved signalling and other safety devices, one would naturally think that the number of accidents should be materially reduced. But such is not the case.

"The statistics of the last few years, showing the extent of the loss of life and limb upon the railroads are causing grave concern and one of the most serious problems that confront us is how to bring about a reduction in these casualty lists and save the lives and limbs of the many thousands that are annually killed and injured.

"Human Element" Greatest Problem.

"A study of these statistics clearly establishes the fact that the majority of accidents on our railroads, particularly to employes, are of a character that the most improved of mechanical devices will not prevent, and it is evident that the control and training of the human element is the great problem of the future. It is this problem to which the student of accident prevention must, in my opinion, develop the greater part of his energies, if effective results in providing greater safety upon our railroads are to be accomplished.

"It has often been stated that the accidents which swell the total are caused by the negligence of the injured employe. A general assumption of that nature is absolutely unwarranted. Men cannot properly be charged with willful negligence in case of injury until it is clearly established that proper instruction and supervision have in each instance given to the injured employe, and I am convinced if a careful study is made of each accident, it will be found in thousands of cases that this very lack of instruction and supervision has had an important, if not a controlling influence in the occurrence to the accident.

"Regardless of the fact that the men employed in the railroad are of an exceptionally high intellectual character, it is not proper to start them at work in this hazardous vocation without knowing in advance that they are carefully instructed as to the hazard of employment, and that they are competent and fully understand the duties they must perform. While frequently thoughtlessness, carelessness or even negligence is given as the cause of accidents, in many cases these are only excuses; the real, underlying causes being unsafe conditions and failure to instruct and constantly educate employes to the hazards of the position occupied. * * *

"Notwithstanding the old saying, 'Accidents are bound to happen', accidents are not inevitable. Most of them can be avoided by proper education, supervision and care, and through well organized, efficiently-handled safety committees a great deal can and will be accomplished. How best to do this is our problem. * * *

"During the last five or six years safety work on many lines of railroads has been carried on by employing different methods. Very few railroads handled this work alike, and thus effected many different results. Some reduced accidents, while others, even though carrying on a so-called 'Systematic Safety Campaign', reflected an increase in casualties. Others kept no record of their safety work and could not tell whether they had accomplished beneficial results.

Safety Plans Under Federal Control

"Immediately upon the creation of the Safety Section, a questionnaire was sent out to all Class 1 railroads, calling for information regarding the different kinds of safety organization, their relative efficiency and the scope of their activities. From the replies received, it became apparent that to a large degree there was no uniform or well defined method in vogue, and with the exception of a limited number of roads, Safety work was supervised by no particular officer, the result being that 'What was everybody's business was nobody's business.' On some railroads, after a trial, Safety work was subordinated to something 'more important'.

"For the purpose of standardizing this work as far as is possible and prac-

licable to do, under date of May 27th, Circular No. 5 was issued directing that each railroad under Federal control organize a General or Central Safety Committee as well as safety committees on each division and in the principal shops and terminals, these latter committees to be composed of both officers and employes, the Superintendent of the Division to be Chairman of the Division Committee and the ranking officer in each shop or terminal to be chairman of these committees.

Mr. Belnap gave a detailed statement of the plants, officers and duties of the unified Safety organization. He continued:

"Proper means should be provided by which safety committeemen and employes in general can readily make suggestions and recommendations to the various safety committee. A postal card form can be used to good advantage. A supply of these cards or other forms used should also be distributed to safety committeemen and others attending safety committee meetings, and every effort made to encourage their frequent use. If a thing is worth doing, it is worth doing well, and as the prime purpose of the work of the Safety Section is to bring about a substantial reduction of casualties, every possible effort must be made to bring about the desired results. * * *

"It has been said that when an accident occurs, there is either something wrong with the machinery, the method, or the man. If this be true, and results in accident reduction are not forthcoming, the Safety Section will endeavor to find out the reason. This necessarily means that upon the supervising talent on the railroads will rest the burden of educating men in the principles of safety. When all officers and all employes finally realize that the Government is in earnest about this work and that it is just as much the duty of a supervising officer to supervise for safety as it is to get the cars out of the yard or trains over the road, I believe that we will have reached the high attainments expected in this work. To gain this, it is imperative that all shall give hearty cooperation, and push with all energy.

Chief Points of New Plan

"The Safety problem is a grave one, worthy of the most thoughtful consideration of those high in authority in railroad management. It is realized that local conditions on the different railroads must be taken into consideration, and that they govern, in a measure, the plans and activities of each Safety organization. What is expected briefly summarized is:

"(1) That all officers in executive positions shall give safety work their active cooperation; that they shall regard it as of the same importance as other branches of railroad work; and they shall take an intensive interest in it and do everything they consistently can to make it successful.

"(2) That the fundamental principles of Safety shall be wisely and energetically instilled in the minds of the men who do the actual work of operating the railroads; and they all shall become imbued with the importance of Safety, knowing that since it is they who get killed and injured all employes must take an active interest in the work and understand from instruction and practice that proper observance of the requirements of Safety is a work of the men, by the men, and for the men.

"(3) That the proper officers of railroads shall give attention to all reasonable and practical suggestions and recommendations made, in order that unsafe conditions and unsafe practices may be promptly eradicated. In each instance proper acknowledgment of suggestions and recommendations shall be made to the end that those making them may be apprised as to their disposition, and of the fact that due consideration was given to such suggestions or recommendations.

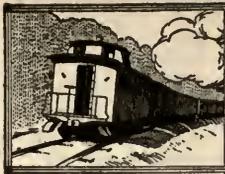
"(4) That officers and employes shall cooperate to the maximum and that proper effort shall be made to get all to realize that in Safety Committee meetings, officers and employes meet on a common level, all being members of the committee, and each having an important duty to perform in the prevention of avoidable accidents.

"It has been an inspiration to note the enthusiastic manner in which the employes in all classes of the railroad service have taken hold of this work. Practically every employes' labor organization has already endorsed the Safety Section's work. Even now in many of their lodges a certain specific amount of time is devoted at each meeting to the subject of Safety and Accident Prevention. In some organizations it has been arranged that this be a regular part of their order of business. I sincerely believe and hope that this practice will soon be adopted by every lodge in every organization upon every railroad in this country. When this is done and when Safety Committees actively and efficiently perform their functions I am satisfied that we are going to have a material and substantial reduction in accidents.

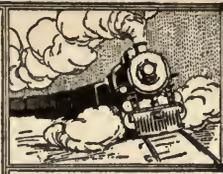
"If we can get men to talk Safety they will begin to think Safety; and when they think Safety they are always going to be on the lookout for unsafe conditions which can and should be corrected as well as the unsafe practices followed by themselves and their fellow employes, and which must be discontinued. These are the things, above all else, that are going to make the Safety work successful on all railroads, and which I am firmly convinced can and will be brought about."



*I.C. Freight Station
and Shops
Champaign Ill.*



TRANSPORTATION DEPARTMENT



Yard Operation

By A. Bernard

MANY papers have been prepared on the operation of yards and terminals, but none of them that I have read dealt with the Yard Master and his connection with the work as thoroughly as I feel they should.

Regardless of official or other supervision, the successful handling of a yard is dependent upon the Yard Master. He is to the yard what the Chief Train Dispatcher is to the district. He must be broad-minded enough to have no favorites and permit no one to cater to him, and at the same time gain the respect and cooperation of the men under his supervision. This can be done by being firm but reasonable and considerate in dealing with them.

The Yard Master should cultivate friendly relations with all of his force, thereby creating harmony between his own men, as well as members of road crews, including enginemen and employes of other departments.

Set a good example by getting out a little ahead of the established time in the morning and staying on the job as late as necessary. The men should be trained to start their work on time, and the Yard Master should then see that they get their meal period at the proper time, and resume work on time. Most of them appreciate system and regularity, and will easily acquire the habit themselves. Besides, they like to spend some time with their families.

The road crews also like to get home, and every effort should be made to take trains in promptly. Most of the train-

men will reciprocate by making similar effort to get out of yard on listed time.

He must bear in mind that the roundhouse and car foremen and their forces are important men in successful operation, and their full support materially assists in keeping the Terminal clear of cars. No Terminal can be efficiently handled when congested, and such a condition is necessarily the result of a heavy run of business.

There are many details the Yard Master must devote his attention to each day, in order to handle his yard efficiently, some of which may be outlined as follows:

Watch the Bad Order, repair and transfer car tracks, and move repaired and transferred cars promptly;

Keep the repair and transfer tracks set.

The Yardmaster must take particular care in assigning men according to their seniority and ability, and should then see that work programmed is performed within the assigned time.

Enforced idleness does not justify men indulging in card or dice games, and they should not be tolerated. It is difficult for men to get their minds on their work once they become interested in gambling.

Keep fully informed of trains coming as to time of arrival and consist, and see that all employes interested are given advance information, and an outline of general plans in order to prevent lost motion. The Chief Dispatcher should be kept posted as to what trains are to be forwarded that he may make his plans for handling.

See that trains are made up in regular order and ready to go forward at time crews are listed. Proper make up of trains at an initial yard helps road crews over the road and facilitates movement through intermediate yards.

Bill boxes should be checked every day. Hold tracks should be checked closely, as they are a source of severe criticism, principally because of lack of attention. In many yards moveable cars are occupying track room badly needed for switching room.

Every employe connected with the yard should be trained to be on the lookout for perishable or other important loading, and to take immediate steps to make sure it moves in assigned trains.

Every engine should be equipped with rerailling frogs. Blocking, switch chains, etc. should be kept in certain designated convenient places and when used should be returned to their proper places as soon as derailments are cleared up.

Coaling, water, and cinder pits facilities play a very important part in the

prompt handling of yard engines to and from work, and the Yard Master should cooperate with those in charge of such facilities, giving them switching service whenever necessary.

Circulars and general instructions should be kept in a loose leaf book form to preserve them, and the book should be placed where yard conductors or others concerned will have access to it, in order that they may know about everything of importance to the yard.

The successful Yard Master must be resourceful, and have a talent for overcoming emergencies promptly, even beyond the ability to follow out arbitrary rules. Conditions frequently arise in a busy yard where delay on part of the Yard Master to obtain instructions would result in serious congestion, and the Yard Master must act on his own initiative in order to keep traffic moving. It is preferable to incur the possibility of criticism for having made a certain move, rather than for having taken no action to keep the yard free from congestion.

Chicago, Ill., September 17, 1918.

Information as to the movement of troop trains not to be furnished except as authorized below:

It is desired that no information with regard to the movement of troops or troop trains be given to any person whatever except as follows:

(1) Railroad officers and employes may be given such information as it is necessary for them to have in order to provide for the proper movement of trains.

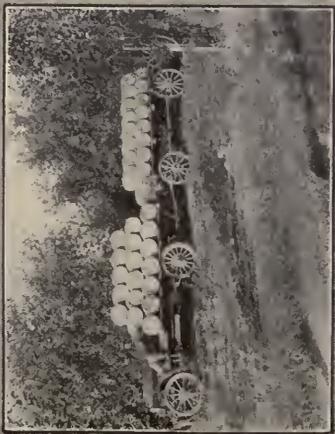
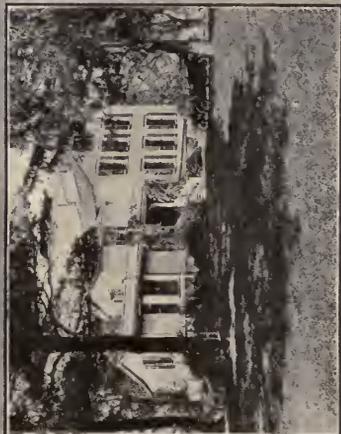
(2) Information necessary may be given to connecting lines in the form provided by the cipher code.

(3) Accredited representatives of the Red Cross, upon proper identification at points where troop trains are scheduled to stop, may be informed *upon application* of the prospective hour of arrival of such trains.

(Note: Where troops or troop trains are moving to a seaport this information must not be given.)

Employes should be instructed as above and should be informed by notice or otherwise that any discussion of troop movements with members of their families or with others is a serious offense.

A. E. CLIFT,
Assistant General Manager.



ORCHARD SCENES NEAR CHAMPAIGN, ILL.



Problems of the Big Guns

By Captain Arthur C. Cox, Formerly Assistant Engineer in Chief Engineer's Office.

The following letter, giving an outline of the range-finding methods of the Artillery Corps, will be of interest. Since writing this letter Mr. Cox has been promoted to captain, and is now with the Second Anti-aircraft Brigade of the American Expeditionary Force in France.

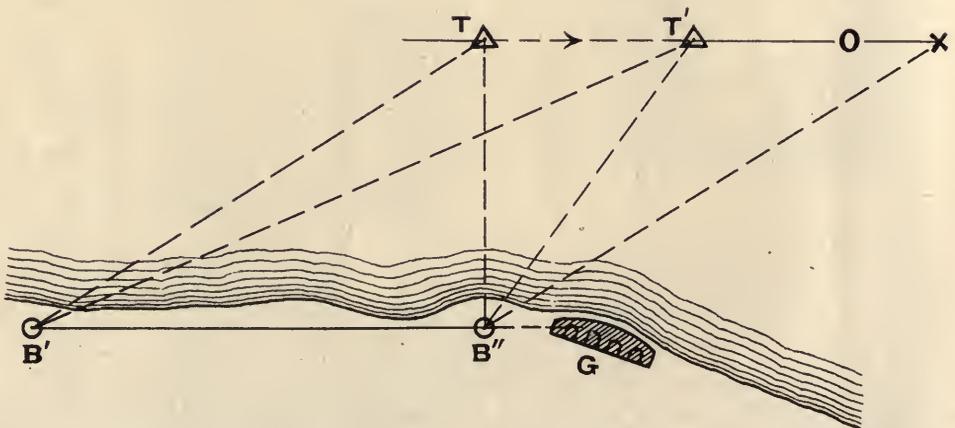
Fortress Monroe, Va., March 16, 1918.

Dear Mr. Davis:

But a short two weeks more, and we will be through the course. It has been very strenuous while it lasted and very interesting. You probably know that on the Coast Artillery has been thrust the burden of handling the heavy guns with which the army is equipped. The methods of handling these guns are far different from those used by the Field Artillery.

According to the dope down here, the present day heavy artillery officer must be a mathematical shark, a railroad engineer, an expert in handling gasoline motors, and have an intimate knowledge of gunnery. His equipment consists mainly of a slide rule, a transit, a book of logarithms, and whole bunches of tables of all kinds.

Next week we are to have target practice with practically all of the guns of the fort. It will be under all conditions, with observing stations and with western front methods which are by means of aeroplanes.



In this sketch B' and B'' are observing stations. Observers at B' and B'' both take readings on the target at the same, and thus locate it on the map. This is done by means of azimuth instruments, set up at each station. Suppose "T" was the position of the target at the first T. I. Bell (time interval bell, which varies from 15 to 30 second) at the second T. I. Bell the target was found to be at "T'" which was 20 seconds. The plotter would know that at the next T. I. Bell the target would be at "O." He then looks up the time of flight for projectile for that range and finds it is 10 seconds. Then the target would travel, during the time of flight of the projectile one-half of the distance it traveled during the observing intervals. This would be plotted on the map at "X". "X" would be the "set-forward" point or the place the target and projectile would meet. This last point is corrected for wind, drift, tide, atmosphere muzzle-velocity, and a few more things. The gun is fired as the target passes the point "O." This is the usual method of seacoast firing. The distance between the observing stations is never less than 2,000 yards.

Among the various courses gunnery is the big thing. It takes up a knowledge of ballistics, interior, exterior, and the ballistics of penetration, exterior; the most important is the science of the movement of bodies through air. It is a very exact science and is absolutely essential. It consists in the knowledge of just how far a given piece of ordnance will hurl a projectile under all conditions.

Every gun when it is turned out from the maker is known to fire a certain projectile to a certain range at a certain elevation. These data are compiled in tables, which are known as range tables, and the conditions given for the firing of projectiles for these theoretical ranges are known as range table conditions. The principal assumptions of the range tables are, that the earth is flat and does not revolve, that the atmospheric conditions are standard, that there is no wind, that gun and target are on the same level and that the action of gravity is constant throughout the trajectory. (The trajectory is the path the projectile describes in its flight.)

You can see how many corrections must be made. Some, of course, can be fixed up for a certain gun and need not be changed, unless the gun is changed to other positions.

The muzzle-velocity of a given charge of powder depends upon its temperature. If it had a M. V. of 2,250 at a temperature of 60 degrees, and after having been stored in a powder magazine or dugout for some time, its temperature would be decidedly lower, and consequently the M. V. would be less and the gun would have to be elevated more for the projectile to reach the target. This M. V. correction, as well as corrections for tide, wind and atmosphere, and drift, must be made just before the gun is fired. The atmosphere corrections depend on the temperature and barometric air pressure, and the drift upon the rifling of the gun.

You probably know that all guns (except maybe trench mortars) are rifled with grooves and lands either to the right or left. If the rifling is to the right the projectile will drift to the right. Just how far depends upon the range and the number of turns of rifling. Most of the guns down here have an increasing rifling, that is, it starts with one turn in 40 or 50 calibers at the breech end and finishes with one turn in 25 calibers at a distance of two calibers from the muzzle of the gun. The last two calibers are 1 in 25 so as to give the projectile steadiness in its rotation. The rotation is to prevent it from turning end over end, and always keep its point towards the front.

There is the 25 per cent rectangle, the 50 per cent zone, and the 100 per cent zone. These are known areas into which a battery commander knows a certain

percentage of the shots will fall because it is quite impossible to fire two shots in the same place with the gun pointed and laid in the same elevation. This is because of dispersion. By means of this it can be ascertained just how many shots will be needed to destroy a certain object. The area of the object can be measured off and its proportion to the 100 per cent zone (the zone in which all of the shots are expected to fall) be determined. The battery commander by this means can also figure out how near he can come to our own first line trenches without murdering our infantry.

We have also been studying camouflage, as that art is more important to the artillery than any other branch of the service. According to the French, "A gun seen is a gun lost," so we have been getting some very thorough instructions and actual practice in that work. We disguised 4-8" howitzers down the shore and the aviators had to give up (and they were French and Italian aviators who had seen war service).

I hope this hasn't been dry reading and that it has interested you. It has all been pounded into us until I can hardly think of anything else. At the end most of the men are to be assigned to heavy artillery regiments, some forming, and some go to France.

I have been promoted to 1st Lieutenant since I have been here and regular army at that. Remember me to everybody and best to yourself.

Ever,

LIEUT. A. C. COX, C. A. C.

Poor Flo's Letter

A sweet little baby brother
Had come to live with Flo;
And she wanted it brought to the table
That it might eat and grow.

"It must wait for a while," said grand-
ma

In answer to her plea,
"For a little thing that hasn't teeth
Can't eat like you and me."

"Why hasn't it got teeth, grandma?"

Asked Flo in great surprise;
Oh, my! but ain't it funny?

No teeth, but nose and eyes!

I guess," after thinking gravely,

"They must have been fordot,
Can't we buy him some like grandpa's,
I'd like to know why not?"

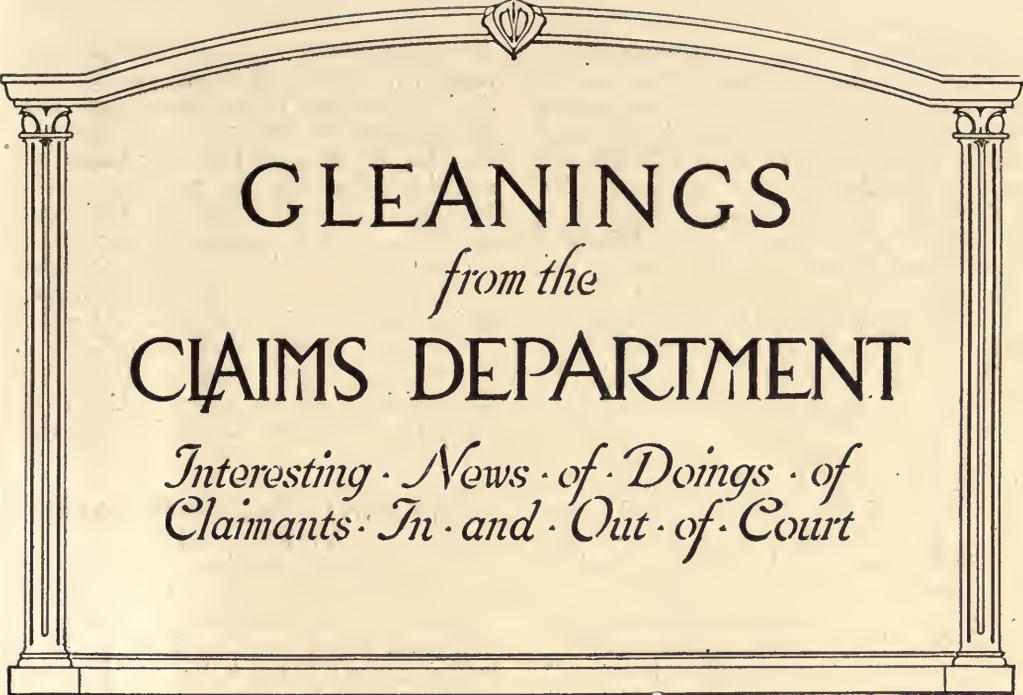
That afternoon to the corner,
With paper, pen and ink,
Went Flo, saying, "Don't talk to me,
If you do it'll stop my think!

I'm writing a letter, grandma,
To send away tonight;
And 'cause its very 'portant
I want to get it right."

At last the letter was finished,
A wonderful thing to see,
And directed to "God in Heaven."
"Please read it over to me,"
Said little Flo to her grandma,
"To see if its right, you know."
And here is the letter written
To God from little Flo:

"Dear God—The baby you brought us
Is awful nice and sweet,
But 'cause you forgot his toofies,
The poor little thing can't eat;
That's why I'm writing this letter
A purpose to let you know.
Please come and finish the baby,
That's all." From Flo.

Exchange.



GLEANINGS

from the

CLAIMS DEPARTMENT

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

SIR ERIC GEDDES A RAILWAY CLAIM AGENT

The English Railway Gazette, in a recent issue, contains an article about Sir Eric Geddes, K. C. B., who has recently been appointed First Lord of the Admiralty in succession to Sir Edward Carson. From this article, which follows, it will be seen that Sir Eric Geddes, at the outset of his career, took up railroad work on the Baltimore & Ohio in this country and was later made claim agent of the North-Eastern Railway, with headquarters at London:

“Sir Eric Geddes, K. C. B., who was in May last made the head of a new department of the Admiralty with the title of Controller, and with the honorary and temporary rank of Vice-Admiral, has now been appointed First Lord of the Admiralty in succession to Sir Edward Carson. Before coming to the Admiralty Sir Eric Geddes was largely responsible for the magnificent achievement in railway construction in France, which was a feature of last au-

tumn's work behind the British front. A man of strong character and great administrative ability, he is only forty-two years of age. He was originally intended for the army, but after passing the preliminary examination went to the United States, where he took up railway work on the Baltimore & Ohio. In 1895 he left America for India, where he became traffic manager of the Rohilkund & Kumaon Railway. That position he relinquished in 1904 on returning to England to become claims agent of the North Eastern Railway. In 1911 he was appointed deputy-general manager of the company. During the war he was first attached to the ministry of munitions, and in 1916 was appointed director-general of military railways and received a knighthood. In his recent capacity as controller of the admiralty, he was responsible for meeting the combined requirements of the admiralty, the war office, the Ministry of Shipping and other government departments in respect of the design, construction, alterations

and repairs of warships and other vessels of all classes, and the requirements of the admiralty in respect of armaments and munitions. He was made a K. C. B. on the occasion of the King's birthday.

"On Wednesday Sir Eric Geddes had the honor of being received by the King at Buckingham Palace, when His Majesty invested him with the insignia of a Knight Commander of the Most Honorable Order of the Bath (Military Division). A seat is to be found for Sir Eric, as the new First Lord of the Admiralty, in the House of Commons. Apropos *'The Times'* says: 'The Government, of course, have precedents for their action in the cases of Sir Albert Stanley and Mr. Fisher. As it happens, the appointment of Sir Christopher Johnston as a Judge of the Court of Sessions provides an appropriate vacancy in the representation of Edinburgh and St. Andrews Universities. It could not be more happily filled than by the selection of Sir Eric Geddes, who was educated in Edinburgh and is the son of an Edinburgh man.'"

THE REMARKABLE RECORD OF A LOCOMOTIVE ENGINEER

Locomotive Engineer Charles J. Barnett, who runs on the Panama Limited between Memphis and Canton, Miss., has a very remarkable record. He was promoted to the position of engineer June 17, 1895, and has been running continuously ever since. During all of those years he has never struck a vehicle, never hurt a passenger and never broke a dish in a dining car. Will Dr. William Brady, of New Orleans, who recommends that locomotive engineers be certified somewhat on the plan of certified milk, please note this record of Mr. Barnett's.

In addition to being one of the best locomotive engineers that ever handled the throttle of an engine, Mr. Barnett is also one of the most prominent citizens of his home town, Memphis, Tenn. At the present time, he is a member of the District Board, composed of twenty-two counties in West Tennessee. Another member of this Board is Mr. C. P.

J. Mooney, editor of the *Memphis Commercial Appeal*. Mr. Mooney is undoubtedly a great editor, one of the most distinguished in the South, or in the nation, but he does not rank any higher as an editor than Mr. Barnett ranks as a locomotive engineer. They are both top-notchers in their respective lines. Mr. Barnett was in Chicago recently and the writer enjoyed a visit of a few moments with him, and during the conversation the writer said: "Well, Charley, what chance has the Kaiser got to win the war?" and the quick response was: "About as much chance as the calf had to kill the butcher."

GETS TWO YEARS FOR FALSE SWEARING

H. L. Pierce was given two years in the penitentiary by a jury August 20, in Sherman, for false swearing. Pierce was employed at one time on the Katy as a brakeman and claimed that personal injuries, received west of Denison on a freight train, were permanent. His damage suit against the railroad resulted in a decision for the railroad and Pierce was held for perjury, it having been shown that he had sworn falsely at the time his personal suit against the railroad was tried. The jury brought in their verdict of two years for false swearing and refused to allow him a suspended sentence.—*The M. K. & T. Employes Magazine, September, 1918.*

WHAT THE GOVERNMENT IS DOING TO PREVENT THE KILLING OF LIVE STOCK ON THE WAYLANDS OF RAILROADS

On the 20th ult., Mr. Charles Barham, district manager, traffic department, U. S. Food Administration, held a meeting with the State Council of Defense for Kentucky at Louisville, for the purpose of taking steps to reduce the waste caused by the killing of stock on the waylands of the railroads during the period of the war. Mr. Barham stated that the Government was not considering the question of what the railroads were

paying for this stock, but was very much interested in saving for war purposes the great quantities of meat and leather which were being unnecessarily destroyed.

The Kentucky State Council of Defense was requested by Mr. Barham to take charge of the movement in Kentucky and correspond with every stock owner living along the railroads; also with every locomotive engineer in the State, for the purpose of showing them the importance of conserving live stock. Each stock owner will be asked by the State Council of Defense to sign a card pledging himself to keep his stock off the waylands during the period of the war. The State Council of Defense will appoint a representative at each railway station within the State to give publicity to the movement and to see that the live stock owners comply with the request of the Government.

A similar meeting was held by Mr. Barham with the State Council of Defense for Tennessee at Nashville on the 23rd ult., for the purpose of putting into effect the same organization to control this movement that was adopted at the Kentucky meeting, and another meeting was held in Alabama on the 11th inst.

The Government has placed Mr. Barham in charge of this movement to conserve live stock in ten of the Southern States. He has given much study to the problem and thoroughly understands every feature of it. He is a man of action and wherever he holds a meeting he immediately enlists the enthusiastic support of all those present, and it goes without saying that he is going to save the Government large quantities of meat and leather now going to waste on the railroad tracks. Figures have been compiled which show that more than four million dollars worth of live stock are unnecessarily killed annually on the waylands of the railroads. Mr. Barham expects to save at least one-half of this by the work which he is doing, and the writer, who attended Mr. Barham's Louisville meeting, feels that he will succeed.

The Illinois Central enjoys the dis-

tingtion of having been the first railroad to bring this matter to the attention of the public in a series of circulars by General Manager Foley, which were widely distributed along the lines of the system, beginning with November, 1914. One of these circulars by Mr. Foley issued under the heading of "Waste of Food Unpatriotic" was as follows:

"In his proclamation of April 15th, President Wilson warned the nation that food supplies in this country are running low. He impressed upon the minds of the people the imperative necessity of the conservation of food of all kinds. It is feared by next fall the scarcity of food will become acute. The government is considering the advisability of inaugurating meatless days on account of the scarcity of meat. Under such conditions, it is not too much to say that the waste of food is unpatriotic.

"During the last five years there have been killed upon the waylands of the Illinois Central system, 5,122 head of horses and mules, 16,121 head of cattle and 11,526 head of hogs, a total loss and absolute waste. We have done everything we can do to prevent killing this stock, having spent large sums in building and repairing fences and having tried, and, we think, having succeeded, in educating our employees to do their utmost, at all times and under all circumstances, to prevent the killing of stock, but in spite of these efforts, the killing and the waste continues. The only thing which can and will stop it is the full and hearty co-operation of the public and of owners of stock. Much of the stock is killed inside station limits. Citizens of the various towns can do a great deal towards keeping this stock off the railroad tracks. Hundreds of head of stock are killed by reason of gates being negligently left open. I appeal to the farmers to co-operate with the Railroad Company in keeping gates closed. The danger of derailment of trains by reason of striking live stock is now second in importance to the waste of food. One who will leave a gate open and expose live stock to the danger of being killed by trains

at the present time is guilty of an unpatriotic act.

"The average number of head of cattle killed per year on the waylands of the Illinois Central system, during the last five years, was 3,224. Assuming that the average weight of these animals was 800 pounds, the loss in dressed beef was 4,098 pounds per day, because the average animal will net 58 per cent in dressed beef. The offal of 42 per cent is also of great value. The hides, heads, bones, horns, blood and hair are all used. The average number of hogs killed per year was 2,305. Figuring the average weight per hog at 100 pounds, the loss was 473 pounds of pork per day, as hogs net 75 per cent in dressed meat. This loss in cattle and hogs combined on this railroad alone constitutes a waste to the nation of 4,571 pounds of meat per day, which is sufficient to sustain approximately 5,000 people.

"I appeal to every man, woman and child living along the Illinois Central lines, emp'oyee and non-employee alike, to co-operate with the Railroad Company in wiping out this waste. Every person who fails to do his or her part in the saving of a single animal will be guilty of helping the country's enemies reduce the food supply to that extent, and reducing the food supply is the thing relied upon to defeat our country in the war."

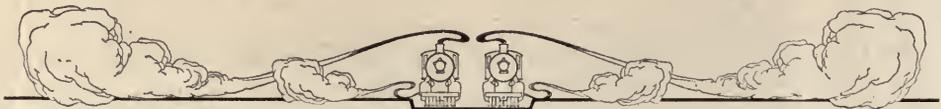
Locomotive engineers are very much interested in the subject of the conservation of live stock, both on account of the loss of the food and the danger to lives and limbs of employees and the traveling public caused by the unavoidable striking of stock on the waylands of railways. Engineer J. D. Riggs, of the Y. & M. V., addressed a letter on this subject to the editor of the *New Or-*

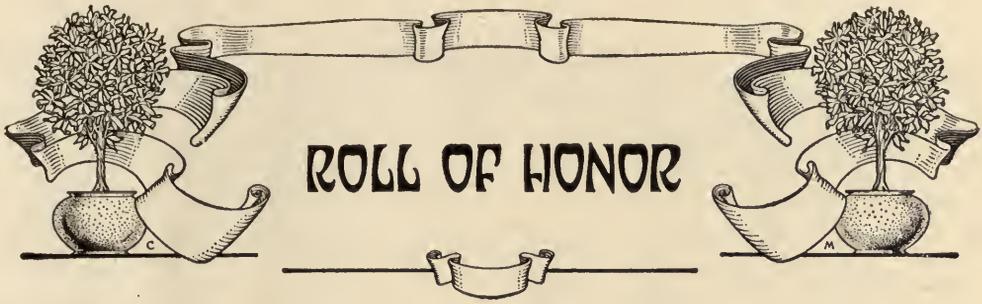
leans Times-Picayune, which was published in that newspaper the 26th ult., as follows:

"Having occasion to go over the road daily between Vicksburg and New Orleans, I see a great many cattle at large at nearly all stations—Hamburg, Roxie, Gloster, Miss., and Norwood, Baker, St. Gabriel, and Kenner, La., on the railroad neutral grounds. At some of these places stock is killed almost daily, which is useless destruction and waste. It is very dangerous and liable to wreck a train at any time, causing a big delay and loss of life.

"When we see the stock it is too late to stop. There is no man running an engine that does not do all in his power to avoid striking stock, but often the stock tries to cross when the train is passing and there is nothing you can do but run over them. Several of the most careful engineers have been killed and passenger trains wrecked from striking stock. Soon the crops will be gathered and the stock will all be turned loose to run all over the road, with a greater loss and destruction. Even though the owner gets good pay for stock killed or injured, it is a total loss to everyone; besides it is cruel to the stock, as sometimes it is badly crippled and suffers for days before it is found and put out of misery.

"I would like to ask if it is possible for stock owners to keep the stock out of their crops, why with the railroad's assistance don't they help to keep them off the road? The railroad has gone to heavy expense to put up good fences and gates all over their lines. I am sure if stock owners would take some precautions that this dreadful destruction could be avoided. Besides, our country needs this meat that is so much destroyed."





HENRY BATTISFORE.

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Henry Battisfore

THE retirement of Mr. Henry Battisfore, October 1, 1918, marks an epoch in the Pension Department of the Illinois Central Railroad, he being the first Superintendent to partake of the benefits of the pension system since its inauguration.

Mr. Battisfore was born in Wisconsin in 1857. He began his railroad career as station helper at Lake Geneva, for the Chicago & Northwestern Railway Company, in June, 1879. Later he transferred to train service, as brakeman, and was promoted through various grades of service to Trainmaster, continuing in the latter capacity until 1899, when he accepted service with Winston Brothers Construction Company, of St. Paul, where he remained until August, 1901, when he accepted service with the Illinois Central Railroad, as Night Yardmaster at Kankakee, successively serving as Agent at Centralia, Trainmaster on the St. Louis Division, Agent and Terminal Superintendent at Chicago, until February, 1908, when he was promoted to Superintendent of the Illinois Division and Chicago Terminal, and continued until his retirement, as Superintendent of the Illinois Division, after August, 1911, when a separation of the Terminal and Division was effected.

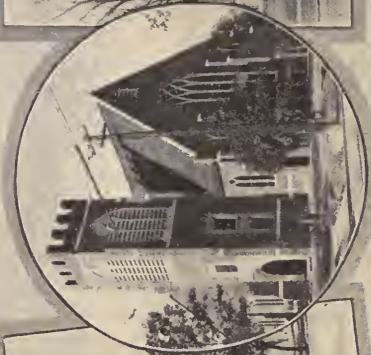
Mr. Battisfore was noted particularly

for his broad-gauge characteristics and held without exception the respect, and commanded the loyal support, of his subordinates, both officers and men, and as well retained the confidence of his superiors throughout the period of his connection with the Company.

In April, 1917, Mr. Battisfore had the honor of accepting, in behalf of the Illinois Central Railroad, for the Illinois Division, the E. H. Harriman medal, in silver, awarded in recognition of his Division's splendid record in accident prevention, during the year ended June 30, 1916, which achievement has ever been a source of pride for every individual officer and employe composing the personnel of the Illinois Division. The earnest effort and devotion to duty resulting in the award of this medal to the division over which Mr. Battisfore had jurisdiction was a fair criterion of the zeal and will to succeed with which he attacked all problems and responsibilities that came to him during his career as directing head of the division of which he had charge. His passing from active service will be deeply regretted by his associates and co-workers, who will be glad, however, to know that he has entered upon a period of well-earned rest and has been rewarded as he deserved.

Name	Occupation	Where Employed	Year of Service	Date of Retirement
Andrew W. Mitchell	Agent	Sharon, Tenn.	45½	7-31-18
Giles B. James	Train Master	Louisville, Ky.	37 ⁵ / ₁₂	8-31-18
John Patterson (Y. & M.V.)	Engine Watchman	Harriston, Miss.	25	8-31-18
Albin Johnson	Coal Chute Opr.	Rockford, Ill.	24	8-31-18
Henry Battisfore	Superintendent	Chicago, Ill.	17	12-31-18

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CHURCHES, CHAMPAIGN, ILL.

Passenger Traffic Department



THE PROFESSOR'S DAUGHTER.

"As everything helps" said the Rambler to himself, "I believe I will try to help out, if possible, on that knotty claim for ticket refund on which a stack of correspondence has accumulated, and which seems to have come to a standstill. If I succeed in accomplishing anything in that direction it will help both the railroad and the claimant, whichever way the verdict goes, at least to the extent of having a disagreeable matter off of the mind. Furthermore, it will help calm my own restlessness, I feel sure, longing as I do to again hear the rattle of car wheels over the rails and feel the familiar motion of a train; for my way of helping, if such it proves, will be to go to see the claimant. He is only about three hours off on the main line of the ——— and I will run down there on my own account next Sunday morning, taking a chance of catching him at home and being back by bed-time of the same day. This close office confinement is just 'getting my goat,' he ended as he somewhat viciously threw away the stub of his cigar that he had been smoking

The ticket refund claim that he had mentioned was, on the face of things, an ordinary one, but had got itself somewhat involved through apparent mutual misunderstanding. A gentleman had

written in saying that the return portion of his daughter's ticket from the Pacific coast had been lost in transit on his and her return journey, in consequence of which he had been obliged to pay a certain amount extra. The writer was evidently a would-be precise and methodical man, for he gave the form and number of the lost ticket and stated that it had been originally purchased in our City on such a date. Our first reply was, according to the usual routine, to the effect that proportionate refund would be made provided investigation proved that the ticket had not been used by any possible finder, and that proper bond be given for reimbursement to the Company in case it should later be used. There was one slight variance however, in the opening of the correspondence, it being necessary to ask the gentleman at which of our several ticket offices in the City the purchase had been made. On being advised in this last particular, proper investigation was made through ticket collections and it was found that the number of ticket that he had reported had been properly used through to destination. Advice to this effect was of course given, to which the reply was that a mistake had been made as to actual date of purchase as the ticket had been bought a day before departure. The long and short of the whole corres-

pondence was that we could not find any ticket such as had been described as not having been duly used. Yet the tenor of the claimant's correspondence, always courteous although unwaveringly positive and shadowing of dominance, made us feel that the gentleman was not trying to impose upon us and that he really had, or his daughter had, lost a ticket and that he was confused as to its identity. Hence, the matter had practically come to a stand-still, leaving the claimant in an adverse frame of mind which it was desirable to allay if his claim was just. So the Rambler, with very mixed motives, not the least of which was his desire for a ride on a railroad train, had volunteered to see what he could do with the gentleman; remarking as he did so that a five minutes talk was sometimes worth five months of correspondence.

Hence, one Sunday morning not long since, he boarded a long, heavy through train of the ——— railroad at an outlying station of the City at which regular stops were made. His destination being but a few hours away he entered one of the long, heavy, steel coaches forming a part of the train's equipment only to find passengers standing in the aisle. Being without baggage he had no difficulty in working his way gradually through four such coaches without obtaining a seat. The aisles were comfortably full in all of them. "And yet" he said to himself, "the Government practically asks, as a war measure, people to refrain from traveling. The road, on the other hand, is evidently doing its best to furnish adequate facilities. There are twelve heavy, modern, up-to-date steel cars on this train. It is a train having nearly a thousand miles run and makes but few stops. Hence the coach passengers should, under ordinary circumstances, be at a minimum. I presume the difference between coach rates and parlor car and sleeping car rates however, accounts for some of the congestion in the coaches. Let's see," he reflected, "there are but four stops before I get to my destination. At the first two we will probably take on more

passengers and no one will get off as this is not a train for service to those points, they being taken care of by local trains. These passengers here however, will be shifting all along the line and it will be interesting to watch them come and go as long as I am on the train. It is surely remarkable how philosophically everyone takes this congestion. Although not accustomed to it on this line I do not hear a complaint. I suppose there is the subconscious thought that it is all part and parcel of 'winning the war.' I will fall into the same mood myself and stick it out here in the aisle for the three hours if, which is hardly likely, I do not get a seat at our third stop. Incidentally I am getting some of Bill's fun out of it by watching the people."

On reaching the third stop he did get a seat for about two minutes; but at the expiration of that time a gentleman and lady worked their way through the still partially occupied aisle from the car ahead, the man carrying a baby in his arms and the mother following looking exceedingly anxious. Sitting down was then all off with the Rambler, for the mother and baby got his seat. But by that time he had become a bit leg weary and so managed to find at the end of the car a partition that he could lean up against. Then being tired of studying the people he tried to read his newspaper. His position was such however, that he could not spread it out and read with the comfort of his usual habit and so perforce was obliged to peruse snatches of what he got here and there from contracted foldings of the sheets. He consequently caught many little items in the paper that ordinarily would not have attracted his attention. One item he found however, that seemed to particularly strike his fancy, for with some difficulty he got his knife out and cut a little slip from the paper which he pushed down into his pocket at the same time he returned the knife to his pocket. The subject matter of that clipping proved later of interest and value to him. It was, strange to say, an advertisement of an optical dealer, and as such was

unique and rather effective for its purpose. The Rambler afterward gave me that clipping which read as follows:

"Confucius left a pair of shoes with a cobbler to be mended. When he went for them the shoes had not been touched. The cobbler's wife had thrown red pepper in his eyes, for reasons of her own, and the man could not see to work. So Confucius gave him a pair of glasses, his eyes were healed, and he fixed the shoes. Not only that, but a squint which he had in the beginning was also corrected by the glasses. It is further related that his wife made a great disturbance over it. She had married a man with a squint, and now he had none! The Chinese sage recounting the story quaintly observes, in conclusion, that the cobbler continued to wear spectacles."

The Rambler's three hours on that train finally came to an end and he alighted at his destination a little weary from standing but full of enthusiasm at being, as he jocosely expressed it, "on the road again." He was in an enterprising little city of some 20,000 inhabitants and had assumed that he would have no difficulty in looking up his man by the aid of the directory, and that reaching him would be a simple matter of going somewhere in the city to his home. Imagine his surprise therefore, on learning that the one he sought lived seven miles out in the country and that he was not, as he had decided in his mind, either a retired farmer, local banker or a merchant. He was a retired college professor; "which" thought the Rambler as he learned that fact, "accounts possibly for his positiveness of expression and for other things peculiar to his correspondence. However, it is now to get to him." This last proved a more difficult matter than he had anticipated. In the first place it was a "gasless Sunday" and no automobiles were to be had. The old fashioned livery stable seemed to have become a defunct institution as far as his superficial inquiries could develop. Even the station agent, to whom he introduced himself, seemed to be unable to suggest a way out of his difficulty until the Rambler had a

bright idea and asked where he could hire a bicycle. That thought however, proved of no value as the agent told him with a laugh that he knew of no place in the city devoted to the bicycle industry such as used to prevail in the early days of that mode of locomotion. The only way that he knew that the Rambler could obtain one would be to "hire it off'n some kid," adding that maybe his own boy might have been able to help him out were it not for the fact that he was away on a picnic for the day and had gone on his wheel. "However," he continued, "I doubt if a bicycle would do you very much good on that trip, as while we have fine main roads here some of our back highways are in pretty poor condition and the professor has got himself fixed in an out of the way corner to reach which there are practically no roads toward the end. He has a beautiful place though, when you get there. A fine modern bungalow on it surrounded by a beautiful garden, and located on an eminence that gives a glorious view of the surrounding country. But he is an old gentleman and sticks pretty close at home except when occasionally, more for his daughter than for himself, he takes some long trip. We hardly see him here in the city except when some local committee pulls him out to come down and make us a speech on something or other. To be honest," he concluded with a laugh, "I think to get to him you would save time in the end by walking." "Walk it is," the Rambler replied with a set of the jaw which indicated that he was bound to accomplish his purpose of seeing that gentleman, come what might. "So if," he in turn laughed back at the agent, "some passing farmer, in the course of the next day or two, picks up a tramp on the road you will know it is I fallen by the way-side from exhaustion; to say nothing of the possible reception I may meet with on reaching there, if I ever do. You know I do not anticipate being a very welcome guest, although I may be mistaken in that, and it is possible that after all, this college professor may turn out to be a very

reasonable man, notwithstanding the nature of my business with him." To make a long story short, the Rambler walked to the professor's, but I presume it is no more than fair to say that his final election of the walking method of reaching that gentleman was actuated more from the spirit of being as long as possible out in the country air than by necessity. I have an idea that if he had wanted to very badly he could have found some means of conveyance by sticking to it a little longer.

He reached the bungalow after the family had apparently just finished their noon meal, for he found the professor out in the garden bending over a flower which he was holding in position with one hand to be examined critically, while with the other hand he held on to a long stemmed, drooping meerschaum pipe which he was smoking. Standing over him, listening to what he was saying about the flower, and herself eyeing it critically, was a young woman apparently in her early thirties whom it afterwards developed was his daughter and housekeeper. The professor himself was a man appearing to be something more than seventy years of age. He greeted the Rambler courteously, and on learning his errand said with rather a thoughtful air, "I am glad you have come, for it seems to me that there has been much unnecessary hesitancy in regard to that refund. I sometimes think you have doubted our having lost a ticket, although you have, I will admit, repeatedly advised to the contrary. If you have had trouble in proving the loss of the ticket at your end that certainly is not my fault, as I have told you all about the ticket itself. However, we will sit down here on this rustice seat and I will be glad to listen to what you have to say in the matter." The Rambler then went carefully over the whole situation, at the same time assuring the professor that he did not doubt his statement as to the loss of a ticket, but explaining why we were not in position to make refund until the loss could be specifically substantiated, which, due to some error somewhere, we had thus far not been able to do. He particularly

called the professor's attention to the fact that the keynote to the whole trouble was the identification of the particular ticket which had been lost. At this last the professor smiled somewhat humorously but patiently, for the Rambler clearly had made a favorable impression on him, and said "That is what the correspondence said, 'the identification of the ticket.' Now you know that college professors are supposed to be exact in their methods. At least that is what some of them think of themselves, and I presume there was a time in my life when I had the same opinion. In late years however, I have changed somewhat and have come to the conclusion that while we may, and should, be an exact class along the lines of our own professions it does not follow that in consequence we are exact in all things. I made up my mind to that effect many years ago as to my own personal characteristics; hence, if I had relied merely on myself in giving you the description of the lost ticket I would be willing to admit that I might possibly be mistaken. But as a matter of fact I did not myself make a memorandum of that ticket number or even make a mental note of it. It never occurred to me, when starting on my journey, or on any other journey that I have ever made, to do such a thing. My daughter here however, like her mother in practicability, did have the forethought to make a memorandum of the ticket when starting on the return trip. She has kept the slip of paper on which it was made, and it is on that that I am basing my assurance of having given you correct information."

"I will show him the memorandum" said the daughter, who had hitherto held rather aloof in her manner toward the Rambler. She then left them to go into the house, soon returning with a little hand bag which had evidently seen much practical wear. "Here," she said as she opened it and took therefrom a slip of paper, "is the memorandum just as I made it when I had the ticket. It has been kept in this bag ever since I put it there on the train." She passed it to the Rambler who immediately recognized the number shown thereon, 1638, as he

ing a ticket that the Auditor had reported as having been used through to destination. This had already been developed in the correspondence and had been discussed in the conversation with the professor. So the Rambler was somewhat loath to at once suggest that the ticket evidently had been found by someone else and used, in which case they would have no more claim for refund than they would on the Government for the loss of a treasury note. He therefore sat deeply thinking as to what his next diplomacy should be to hold the good will of these two people; and, as he did so the daughter began looking over a few odds and ends that were in the bag, she remarking to her father that she had not used it since their Coast trip and had really never cleaned it out. As she did this the Rambler's attention was called to what appeared, from the distance at which he sat away from her, to be a somewhat peculiar ending of the inside framework of the mouth of the bag. He focused his attention on it quite closely for a moment and then asked the lady if she would object to his looking at her bag. He smiled most ingratiatingly at her as he did so, assuring her that it was not the contents that he desired to see but that his curiosity had been excited by the nature of the metal clasp of its framework. She made no objections to his request, but before passing it to him put out on the seat the few miscellaneous articles that remained in it, and in answer to his inquiry said, "Yes, it is the bag that I carried with me and the one from which, presumably, my ticket was either taken or dropped out when some thing or other was taken from it." The Rambler on looking found that what he had surmised was correct; that was, that the lining where it projected from the inner framework had been split practically half way across the bag although it was such a clean cut that the lining did not bulge from the top. On being questioned about it the daughter volunteered the information that she knew the lining had been torn, but that on discovering it she had practically remedied the matter with a little library

paste, a tube of which she always carried with her in traveling. It was a loose lining except where it was bound on the top framework, and he asked if, before she mended it, it had sagged open, to which she replied "Yes." On this admission as to the condition of the lining he asked if she had any objections to his tearing it open again, remarking that the paste did not seem to be holding it very strong and he felt sure there would be no harm done. He suited his action to the word before receiving her reply by pulling the lining away along the line of the tear and plunging his hand to the bottom of the bag. He then, from under the lining drew forth the missing ticket, which he had felt was there while apparently fumbling with the bag during the short conversation in regard to it that had been going on.

The professor gave forth a hearty laugh as he playfully pinched his daughter's arm and said, "That is one on you, Marion." She on her part first looked surprised and then grinned, but finally burst out triumphantly with, "Well, we were right, anyway, the ticket *was* lost and you insisted that it was used and properly accounted for by your auditing department." "No," said the Rambler, "we did not say that *this* ticket had been accounted for; it is not the ticket you reported. Look," he said, and he smilingly gave to her the ticket and the memorandum slip. "The number is the same," she exclaimed indignantly, to which his reply was, "Please look again." In the meantime the professor had put on his spectacles and reached out for his daughter to give him the slip and the ticket. As he glanced at them he again laughed, and this time uproariously as he exclaimed, "You have lost out again daughter! Your slip reads 1683 and the number of the ticket is 1638. Just a natural transposition, my dear. We are all liable to do such things." Then she too, being a good sort, laughed and playfully said she would forgive the Rambler for tearing the lining of her bag. She also relented in her manner toward him and joined freely in the general conversation that followed. The old gentleman, after making many apologies for the trouble

that he had caused the road, became very genial and talkative in his mood, while the Rambler, that he might leave with a good impression on these people, met him half way in his geniality and began to talk on various subjects in his most entertaining way. He told of his experience with the crowded train on his trip down, in which the professor seemed much interested. "In a way," he remarked thoughtfully, "it is an echo of the war. It is one of those changes in conditions, from the height of comfort in travel to absolute inconvenience, that the people are undergoing from pure patriotism without a murmur. It is a little straw that shows how the wind is blowing in the matter of changed conditions, for even after the war very evidently, in some form or other, railroad conditions will be vastly changed from those of the past. At such little things as you mentioned we are looking through new spectacles, which in time will, I hope, adapt us all to a new and broader vision."

This reminded the Rambler of the clipping that he had cut from the paper about the spectacles and he showed it to the professor who read it aloud with great amusement. As he returned it to the Rambler he referred back to his thought that had thus been interrupted by saying, "Yes, I really think we have come to an epochical point in transportation matters. 'History repeats itself' you know, but never on the same plane. It repeats in a spiral circle which always advances upward. Just think for a moment of the various modes of transportation in the past, and let us ignore the dim past and begin with those of our own country. There was the canal-boat and the stage, both of which were transformed or obliterated by the coming of the steam railroad. Since that time we have developed the latter to a high point of efficiency, convenience and luxury. None of these last features are to be lost by the present transition, but to my mind there will clearly follow some forms of readjustment.

"By the way," he said suddenly arising from his seat as if preparatory to

making a change, "let us go into the house and I will read you some of Dickens's tirades on travel in this country in 1842. The great author made a lecture tour through the States in that year and afterwards wrote a book on his experiences, the which created quite a furore of resentment in this country at the time. But I think you, as a railroad man, would be interested in what he says about our railroads, canal-boats and stage coaches of that period. Your age is such that you probably never read that book, if perchance you ever heard of it." Suiting his action to the word he started toward the house, his daughter and the Rambler following. The former, who was now being very gracious to the latter as if to make amends in the ticket matter, laughingly said as they entered the door, "That is but an excuse to get among his books again—never mind *what* book, as long as it is a book." They went into the professor's library and the Rambler seated himself by a window immediately outside of which was a view of the many brilliant colored flowers in the garden and a charming distant landscape vista; for, after having been established in such friendly relations with the family he was in no hurry to depart. At the end of the reading, however, which had been interspersed by many comments on the part of the professor, he suggested that it was time for him to be going. There was some protest at this on the part of both of his hosts; the daughter suggesting that he at least stay until after he had partaken of their Sunday evening lunch with them. But for reasons of diplomacy he thought it best not to take too great an advantage of the amenities of this, his first call; for he felt that it was possible that he might want to keep up the acquaintance so favorably begun. He insisted, therefore, on bidding them adieu. At this they raised the question as to how he was to get back. "The way I came, I suppose. I know of no other way but to walk." The professor protested; "Why certainly not," he said. "We will take you down in the auto," but immediately added with a look of disappointment in his

face, "Oh, I forgot. This is a 'gasless Sunday' and the people hereabout are so very patriotic that I fear things will be made unpleasant for us were I to take the machine out. However," he added "there is Jerry. We can perhaps make some shift with him, but," he continued reflectively, "we have no vehicle except the dump cart." The lady laughingly explained that Jerry was their work-horse and even as such was fairly decrepit. She feared that notwithstanding the Rambler might be willing to ignore style and ride in the cart that they used round about the place, he would not get to town by that arrangement as quickly as he would by walking. Furthermore, that there would be a difficulty in carrying out this plan anyway. The hired man was away for the day; the professor couldn't drive and she wouldn't be seen driving such an outfit into the town. "But" expostulated her father, who from force of habit disliked to see his suggestions ignored, especially in such a breezy manner, "how else can he go? We certainly do not want to let him walk again after standing up on the train all the way down and walking out here. That much may have been good exercise for him, but to add another seven miles more would exceed the limit I fear." The daughter, however, was equally positive in her refusal to be seen with the work-horse and dump-cart combination. "Not" the Rambler thought, "as much on account of pride as in view of some alternative that he guessed had been in her mind from the beginning." She ended the argument abruptly by going to the telephone and calling up her friend "Julia" in the town, asking if she was to be at home that evening and saying that if so she was going to spend the night with her. Evidently receiving an affirmative answer she turned to the gentlemen with a beaming smile and said, "You have forgotten Daddy, the smoothest and prettiest way to go into town. I'll row him down the river in the boat. It will be too late to row back, or rather I do not particularly care to row back, so I will tie the boat up un-

der the bridge and go spend the evening and night at Julia's." "Fine, fine" exclaimed the father, "I never did think of that. You are so like your mother used to be; always thinking of the right thing to do." The Rambler, as may be imagined, gladly accepted this suggestion, although with the qualification that she would not row him down the river, even if she was going with the current; he would row her. After some mild bantering between them as to this last, a short time afterwards they were on the river, the Rambler with the oars, and in due course reached the town. At 10:30 that evening the Rambler took his train back home, reaching his apartment as originally planned, shortly after 1:00 a. m.

All this the Rambler told me as we sat at the table in the Club one evening, cracking nuts as the ending of a rather protracted social meal. I did not see him again for some ten days or more afterwards, but when I did come across him in the hall I held him up and remarked, "By the way, what did you do the time you were at ——— between tying up that boat under the bridge and the departure of your train at 10:30?" "Oh, had a bite to eat at rather a good little restaurant I found; looked around the town and then visited with the agent" was the reply. "Yes," I said with a laugh, giving him a smart poke in the ribs. "That agent dropped in on me the other day on a matter of business. He says you took the professor's daughter with you to that 'little lunch,' that then you went to the movies together, after which you saw her to the door of her friend's house, she having telephoned in the meantime for the former not to expect her too early. He further says that it was exactly 10:20 p. m. when you showed up at the station. I suppose you did not tell me that part because you were afraid that I would tell Bill, that Bill would tell Mrs. Tyro and Mrs. Tyro would write the full particulars, with nothing lost in the telling, to the Trunk Lady. You surely must have been wearing the Chinaman's spectacles that evening."

Notes of Interest to the Service

The United States Employment Service, says the Peoria (Ill.) Journal under the caption of "Stick to Your Job," is authority for the statement that "every time a man changes jobs the country may lose (in money value) five rifles, or 1,000 cartridges, or ten high explosive shells or ten pairs of shoes, or eight uniforms or 50 hand grenades."

Changing jobs has long been the habit of thriftless, irresponsible and easy-going men. When Mr. Ne'er-do-well has learned one line of work well enough to be of some definite and practical service he moves on to another job where he will be a weight, and not a lift, for several weeks or months. Instead of remaining in one line of work where he can help industry or commerce and where he can earn for himself promotion in the form of wages, he is too apt to move on to another job and then begin at the bottom again.

There are many things which are changing industry to-day. The draft law has taken thousands of industrial workers from employment and put them into the war service. Other demands of war have made it necessary, frequently to take some skilled laborers from their work in order that the immediate demands for military strength be met. In view of these facts it seems clear that men now engaged in industry and commerce and in every line of work which is considered necessary to our progress, strength and national improvement, should think twice before changing from one job to another.

There are too many changes demanded by the war laws and rules. The best interests of the individual workman and the best interests of the nation will be served if men now engaged in work of recognized importance will continue at this work at a period when time and labor should be utilized to the limit for the country's welfare.

Stimulated by the demands of war, Southern California's bean crop this year will surpass its yield of oranges in value, says the Los Angeles Chamber of Commerce. Preliminary estimates indicate that the bean crop will run more than 8,000,000 bushels, having an average value of \$4.50 per bushel—a total of more than \$40,000,000. This year there is an unusually large acreage put to beans, due to the many ranchers inter-planting their young orchards with this staple of the soldiers' diet. The total acreage is 478,000. The government this year has commandeered the straw obtained threshing the beans, which it is understood will be used as cattle feed. One of the huge threshers employed in preparing the huge crop for the army and navy has a

capacity for turning out 2,000 sacks of 80 lbs. each a day and 50 tons of straw, equal to nearly \$20,000.00 in food value.

The following changes of schedules and kindred transportation features of interest to Illinois Central Agents have recently occurred on connecting lines.

Lehigh Valley: The operation of passenger trains of the Lehigh Valley over the tracks of the C. R. R. of N. J., and the use of that Company's Jackson Ave. and Jersey City Passenger stations, and ferries at Liberty St., and West 23rd St., New York, have been discontinued. The following Lehigh Valley Passenger trains now arrive at Pennsylvania station, 7th Ave., and 32nd St., New York, with tube connections at Manhattan Transfer to the Hudson Terminal at Cortlandt and Church Sts., eastbound trains arriving at Penna. Station, 7th Ave. and 32nd St., and at Hudson Terminal, Cortlandt and Church Sts., respectively, as follows: No. 6, 8:26 a. m.—8:28 a. m.; No. 28, 10:37 a. m.—10:40 a. m.; No. 30, 1:34 p. m.—1:40 p. m.; No. 8, 5:45 p. m.—5:55 p. m.; No. 10, 8:48 p. m.—8:52 p. m.

The following Lehigh Valley trains now arrive at Pennsylvania Station, Exchange Pl., Jersey City. Tube connections to and from Hudson Terminal Station, and ferries to Cortlandt and Desbrosses Sts. Eastbound trains arrive Jersey City, Exchange Pl., and at Hudson Terminal, Cortlandt and Church Sts., respectively; No. 40, 7:30 a. m.—7:36 a. m.; No. 22, 8:35 a. m.—8:43 a. m.; No. 34, 7:24 p. m.—7:32 p. m.; No. 74, 8:15 p. m.—8:23 p. m.

Baggage from the west checked to New York City, unless otherwise specified, will be delivered to the Pennsylvania Station, 7th Ave., and 32nd St.

Pere Marquette: Passenger trains of this road now enter and leave Chicago over a new route, the change being a return to the route used prior to June 20th, 1915, its being as follows: Pennsylvania Railroad from Pine, Ind., through South Chicago; thence in a northerly direction through Englewood to the Grand Central Station, the same terminal as at present. Stops will be made west of Porter only at South Chicago (Pennsylvania Station) and Englewood (Union Station). Former stations used at South Chicago and Englewood of the B & O will be abandoned. Indiana Harbor and Whiting, Ind. Stations to be discontinued.

Nashville, Chattanooga & St. Louis: On Sunday Oct. 6th, train service between Nashville and Memphis, via MacKenzie (N. C. & St. L. trains Nos. 1 and 2 in connection with L. & N. trains Nos. 101 and 104), were discontinued and a new Nashville-Memphis service

put into operation over the N. C. & St. L. all the way through via Hollow Rock Junction. The trains are designated as Nos. 2-102 and Nos. 1-101, the latter leaving Memphis at 11:00 p. m. and arriving at 7:00 a. m. the next morning. The equipment is drawing room sleeping car, coaches and baggage car without change between Nashville and Memphis.

Baltimore & Ohio: Passenger trains of this line in and out of Chicago are now routed over the Pennsylvania tracks between Pine Junction (west of Gary) and 16th Street, Chicago. Departures, from Grand Central Station, of Trains Nos. 38, 10, 8, 6 and 16 are now from ten to fifteen minutes later than the time of former schedules. No change in train schedules east of Pine Junction. All trains will make regular stops at Englewood (Union Station) and South Chicago (Pennsylvania Station), former B & O Stations at South Chicago and 63rd Street having been abandoned.

Forth Worth & Denver City: All passenger trains of the Fort Worth & Denver City Railroad now arrive at and depart from the Santa Fe Union Station, 15th and Jones Sts., Fort Worth, instead of at the Texas & Pacific Station as formerly; thus eliminating transfer to and from the Gulf, Colorado & Santa Fe and the Houston & Texas Central Railroads. Transfers are still required to and from the C. R. I. & G., the St. L. S. F. & T., the F. W. & R. G., the St. L. S. W. of Texas, the M. K. & T., of T. the T. & P. and the I. & G. N. roads.

Gulf Coast Lines: The New Orleans-Carlsbad Sleeping Car, handled out of New Orleans on Gulf Coast Lines Train No. 1, has been discontinued. The Santa Fe advise that the line will be continued between Houston and Carlsbad the same as was in effect prior to the cancellation from New Orleans. Santa Fe connections will be continued at Clovis, as in the past.

Frisco Lines: The Memphis-Atlanta Sleeping Car Line formerly operated via Birmingham and Southern Railway has been discontinued and a sleeping car line from Memphis to Washington via Frisco Lines to Birmingham, Seaboard Air Line to Richmond and Richmond, Fredericksburg & Potomac to Washington has been inaugurated in its place. The car leaves Memphis eastbound at 8:45 p. m., train No. 103

Illinois Central: Meals in Dining Cars are now being served under the following regulations: Breakfast—on the a la carte plan at regular prices. Luncheon and Dinner on the Table d'Hote plan of \$1.00, except that Luncheon and Dinner on the Panama Limited will be \$1.25 each.

Michigan Central: This road has recently made many minor changes and eliminations

in its service, among which are: Train No. 44 between Chicago and Kalamazoo has been discontinued, the Grand Rapids equipment formerly carried on that train having been transferred to No. 20, leaving Chicago at 5:05 p. m.

Chicago, Milwaukee & St. Paul: Trains Nos. 15 and 16 of this road, the Olympian, are now carrying drawing room sleeping car between Chicago and Spokane. The sleeping car formerly operated between St. Paul and Butte on Trains Nos. 17 and 18, the Columbian, is now run between St. Paul and Deer Lodge.

Southern Pacific: Effective October 13th, daily local tourist car will be operated between New Orleans and San Francisco on Southern Pacific Trains Nos. 101 and 102.

An enterprising company in the Soudan had decided to lay a railway into the wilds, and, of course, many blacks were employed in its construction.

One day the telegraph clerk at the nearest civilized spot received a telegram from the negro foreman of the railway constructors:

"White boss dead. Shall I bury him?"

"Yes," wired back the clerk. "But first make sure that he is quite dead. Will send another white boss tomorrow."

A few hours later another telegram arrived from the foreman:

"Buried boss. Made sure he was quite dead. Hit him on the head with a large shovel."—*New York Morning Telegraph.*

The following extract from an editorial in the *Chicago Herald and Examiner* is of humorous interest to the railroad man. When they made the first experiments with steam railroads in France, a train running from Paris to one of the suburbs killed nearly everybody on board.

Next day actors and actresses were hired to sit in the little railroad coach, looking out of the window smiling, pretending they felt safe and enjoyed it, to reassure the public.

It was confidently predicted that nobody except actors would try that thing again.

But others did try it.

"That's funny," said Pat.

"What is?" inquired Mike.

"Why this letter from the foreman. On the inside it says: 'Your're fired,' and on the outside it says: 'Return in five days to the Springfield Locomotive Works.' It must be a vacation they're giving me."—*Bridgeport Life.*

"It ain't the individuals
Nor the army as a whole
But the everlastin' teamwork
of every bloomin' soul."—*Kipling.*

FREIGHT TRAFFIC

DEPARTMENT



One Way to Save Car Days

By W. Haywood, Assistant General Freight Agent
(Export and Import Department)

TO Help Win the War—and this is our biggest job now—we all are, or should be, undertaking to closely follow all the rules of the game. These rules are the outcome of careful thought and, if followed, should enable us to attain that high degree of efficiency necessary—first, to supply our armed forces overseas and on the sea with munitions and sustenance, and secondly, to handle the heavy commercial traffic of the country—domestic as well as export and import—in a manner that will fully satisfy the Government, the Railroad Administration and the public.

The railroads under Government control are approaching the fall and winter season of heavy traffic, with reasonably good prospect of crossing that difficult period of operation without the multiplicity of trouble experienced the past three years.

The intelligent and close application of the permit system and the embargo has gone a long way towards bringing this about. The result is less cars tied up on passing tracks and in yards and consequent improvement all around in car supply.

The exports of the United States are greater than ever, this including not only food stuffs and war supplies, but also a larger commercial traffic to the Allied and neutral nations.

Even under pre-war conditions there has always been certain complexities, in which the railroad must necessarily participate in handling export and import business. Since we entered the war, however, the rules and regulations of the War Trade Board covering acceptance at point of origin, carriage and delivery at the port have multiplied and the railroads now are in the position of not being permitted to accept export shipments without certain important documents accompanying the waybill or proper reference thereto made thereon, namely:

Export license, which is a permit of the War Trade Board to the shippers to export shipment from the country.

Export declaration—The document in which the shipper makes full statement of the character and contents of the shipment.

The export license should, if practicable, accompany the waybill, but under certain conditions it is permissible to show the number of the license on the waybill, allowing license to be mailed to the port, but before the shipment can be cleared the license must reach the Collector of Customs at the port of exit.

Export declaration must be delivered to the agent of the originating carrier at time of shipment or to the bill-of-lading issuing office, by whom it is mailed

to the agent at the port. When this is done, a statement is made on waybill to that effect.

The Car Service Commission have instructions outstanding placed by the embargo issuing officer of each line (in the case of the Illinois Central, the General Superintendent of Transportation), requiring the rejection of any export shipments offered by shippers at point of origin or by connections at junction point which documents in question or proper reference thereto. The effect has been, and properly so, whenever the agents at the junction points or points of shipment fail to observe these instructions, the car is tied up somewhere on

the railroad and very often at the port, awaiting these papers.

In such cases it often takes weeks to get the necessary documents because for obvious reasons, shippers sometimes have a great deal of difficulty getting the export license from the War Trade Board.

To the extent that such instructions are complied with, to that extent will not only the transportation situation be helped out, but also car days be saved.

It is important to remember, therefore, that on export shipments the export license and export declaration are just as important to accomplish final delivery at the port as the waybill.



FROM THE LAW DEPARTMENT



Court and Commission Decisions

Perishable Freight—Alternatives Offered Shipper.—In *I. & S. Docket 1155*, Heated Car Service Regulations, 50 ICC Docket 624, the Commission said:

“While we have approved rates on fruits and vegetables offering shippers the two alternatives—(a) of furnishing their own protection against loss or damage by heat or cold with an assumption by them of all responsibility not the result of the negligence of the carrier, or (b) requiring the carrier, for an additional charge, to furnish protection and assume the liability for loss or damage resulting from heat or cold when not the result of the negligence of the shipper—Protection of Potato Shipments in Winter, 29 ICC 504—and see no occasion for holding such adjustments to be illegal, the rule under suspension, while retaining for the carrier the present extra charge for the heating service on traffic moving from domestic points to interior Canadian points, proposes to relieve the carrier from all liability, although the extra charge is intended to compensate it for the element of risk involved. Such a rule we regard as hostile to the provision of the Cummins Amendment.”

Delay—Special Damages—Machinery Delayed in Transit.—In the case of *White v. L. & N. R. Co.*, (Alabama) 79 So. 508, the Court held that where a carrier had for a long time carried machinery to the consignee whose plant was near the railroad which knew of the character of the business, it was for the jury to say whether the carrier in accepting a shipment, consisting of an engine, flywheel, crank shaft, eccentric rod, and bearings knew of the immediate need, and was therefore liable for special damages because the plant was shut down pending delivery of the shipment.

Weights of a Shipment—Estimated Weight as Compared With Scale Weight.—In the case of *Trexler Lumber Co. v. Atlantic Coast Line*, 50 ICC 77, the Lumber Company contended that the charges on a shipment of lumber should have been based on weight of 40,239 pounds, arrived at by using an estimated weight of 2,302 pounds per thousand feet, the average weight per thousand feet of 31 carloads of yellow pine lumber shipped by the Lumber Company during the year 1916. The Commission said:

“Defendants introduced an affidavit signed by the supervisor of the Southern Weighing and Inspection Bureau at Wilmington in which it is stated that the shipment was properly track scaled at that place. The scales used were inspected about a month prior to the time the shipment moved and about two months thereafter. On both occasions they were found to be correct and their accuracy is not questioned by complainant. The shipment was not reweighed at destination. Defendants’ tariff provides that upon request therefor shipments will be reweighed at destination. Complainant insists that such request was made but defendants deny that any such request was received.

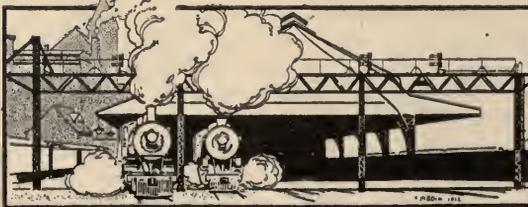
“We find that the evidence introduced by complainant is insufficient to justi-

fy a disregard of the scale weight, which presumably was correct, and an order dismissing the complaint will be entered."

Discrimination—Non-Competitive Commodities.—In the case of California Walnut Growers Association v. A. & R. R. Co., 50 ICC 558, the Commission said:

"In this connection it is contended further that defendants equalize commercial and market conditions on the other commodities, but not on walnuts and almonds, and that thereby complainants, and nuts as a particular description of traffic, are subjected to undue prejudice and disadvantage. The only basis for this contention is the fact that the rates on the other commodities are lower than the rates on walnuts and almonds. It does not follow that the carriers have equalized commercial and market conditions on other commodities but have not equalized such conditions on nuts. They have analyzed the various competitive and commercial conditions incident to the successful marketing of different California products, and have established the rates which, in their judgment, were necessary to insure a rail movement of the surplus supply of each product to eastern defined territories. To date it has not been necessary to make as low a rate on nuts as on some of the other products, but the fact that the California nuts have moved freely to the very territories where most of the imported nuts have been distributed indicates that the rate made on nuts has been low enough to meet the competitive conditions in respect to that particular Californian product. In any event, it is well settled that discrimination under the third section to be undue and unlawful must ordinarily be such that the prejudice arising out of it against one party is a source of advantage to the other alleged to be favored, and that generally a competitive relation between the commodities must appear. Board of Trade of Chicago v. A. T. & S. F. Ry. Co., 29 ICC 438, 443."

Limitation of Liability—Agreed Value—Partial Loss.—In the case of Stratton v. C. M. & St. P. Ry. Co., (Supreme Court, S. D.) 168 N. W. 757, the Court held that where articles are heterogeneous in nature, and shipper and carrier have for the purpose of giving shipper a lower freight rate agreed to a value (less than the actual value) not to exceed a certain number of dollars per hundredweight, the damage in case of partial loss would be determined by finding the percentage which the agreed value of the entire shipment bears to its actual value and multiplying the actual value of each article by such percent; for instance, if the actual value of a shipment is twice the agreed limited value, and a silver spoon worth \$1 is lost, the recovery therefor should be 50 cents; if a feather bed worth \$10 is lost, the recovery therefor shall be \$5; if a chair worth \$8 is injured, reducing its value \$4, the recovery should be \$2.



Contributions from Employees

Claims Filed for Loss and Damage to Live Stock

Memphis, Tenn., Sept. 20th, 1918.

To the Illinois Central Railroad Magazine,
Chicago, Illinois.

A great many fictitious and unjust claims are being and have been filed against the Company for handling live stock, and upon investigation it is often found there is no merit in the claim or just reason for it, alleged "Rough Handling" being grounds on which claims are usually based.

I want to say in all frankness and candor that in the sixteen years I have been employed by the I. C. and Y. & M. V. Railroad in various capacities, Freight Brakeman, Switchman, Yardmaster, and Conductor, I have not yet seen a case where live stock was handled roughly on our lines wilfully through any fault of the Company, its duly authorized agents, engine or train crews, and it is attributable to their careful handling that the shipments arrive at their destination without loss or damage.

I speak advisedly, and know whereof I speak: Claim was filed recently for \$500.00 damages for two mules which died in our pen at Cleveland, Mississippi. Upon investigation it was learned the mules had died of colic. A veterinary surgeon of probity and integrity, who had no axe to grind with the Company and whose only object was to give everyone a square deal, testified to this. The section men who buried the bodies of the animals testified there were no marks or bruises to show animals had been hurt. The Yardmaster, Yard Clerk, and Conductor who brought in the car in question, testified the animals were on their feet and in apparent good condition on arrival at Cleveland. The car was left in No. 59's train (shipment came from Memphis, Tenn., on this train) and no switching was done with the car at Cleveland. Conductor taking out No. 59 noticed nothing wrong with the mules, neither did the Car Inspectors, and yet, when train started brakeman found two mules down. Car was taken out of train 59 and sent to stock pens. The two mules that were down were unloaded in our pens and died a few hours later. As stated above, claim was filed for \$500.00 damages, due to rough handling of car. Owing to the steps taken to protect the company's interest, by Mr. G. L. Clark, Agent, Mr. E. C. Levi, Yardmaster, and others in calling the Veterinary Surgeon and getting statements from all concerned, the Company is now in a position to thoroughly show wherein they are not liable or responsible for the death of the mules, as they died of disease—not rough handling, as alleged by the owners.

Having been handling stock for the past sixteen years in various capacities in train service, I would like to see all concerned, from engine foreman who handles stock from pens to make-up yards, and conductor and crew who handle the stock over each district, keep a complete record of all such shipments, so that when claim is filed they will be in a position to state positively that stock was not damaged, injured nor roughly handled over their respective divisions; also keep record of condition of stock when picked up and left. If set out at non-agency station shipment should be checked and conductor should see that correct number as billed is unloaded and if all in good condition. Particular care should be taken to examine waybills at time stock is picked up and ascertain if there is time to get car to terminal or pens before the limit is up. By this means our Division Officials will be in a position where they can defend the company's interest and we can thus eliminate and save a large sum of money that is now and has been paid out in the past, on account of the company not being able to show cause why claims should not be paid.

The thought occurred to me that it would not be amiss to write the Magazine and give my views on the subject, as that is what we are here for—to help one another and do the best we can for Uncle Sam and our employers and fellow men.

V. R. Byrd,

Conductor, Y. & M. V. R. R., Memphis Division, Memphis, Tenn.

Don't Care Habit

By R. M. Dekes, Conductor

There is at present going among the employe's in the transportation department on the various railroads that don't care habit, and I wish to call the attention of the employes on this system to take heed and give this habit a wide clearance. I was asked by several officials on foreign roads if the I. C. employes had the habit. And my answer was that we had not got away from the good teaching of our operating officials; that we all tried to work with harmony and co-operate with the public as well as among ourselves.

Traveling out of El Paso a few weeks ago, I overheard a conversation on the dinner-topic, courtesy shown the public by the conductors on various railroads. One of the largest shippers in the southwest said: "The courteous conductors on any railroad you will find on the Illinois Central system and its a pleasure to ride on that road, which speaks well of the passenger conductors. Yet there is always room for improvement. Courtesy, there has won for the Illinois Central a friend and a booster and that's the kind of booster we need after the war is over. That old boomer adage of I don't care, we must keep away from or it will overcome the results that our operating officials have

been years in teaching, (courtesy) with the public, and co-operation with the shipper.

I know of a case where a shipper was in need of some flat cars. In the absence of the agent his clerk gave him the cars he wanted and wanted badly. The agent's remarks were that he intended letting the shipper sweat for the cars. Now, Mr. Agent, just because the Government has control of the railroads at present means that they're going to keep them. Remember, we need the shipper's help; then after the war and it will be the company and not the shipper. Now is the time to get together and show the public what kind of material we have and work with harmony and co-operation, for the seeds we sow now the company will reap the rewards of after the railroads have been returned to private ownership. Don't get the "Don't Care" habit for it doesn't pay in the long run. When you come in contact with the public, be a gentleman at all times, let courtesy be the watchword—co-operation with the shipper means friendship, and that's what we need; a lasting friendship with the shipper. Give the Government your best and the same will come back to you. Let our slogan be: Loyalty, Harmony and Co-operation.

To the Boys Along the Line

When you have crowded every blessed minute,
And planned on eating with the wife and kids;

And beat the "mill" for every pound that's in it;

And done some things the book of rules forbids.

When you, I say, have toiled and sweat and hurried,

And then get stabbed an hour on a meet;
Don't curse that individual rushed and worried,

Who's holding down the train dispatcher's seat.

When you have copied orders till you're tired,
And still they come a-piling up on you.

When you have wrestled levers and perspired,

To see the rush of traffic safely through.

Then hurried home to snatch a bite of dinner,
And get called down for going out to eat;

Don't call that harassed man a blasted sinner
Who's holding down the train dispatcher's seat.

And every time you stop to sign an order,

Or break the circuit to report a train;

Remember, he's the only one recorder,

While you are one of many in his brain.

He's human—kindly spare him your derision.

And when he makes an error, treat him fair.

The hardest working man on your division,

Is holding down the train dispatcher's chair.

—Elmer Edmond Johnson in *Railroad Telegrapher*.

Reminiscences of the Illinois Central Railroad

By R. S. Alexander

A FRIEND of mine sent me a copy of The Illinois Central Magazine. In looking it over I was surprised to find so many things that seemed as familiar to me as if I were in their midst every day. Then I bethought myself that I might be a little reminiscent for I thought of the things way back as well as the splendor told of in this magazine.

Well, what are some of the things you may remember of this great railroad, I asked myself, but what is the use in this twentieth century, when ten years put a man behind the times? Well anyhow, just for a little ancient history.

I traveled on the Illinois Central from Chicago to Galena in 1855 on my way to the west, again from Chicago to Dunleath in 1856 and again with nearly one thousand other men, in and on box cars, to Cairo on our way to Memphis and east and at expiration of term of service I, with the others returning, patronized the Illinois Central from Cairo to Dunleath. This much I remember of the Illinois Central at that date..

And now comes in another, and newer field west of the Mississippi which figures largely now as the Iowa Division of the Illinois Railroad.

I will give a few memories.

Dubuque had been alive about a railroad to the Pacific coast, so they organized the Dubuque and Pacific Railroad Company. A corps of engineers, for preliminary survey, had gone west and were nearing the Cedar river, beyond which there were few places for entertainment, so the chief of the party had to be relieved from running the forward instrument, compass, to do scouting for the line. I was engaged and joined the party, by stage, as they entered into Waterloo early in June, 1856.

A tent had to be made and equip-

ment provided. The town was all alive "for the railroad was coming sure" and they must show the engineers some attention. A reception was arranged, the engineers invited, time and place given and "Johnnie" hitched up his two horse wagon; there being no bridge, he forded the river, water to the wagon box, and went down stream about two blocks. We were entertained most delightfully in many ways but especially with piano music, for while that piano was the only one in Waterloo at the time, the music given us was of a very high order. The engineers felt complimented and the citizens seemed pleased, all were happy.

The next day the corps being ready, Chief gave orders and we were off; camped on the right bank of Cedar river south of Cedar Falls, going west over hill into Beaver Creek valley. Here there were so many rattle snakes moving that we quit killing them for lack of time.

Far up the creek we found two families living on preemptions, fairly well fixed.

At Downs Grove, near where Ackley now is, was a log house but nobody living in it. From here we reached the Iowa river at Iowa Falls, in about two days. Entering Iowa Falls we noticed considerable stir about the hotel which was a long two story structure of the log variety and built of home grown timber. Some of the hotel furniture was said to be made of Iowa river timber by splitting poles and manufacturing them into rows of bedsteads, with good beds on them, all fastened together and each bedstead numbered as a different room.

About the time of our arrival the hotel had a distinguished guest, a gentlemen from New York. He wore a tall silk hat and colored tie and other marks of a gentleman. The hotel had

a stylish clerk behind the large hotel register and as the story ran, at the proper time the gentleman "wished to be shown to his room" the clerk called the porter and was particular in all the attentions of polite courtesy to a refined gentleman, the porter led the way and escorted the guest to the pole bedstead room.

Our line kept on the east of the river and crossed the Iowa river at a house called Alden. Here we filled all our vessels, big demijohns, with water and made other preparations for the trip to the Boone, on the way the water ran out, some of the boys drank pond water and were sick. The fifth day in the afternoon we spied something moving out of the Boone river timber which proved to be one of the Wilson brothers with fresh water and we learned that we were too far north for our object. We turned south and tied our line to the standard parallel and rode into Webster City.

Here we found all hands alert, with a temporary hotel of boards, run by a man by the name of Moon. Getting our line adjusted to the grade across Boone river took time, but things were plenty at Webster City and soon we were ready for the next prairie.

At Webster City the township north of the standard parallel, 89, is about two miles west of township 88 south of it. This was what we had overlooked when our line was too far north. We had Webster City location in township 88 while we were in 89.

I had instructions to run the line between two section corners, at Webster City, straight to the Des Moines river timber. As I ran this line I fell south of the standard parallel. If I had run that straight line straight for about 25,000 miles you can tell the countries I would have passed through and where I would have landed.

That straight line (as near as maybe) met the Chief at a point just where he threw the tangential deflection for the line down the Des Moines river bluff in Fort Dodge. The level was

run by C. E. Ainsworth and was from a bench on a large sycamore on the right bank of the Mississippi river where the Illinois Central Railroad swings into Cat Fish Valley, the Fort Dodge end he tied to a tree in Soldiers Creek, Fort Dodge, in 1856, with red keel, I have not remembered the total height.

A line was run across the river and up a little valley to fairly well up on the prairie and a mound of sod built, as a signal for the corps of engineers from Sioux City. I was told by the driver that he carried the mail from Fort Dodge to Sioux City on a buckboard.

From here we were sent twelve miles west of the west fork of the Des Moines. Here we put up another big mound for the same purpose as before and it was here that we saw a white blackbird; it seemed a perfect blackbird in every way but was pure white all over.

From here, eastward, crossing the west fork of the Des Moines river and running down the west fork and around the promontory bluffs between the forks we crossed the east fork and commenced to climb, on maximum grade, so as to reach the open field as soon as possible.

The walking over a little lake on its moss grown surface is one event of this trip, another was a thunder shower getting into our tent, the wind whipping the tent away and leaving us sitting in the rain.

Crossing the Iowa river we passed through a most beautiful hickory grove. Here we found a young man and woman, preemptors, who had settled in this grove. They were a fit couple, in their twenties, and she was dressed in full bloomer costume. I would like to tell you their names, for I know they were worthy, but I cannot.

At the forks of the Des Moines a man grasped my hand with a grip that I still remember. I had been told that he could neither read nor write, but he was president of the Vigilance Com-

mittee and that took sand, grit and muscle and from his hand grasp of welcome I would not want his hand grasp in anger.

One other lone settler on the prairie I will mention. He lived six miles west of Webster City, had a wife and children and was the only settler in the township. To get a school he organized a school district, elected himself school director, levied taxes, rented his house, the only one in the district, hired his wife to teach and ran a school to teach his own children. I saw the house and still remember it. I wish I could tell you his name.

Days and weeks passed as we worked our way east with this northern line, finally we camped, near the first field of corn we had seen that summer. At "lights out" each man took his place, everything very quiet; a gun shot was heard, two men entered the tent and took their places and soon were sound asleep. Things seemed awfully quiet when the rodman at the further pole lifted his voice and said, "the wicked flee when no man pursueth," the spell was broken and we had a time.

On to Downs Grove where we tied the east end of our north line to our main line. Then we gathered our traps and started, in the wagon and on foot, for Dubuque. After reporting at Dubuque we were sent down the river to Bellevue and then west. On this survey I was given the level and with this survey the party disbanded.

In 1857 transportation service from Dubuque to Dyersville was opened and I was duly installed as agent at Epworth, with an empty apple barrel for a desk. During the first year the Epworth Cut was the weeping cut, the ties took much bolstering with cord wood to keep the wheels on the track at a very slow gait; trackmen were needed and to keep them happy the president, J. P. Farley, would load up a smoker with flour and meat, etc., from his own grocery, and distribute it among them with his own hands.

Here I acted as agent until I was asked to furnish a substitute while away on a trip south to quiet the Rebellion. It got quiet after awhile.

Again I was agent and later was asked to again name a substitute for I was wanted to run the level on the location of the line from Iowa Falls to Fort Dodge. This was in 1867. It had taken over ten years to build from Dyersville to Iowa Falls.

The levels had been carried from one construction to the next so that on a bench on the right bank of the Iowa river near the end of the bridge was plainly written the total height from the bench on the sycamore on the bank of the Mississippi river, where the road swings into Catfish valley. I took that for my total height and carried it to the bench in Soldiers creek, Fort Dodge, that C. E. Ainsworth had made in the preliminary survey in 1856. I was deeply anxious and cautioned my rodman to read carefully. I wrote down his figures as if it all depended on this record. I joined the rodman at the bench, read Ainsworth's figures, made eleven years before, as the total height from the bench on the bank of the Mississippi and the total height carried by the many levelers, on construction, and the difference in their figures and mine, for fifty miles, was only 2.37 feet. Less than thirty inches in one hundred and ninety miles. Ainsworth measure in 1856. Measure of last fifty miles by Alexander in 1867.

This conclusion of the levelers jumps the long tedious miles of location and the many incidents that occurred from time to time. One item comes back to me. Before we reached the Boone river we camped on Saturday night near a preemptor's house and he had some fire wood. On Sunday our boss stake maker wanted to buy some of the wood to make into stakes but the man refused to sell because it was Sunday. So our man hitched up the team and was off to Boone river timber, which was in sight,

but proved to be a long way away so that the trip was a failure. Monday morning he bought the man's wood.

Where this man lived is now the first town east of Webster City. I never pass through this town but I think of this incident of forty-nine years ago.

Another thing I wish to speak of. In 1856 I ran a straight line from near Boone to the Des Moines timber, extending the direction between two section corners, on the standard parallel.

between Townships 88 and 89. On this location, eleven years later, that straight line was followed to a dot and shows to those interested that a straight line is not an east and west line but curved and parallel with each other and the Equator; which is a straight line. Say, is this true, that a crooked line can be parallel with a straight line? I have not time; you explain.

Written entirely from memory in my ninety-second year.

The Engineer's Story

Well, yes, 'tis a hair-curlin' story—

I would it could not be recalled!

The terrible fright of the hell-tinctured night

Is the cause of my head being bald!

I was runnin' the Git-There express, sir,

On the Yankee Creek Jerkwater Line,
An' the track along there was as crooked,

I swear,

As the growth of a field pumpkin vine.

My run was a night one, an' nights on the Yank

Was as black as the coal piled back there on the tank.

We pulled out of Tenderfoot station

A day and almost a half late,

An' every durn wheel was a-poundin' the steel

At a wildly extravagant rate!

My fireman kep' pilin' the coal in

The jaws of the ol' 94.

Till the sweat from his nose seemed to play through a hose

An' splashed 'round his feet on the floor,

As we thundered along like a demon in flight.

A-rippin' a streak through the breast of the night!

As we rounded a curve on the mountain,

Full sixty an hour, I will swear,

Just ahead was a sight that with blood-freezin' fright

Would have raised a stuffed buffalo's hair!

The bridge over Ute Creek was burnin',

The flames shootin' up in their glee!

My God! how they gleamed in the air, till they seemed

Like fiery-tongued imps on a spree!
Jest snickered an' sparkled an' laughed like they knowed

I'd make my next trip on a different road!

In frenzy I reached for the throttle,

But 'twas stuck an' refused to obey!

I yelled in affright, for our maddening flight

I felt that I never could stay!

Then wildly I grasped the big lever,

Threw her over, then held my hot breath,

An' waited fur what I assuredly thought

Was a sure an' a terrible death!

Then came the wild crash, an' with horror-fringed yell

Down into that great fiery chasm I fell!

When I came to myself I was lying

On the floor of the bedroom; my wife

Sat astride of my form, an' was making it warm
 For her darling, you bet your sweet life!
 My hair she had clutched in her fingers
 An' was jamming my head on the floor,

Yet I yelled with delight when I found that my fright
 Was a horrible dream, nothing more!
 I had wildly grabbed one of her ankles, she said,
 An' reversed her clear over the head of the bed!

—*Denver Evening Post.*

Meritorious Service

Chicago Terminal

During August Gatekeeper Daisy Emery lifted sixty-ride monthly commutation ticket account being in improper hands and passenger presented other transportation.

Flagman J. Sedlacek on train No. 115, August 24, lifted employe's suburban pass account being in improper hands and collected cash fare.

Flagman E. Ashton on train No. 238, August 29, lifted employe's suburban pass account being in improper hands and collected cash fare.

Conductor P. Boylan on train No. 160, August 7, lifted employe's monthly commutation ticket account being in improper hands and collected cash fare.

Engineman Foreman L. G. Glair, Fordham, has been commended for discovering and reporting broken rail on track No. 3 at 26th street, September 2. This action undoubtedly prevented a possible accident.

Illinois Division

Conductor H. B. Jacks on train No. 24, August 20, declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Engineer J. M. Clark has been commended for handling engine 1641 without pilot to Monee and return, August 26, bringing in train of grain to city in time for inspection by Board of Trade.

Conductor W. A. Purdy has been commended for discovering and reporting M. K. & T. stock car improperly stencilled. Arrangements were made to correct same.

Engineer E. F. Fortin, Fireman A. Bohl, Conductor H. C. McElroy, Brakemen C. Miller and R. J. McNamara have been commended on account of action taken in extinguishing fire in F. G. E. car 23325, August 15, loaded with wheat at Peotone, Ill.

Helper L. J. Gauthier, Bradley, has been commended for discovering and reporting I. C. 95361 improperly stencilled. Arrangements

were made to have car properly stencilled.

Agent C. E. Carbaugh, Ludlow, has been commended for discovering brake beam down on I. C. 94495, while passing his station in extra 1641 north, and immediately notifying the conductor who stopped train and disconnected the brake beam, thereby avoiding possible accident.

Agent G. E. Ricketts, Monee, has been commended for discovering and reporting P. L. car 87856, gondola, with no light weight stencilled on same while passing that station, September 18. Arrangements were made to have car stencilled.

Brakeman F. G. McClure has been commended for discovering and reporting broken arch on E. J. & E. 1313 while inspecting his train, extra 1634 north, at Kankakee, September 11, and immediately taking the necessary precaution to prevent accident.

Springfield Division

Brakeman L. O. White, Clinton, Ill., has been commended for firing engine 739, August 22, train 191, when fireman was taken ill at Pana. This action prevented delay to train.

J. L. Simcox, Assumption, has been commended for discovering and reporting broken arch bar on I. C. 89043, train 2nd 184, September 23. Train was stopped and necessary action taken to prevent possible accident.

Conductor Thos. Clifford, Clinton, Ill., train 2nd 182, engine 1557, August 26, has been commended for discovering and reporting to Section Foreman broken rail on south end of passing track at Vernon, Ill. This action undoubtedly prevented possible accident.

Conductor H. Burkhart, Clinton, Ill., has been commended for discovering and reporting arch bar strap broken on G. T. car 8267, September 12, extra 1648 north. Necessary action was taken to prevent accident.

Conductor G. W. Helm, Engineer D. W. Boggs, Fireman B. Buchanan, Brakeman

Harry Pardee, and brakeman E. R. Caldwell have been commended for assisting in extinguishing fire in coal chute at Assumption, September 10. This action undoubtedly prevented considerable loss.

Minnesota Division

Brakeman H. H. Fuller on work train near Center Grove discovered brake beam down under car in east bound freight train 2nd 62. Train was flagged so that repairs could be made. This action undoubtedly prevented possible accident.

St. Louis Division

Conductor W. M. Miller and Flagman J. J. Brewer have been commended for delivering to the storekeeper at E. St. Louis, September 18, 80 pounds of babbitt metal which they had been accumulating and saving. This action indicated the proper interest in their work.

Wisconsin Division

Conductor J. H. Quinlan on train No. 29, August 12, declined to honor card ticket account having expired and collected cash

fare. Passenger was referred to passenger department for refund on ticket.

Mississippi Division

Conductor S. R. Cain on train No. 4, August 6, lifted annual passes account being in improper hands. Passenger refused to pay fare and was required to leave the train.

Louisiana Division

Conductor L. E. Barnes on train No. 1, August 4, 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. 34, August 5, he lifted employe's trip pass account being in improper hands and collected cash fare.

Memphis Division

Conductor J. S. Lee on train No. 402, August 8, lifted term pass account identification slip Form 1572 presented with same not being properly issued. Passenger refused to pay fare and was required to leave the train.

Division News

Chicago Terminal.

On September 18 H. J. Welch was appointed yard master in charge of construction work, New Markham yard and John Flanigan was appointed yard master in charge of work train engines and company material in territory north of the C. & E. 1. crossing.

Indiana Division

From all indications, Indiana Division will "go over the top" in the Fourth Liberty Loan campaign.

Ringling Brothers' Circus showed in Mattoon Sept. 10th, arriving from Evansville, Ind. From here, they went to St. Louis, on the Big Four R. R.

Regional Director C. M. Kittle was on Indiana Division September 10th, and General Superintendent L. A. Downs September 11th and 12.

Miss Helen Lee Brooks, of the superintendent's office, is spending several weeks in the North; Miss None Daly is relieving her.

Miss Essie Reams, of the superintendent's office, has returned to work after a week's vacation spent in Decatur, Ill.

Valuation Accountants F. E. Martin and G. T. Graham, and Traveling Auditors H. W. Rau, J. C. Neff and L. Anderson have been closing up work authorities on Indiana Division the past few weeks. On October 1st, 149 authorities are reported closed.

Instrumentman M. A. Hall, at Mattoon, has been promoted to assistant, Engineer Bridge & Building Department, terminal work, Chicago; R. H. Wright, formerly with the Big Four, has succeeded Mr. Hall. Rodman Don Farmer has resigned to ac-

cept position with the Big Four; K. K. Cavins relieved Mr. Farmer.

O. L. Peller has been appointed instrumentman on Banking and Ballasting Authority, Indianapolis district, succeeding H. E. Kelly, called to the colors.

E. C. Kinnaw has been appointed rodman on Banking and Ballasting Authority, Indianapolis district, succeeding H. E. Campbell, resigned.

Tonnage clerk, Miss Norinne Quinn, has spent a couple week ends at Chicago recently.

Operator W. E. Heuring is relieving F. A. McGinnis at Poseyville, account of illness of Mr. McGinnis' mother at Bethany.

Agent B. B. Knight, Latham, Ill., has been off duty several days account of his little girl being operated on at Memorial Hospital, Mattoon. He was relieved by C. E. Burbidge; the latter has now bid in second trick at Bloomington, account Operator W. H. Voorhees leaving the service.

Operator E. Cowgill has bid in Harwood station, nights. Vacancy account R. J. Reynolds going in training.

Dispatcher J. W. Bledsoe has returned from a vacation, this finishing up the dispatchers' vacations.

Minnesota Division

Minnesota Division employes expect to make one hundred per cent on the Fourth Liberty Loan Subscription.

The new private telephone exchange at Dubuque is now in operation. Miss Martha Wunderlich, of the Iowa Telephone Company, has been employed as operator.

C. F. Duggan, assistant chief accountant at Dubuque, has been promoted to chief accountant on the Illinois Division, with head-

quarters at Champaign, Ill. Mr. Duggan has been with the accounting force for the past two years and his promotion comes as a pleasant surprise to his many friends.

Dispatcher E. C. Russell, wife and son William, have returned from a trip to Colorado.

Yardmaster H. O. Dahl, Waterloo, is now on a fishing trip in Minnesota.

Roadmaster J. F. McNamara attended the Roadmasters' Convention at the Auditorium Hotel, Chicago, September 18th and 19th.

Fred J. Permantier, stenographer in General Superintendent's office at Waterloo, has been called into service and left for Columbus, Ohio, September 23rd.

Miss Marion Coffey, stenographer in Roadmaster's office, is visiting relatives at Dixon, Ill.

The Superintendent's office force at Dubuque held a "Hard Time" party on Monday evening, September 16th. Admission was granted only when those invited came in proper hard time attire and with the usual Minnesota Division Good-fellowship spirit. Sutter's orchestra furnished the music. Refreshments consisting of "weiners," buns, pumpkin pie and coffee were thoroughly enjoyed. All who attended express themselves as having had the time of their lives.

Chief Clerk R. H. Heller recently made a trip to Mattoon, Ill., to meet his family, who have been away for the summer. On their return they stopped over at Chicago to see the War Exposition.

Miss Esther McLaughlin, Trainmaster's clerk, has returned from a visit with friends and relatives in Chicago.

L. S. Weiler, tonnage clerk, and wife, are visiting in Davenport, Ia.

Miss Edna Piltz, stenographer in Superintendent's office, has returned from a visit with friends in Minneapolis and St. Paul, Minn.

R. E. Rodeburg recently spent several days in Chicago.

Miss Ethyl McNamara has returned after spending her vacation in Mattoon and Chicago.

Springfield Division

Miss Jenny Gleadall has accepted a position as clerk in the Superintendent's office, Clinton.

Miss Clara Hoyt, Stenographer in Superintendent's office, Clinton, visited relatives in Chicago Sunday.

Miss Louise Reiser, clerk in Superintendent's office, Clinton, visited in Springfield Sunday.

Miss Julia Coffey and Miss M. Bradley visited home folks in Vandalia last Sunday.

James Elward, Asst. Timekeeper in Superintendent's office, Clinton, is leaving for Champaign, Ill., where he will enter the Civil Engineering Department at the U. of I. He will be relieved by Otis Miller.

Mr. Roy Warrick, Traveling Auditor, is

spending a few days in the Superintendent's office at Clinton.

Mr. J. W. Hevron and family were Kankakee visitors Sunday.

Mr. L. G. Schien, Ticket Agent, Clinton, is taking a vacation this month. Mr. J. R. Buckler is acting as ticket agent.

Miss Elsie Volrath, clerk in Accounting Department, Clinton, visited at her home in Marine Sunday.

Miss F. Wand was a Decatur visitor Saturday afternoon.

Chief Clerk Gleadall received a letter from Kirkley Groves, former Tonnage Clerk in the Superintendent's office, who is now stationed at Gatun, Canal Zone, in the Medical Department. He states everything is lovely on the Canal Zone and the weather awful hot.

Mr. L. E. Howard, Schedule Inspector, was a visitor in the Superintendent's office Tuesday.

Mr. W. S. Williams, Gen. Superintendent Western Lines, was a visitor in Clinton Tuesday.

Mr. Frank Walker, Trainmaster, was in Springfield Monday looking after company interests.

Mr. Dean Moore, Clerk in Trainmaster's office, Clinton, has enlisted in the Student Army Training Corps of the James-Millikin University at Decatur and expects to leave at once.

Mr. M. G. Flannagan, Trainmaster, Freeport, called at Clinton Tuesday.

Mr. R. R. Hollis, Dispatcher, and daughter, Nedra were Chestnut visitors Sunday.

Mr. J. A. Vallow, Dispatcher, Clinton, is taking his vacation this month.

Mr. A. L. Vallow, Dispatcher, Clinton, and Miss Mildred Pratt of Patoka, were married August 24. Mr. and Mrs. Vallow have the very best wishes of the Springfield Division employees.

Mr. P. J. Mallon, Chief Dispatcher, spent a few days in Southoap S. Dakota, this month looking over land interests.

Mr. J. C. Westerholt, Car Distributor, took his vacation this month, being relieved by Mr. Phillips.

Mrs. Catherine Henson was a business visitor in Decatur Saturday afternoon.

Mr. J. W. Hevron, W. A. Golze and C. L. Zaneis were in Centralia on company business Monday afternoon.

Mr. H. L. Needham, Master Mechanic, was in Centralia Monday afternoon on company business.

Mr. John O'Brien of Pana was a visitor in the Superintendent's office Tuesday.

Mr. J. L. Simcox, Operator at Assumption, has been commended for discovering broken arch bar under IC 89043 in train 2/184, stopping the train and thus avoiding a possible accident.

Mr. C. E. Lampson, Lineman on the

Springfield Division, is laying off on account of suffering with rheumatism in his left foot.

Mr. W. E. Russell, Roadmaster and S. C. Draper, B. and B. Supervisor, were on the Clinton District Tuesday on Company business.

Mr. Wm. Kellington visited with employes of the Superintendent's office Tuesday.

Mr. L. A. Downs, General Superintendent, was a visitor at Clinton Tuesday.

Mrs. R. M. Webster, wife of Brakeman R. M. Webster, has gone to Hot Springs, Ark., where she will remain for a month or six weeks for benefit of her health.

Chas. Thorp, Brakeman, has been granted two weeks' lay-off and is visiting his parents in Crookston, Minn.

Conductor C. L. Taylor, who has been residing in Springfield, Ill., for past several years, is moving his family to Clinton.

A number of our Conductors, among whom are C. H. St. John, Guy Baughman, C. A. Lawrence and W. A. Knight have recently purchased homes in Clinton. The real estate business seems to be on the boom among railroad men.

Passenger Conductor M. J. Kennedy and wife have returned from a visit of several days with relatives in Palmyra, Mo.

Wesley Westbrook, popular Springfield District Conductor, was married at Clinton, Ill., Sept. 1, 1918, and a short honeymoon trip taken to Chicago. Mr. and Mrs. Westbrook are now at home to their many friends at 721 E. Main Street.

Switchman Fred Strain is taking an extended leave of absence account suffering with rheumatism and expects to leave shortly for Hot Springs, Ark.

Conductor Geo. F. Gibson has returned to work on the Springfield District. He and his family have been living in Denver, Col., past eight months for benefit of Mrs. Gibson's health. George was employed as a street car conductor while in Denver, but says he prefers his old job on the Springfield Division. Mrs. Gibson will not return home for several months.

Brakeman Henry O'Brien has gone to Prescott, Ariz., for benefit of his health.

Miss Olive Draper, daughter of Supervisor of B. and B. S. C. Draper, has accepted a position in Roadmaster Russell's office as Clerk.

Sergt. Harry Litzenberger, former water-works mechanic, now stationed at Richmond, Va., has returned to Camp after a few days visit with his wife.

Mr. K. C. Luke, formerly of the Chief Engineer's office has been transferred to Assistant Engineer's office at Clinton, as Rodman.

Miss Edna Burke, Stenographer in Roadmaster's office, has returned to work after

being off several weeks on account of eye trouble.

Mr. Walter Stanton has accepted a position as Chief Clerk to Roadmaster Russell. Mr. Stanton was formerly employed in the Supply Department.

Mr. E. G. Sterling, Chief Accountant in the Master Mechanic's office, and Mr. Warren Hickman, Lead Piece Work Checker in the Car Department, have returned from a business trip to Chicago.

Miss Madeline Bradley of Vandalia has accepted a position as stenographer in the Division Storekeeper's office, taking the place of Miss Banita Shearer.

Charles C. Carroll, Erecting Foreman has gone to Cairo, Ill., for a few days' visit.

Mr. and Mrs. Robert Knight will leave for Scranton, Pa., for a visit with relatives.

Mr. W. A. Skinner, Division Storekeeper has returned from New York, where he visited his son who is in the Radio Department of the United States Navy.

Mr. J. E. Stokes, Foreman, has returned from Columbus, Ohio, where he visited relatives.

Dan. A. Gallagher, Clerk to the General Foreman, has entered Illinois University for military training. Mr. J. T. Holahan has taken the position made vacant by Mr. Gallagher.

Raymond T. Ohley, furloughed Machinist, has been transferred to New York from the Great Lakes for further training.

Mr. F. D. West and family have returned from Chicago, where they visited several days.

Mr. A. H. Davison, who has been in the Illinois Central Hospital at Chicago, has recovered sufficiently to return to his home.

Mr. Dale Long, Timekeeper in the Car Department has entered Eureka College for military training. Miss Mable Thomas has taken the position made vacant by Mr. Long.

Mr. J. J. Morgan and family have returned from Baltimore, Md., where they visited relatives.

Miss Glenna McKinney, Accountant in the Master Mechanic's Office, and Miss Ella Hickman, Invoice Clerk in the Division Storekeeper's office, have returned from a business trip to Decatur.

Wisconsin Division

Our Service Flag to date shows 325 employes in the service. It also bears two gold stars, which were placed during the past month. Gold stars have been placed on the flag for Oscar Rippberger, who was employed as car repairer, Freeport, and was killed in action July 21. The other for F. C. Yde, who was employed as Fireman and was killed in action July 24.

Jack O'Neill, formerly Ticket Clerk at Madison, has been transferred to Freeport.

He is now employed in Accounting Department, in Superintendent's office.

Agent J. F. Riordan, Freeport, Ill., has accepted position as Asst. Agent of Freight Service with Mr. East. Mr. Riordan's headquarters will be Chicago. This promotion is due to the exceptionally fine record Agent Riordan has made as Agent at Freeport. We all know Jere, and recognize his ability, therefore we are looking for further advancements for him.

Conductor P. J. Crosson of the Amboy District just returned from a trip to Camp Upton, where he visited his son John Crosson, who is on his way across to help lick the Huns. It is needless to say John will do his part.

We have heard from former Instrument Man John Brooks, now located at Arcadia, Calif. He just recently received commission as Lieutenant.

Dispatcher Meek just returned from a trip East. He reports heavy business being handled by all eastern lines.

Mathew Hehir, who has been in the service of this Company as Section Laborer and Foreman for the past 46 years, is reported dangerously ill in hospital at La Salle.

B. Doran, clerk to Supervisor Pierce at Rockford, has been called to the colors. To date the vacancy has not been filled.

We are preparing to close Forreston Pit by October 1. The gravel received from the pit has been of fair quality and the output has been above the average.

Manufacturers of the two ditching machines now being handled on the Amboy District by Engineers Kinney and Shields recently requested permission to take moving pictures of machines while in action. This permission was granted and pictures were taken last week.

All Supervisors and Clerks on the Division were in Freeport the 21st, attending meeting called by Roadmaster Boland to discuss work on the Division, and proper methods of accounting.

Edward Lawless, Jr., clerk in Storekeeper's office at Freeport, left on September 23, for Columbus Barracks, Ohio.

Arthur Rust, Timekeeper in Master Mechanic's office, has left for Camp Forrest, Ga. His position was filled by Elmo Eason, who remained on the job for one week, and he was called to the colors, leaving for University of Illinois to enlist in Student Army Training Camp. This vacancy was filled by Mr. Frank Frye.

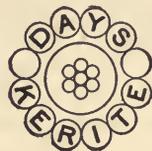
Merton Beck, Tonnage Clerk, and Wm. Wilkinson, Accountant, left on the 21st for Lake Forest to enter Student Army Training Camp. James Fitzpatrick, file clerk in Superintendent's office, left on the 16th for Lake Forest.

Clarence Scanlon, Trainmaster's clerk, and Delbert Zimmerman, in Accountant's office, leave on the 28th for University of Illinois to enter Student's Army Training Camp.

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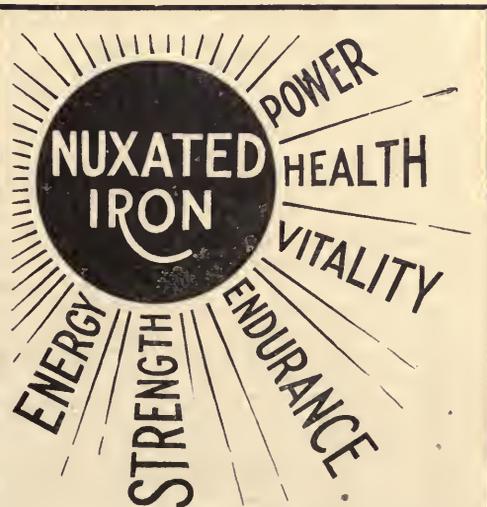
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Former Traveling Engineer, Fred Hinton, is again able to be around with the aid of crutches after undergoing an operation.

Because of the number of employes leaving Superintendent's office a great many changes have been made in our force.

S. B. Ellsworth, who has been off the past few months on account of sickness, returned to work on the 23rd. We might mention here that "Slim" while on this "vacation" though it a good opportunity to take unto himself a helpmate. He has our heartiest congratulations and best wishes.

Earl Grace, formerly Trainmasters Clerk, who has been located at Camp Johnston, Florida, was back on a visit. Earl has received a commission as Lieutenant.

We received a letter a few days ago from L. B. Gray, now "over there." It was addressed to "the bunch," and sounded quite natural. We all enjoy receiving letters from the boys who have left.

Federal Manager, C. M. Kittle, accompanied by General Officers, passed over the Division on the 24th on an inspection trip.

Vicksburg Division

We are always glad to be honored by visits of our old friend, Mr. A. R. Bigleben, who was with us as Locomotive Engineer, some thirty-odd years but is now enjoying life, having been retired on pension about a year ago. The old man looks fine and says he is good for twenty-five more years, and we believe he is right about it.

Miss R. C. Simmons has been promoted to Tonnage Clerk to fill the vacancy caused by Mr. H. W. Tolbert resigning.

Miss Carrie Bowen has been employed as File Clerk in Superintendent's office.

Mr. N. T. Buck, who was employed as Timekeeper in Superintendent's office for the past two years, resigned to enlist in the Army, being succeeded by Mr. M. L. Woods.

During the past month we have enjoyed visits from former Accountants B. F. Simmons and C. A. Cadenhead, also former Gravel Inspector P. R. Henderson, all of whom are now in the Aviation Service. They were always known as "high fliers" and we knew that they would not accept service in any other branch. They all look fine and report enjoying life to its fullest.

Everybody is getting his pocket-book open ready for the Fourth Liberty Loan drive. The Vicksburg Division expects to go "over the top."

The cotton season is opening with a vim. Gins are running to their capacity and our friends are calling for cars in all directions. If weather conditions permit the farmers say they expect to have their cotton in the compresses by Christmas.

The Superintendent's office just received a very interesting letter from former Tonnage Clerk N. B. Dennis, who is now with the Railroad Engineers, Somewhere in France. He reports everything coming our

way and says he expects to bring the Kaiser's scalp back with him shortly.

We are glad to see Mrs. H. W. Ecker, our popular agent at Deeson back in the service, after having been away for six months account poor health.

Agent R. Q. Nelson is back at work at Helm after having enjoyed a couple of weeks' vacation.

Agent W. P. P. Brock, who has been holding down the agency at Cary for the past three or four years, has just been checked in as agent at Beulah.

Agent I. B. Kelly is now comfortably located in his new home at Friars Point, the position having formerly been filled by Mr. W. B. Morley, who is on leave of absence account sickness.

We regretted to lose our old friend Mr. O. J. Doty, who resigned from the Rose-dale agency to enter the cotton business. We wish him all success.

Agent W. P. Brock, formerly of Cary, enjoyed a pleasant visit to his old home in Texas before going to Beulah.

Quite a few of our old Vicksburg Division employes are now "Somewhere n. France"; remember us during their spare moments and quite frequently we receive letters and cards advising of their welfare. We surely appreciate these notes and our very best wishes are with the boys over there all the time.

Assistant Accountant H. H. Barlow is rapidly improving after an operation for appendicitis. We hope that he will soon be back on the job.

Supplement No. 8 to General Order 27 has just reached us. The Maintenance of Way employes are all well pleased over their latest increase.

We understand that Supplement No. 7 to General Order 27, covering additional increases and the improved working conditions of clerical men will soon be sent us. Everybody is anxiously awaiting the good tidings this Supplement will impart.

Engineer W. J. Garvey has a bad case of the "swell-head" over the arrival of twins at his-house.

Valuation Auditors W. L. Atwood and A. R. Moore have been with us the past couple of weeks assisting in closing out Work Authorities. They surely were welcome visitors and we enjoyed their visit very much.

Miss Mildred Dreyfus is working extra in Superintendent's office assisting in getting up back time pay rolls.

Mr. Cairy Baird, former warehouse foreman in Greenville warehouse, but who is now located at Camp Shelby, writes that there is nothing like Army life and he is enjoying it thoroughly.

Memphis Division

Miss Katie Moran is now Pass Clerk in Superintendent's office, vice Miss Mary Hazen, who is now Mrs. Oscar Mills.

Three of the young men from Superintendent's office will enter military service October 1st—R. M. Moore, G. M. Digel and E. B. Tygard—Chief File Clerk, Tonnage Clerk and Stenographer, respectively.

Trainmaster Rea recently returned from Chicago, where he had an operation performed at Illinois Central Hospital.

Mr. Fred Lucius, formerly Accountant in Superintendent's office, has accepted a responsible position in Regional Director Markham's office at Philadelphia.

Mr. J. S. Reedy, former Division Claim Clerk of Memphis Division, has entered military service. His many friends over the Division wish him much success.

Miss Clara Young, Stenographer to Superintendent Boatner, is in St. Louis visiting relatives.

Agent Wolf of Greenwood, Miss., recently paid us a visit. All of his old friends were glad to see him.

We have received many interesting letters from Mr. Harry Cissel telling of news "Over There." Mr. Cissel was formerly Accountant in Superintendent's office and is now a seaman aboard one of Uncle Sam's destroyers.

Mrs. Collie Said, stenographer to Chief Clerk in Superintendent's office, recently returned from a visit to Chicago and points in Texas. She reports quite an interesting trip.

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94-\$75
Looks like a \$250 single stone.
\$15 Down,
\$7.50 a Month.

96-\$100
Looks like \$300 single stone. \$20 Down, \$10 a Month.

98-\$125
Looks like a \$350 single stone. \$25 Down, \$12.50 a Month.

99-\$150
Looks like a \$400 single stone. \$30 Down, \$15 a Month.

The secret of the rare beauty of this ring lies in the perfectly matched stones, all the diamonds being uniform in size, quality and brilliancy. Has the appearance of a large Solitaire costing three or four times as much. Mounting is 14 karat solid gold, hand made and beautifully shaped.

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Louisiana Division

Mr. G. E. Patterson, superintendent of the Louisiana Division, left McComb on September 10th for the north, where he is spending a short vacation. He is expected back on the division the latter part of the month.

Mr. W. T. McGuire, assistant chief clerk in the superintendent's office, left on September 14th for New Orleans, where he entered the Illinois Central Hospital for treatment.

Effective September 1st Mr. B. P. Albritton, chief time-keeper in the superintendent's office, resigned to accept employment as paying-teller in the First National Bank of McComb.

The vacancy created by the resignation of Mr. Albritton was filled by Mr. F. A. Tycer, promoted from position of clerk in Maintenance of Way Department.

On Tuesday, September 10th, Miss Ruth Guy, employed as car record clerk in the superintendent's office, was married to Mr. C. R. Hennington, flagman on this division.

Among the recent employes to join the United States army, were the following:

Mr. Frank C. Coen, formerly employed as file clerk in superintendent's office, Mr. H. M. Carruth and Chief Yard Clerk McComb have entered the Naval Radio School and are stationed at Gulfport, Miss.

The position of file clerk, which was made vacant on account of Mr. Coen being called to the "colors," was filled by Miss Ruby Railsback, daughter of one of our passenger engineers at this point.

Mr. F. C. Cook, assistant accountant in superintendent's office, left recently for Camp Pike, Arkansas.

Mrs. M. Cronin, tonnage clerk in superintendent's office, is spending her vacation in Texas.

Mr. Leigh Watkins, assistant accountant in superintendent's office, has resigned to enter a military school located in Georgia.

Assistant Accountant Chas. Schwartz is spending his vacation at Camp Pike, Arkansas, where he is visiting his two brothers, Mr. Jos. Schwartz, who was formerly our chief accountant, and Mr. Harry Schwartz, electrician.

Mr. J. M. Kyzer and Mr. Geo. Edwards, chainmen in the assistant engineer's office, re-

signed recently to enter the military branch of the A. & M. College at Starkville, Miss.

Mr. R. M. Benjamin, for a number of years Local Chairman of the Grievance Committee of the B. of L. E., died in Texas on September 16th. His remains were brought back to Mississippi, interment taking place at Lexington, Miss.

New Orleans Terminal.

Supervisor J. E. Rogan and General Foreman, Bridges and Buildings, August Smith, who recently returned from a delightful vacation on the Gulf Coast, can now tell some pretty good fish stories.

Mr. C. Bourgeois, chief accountant of the New Orleans terminal, has just returned from Cincinnati, where he spent all his "mun" while on a vacation.

Mr. L. R. Wyman, general yard master, New Orleans terminal, has just returned from an extended vacation at West End, Spanish Fort, Milneburg and the Strand Theatre.

Boy Scout "Louie" Billar now in the Radio Class at Baton Rouge, is a coming sergeant major.

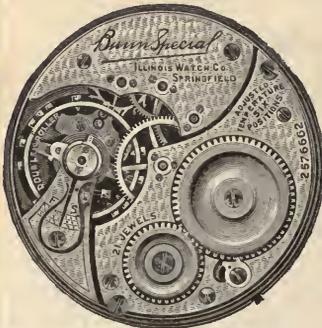
Mr. Alphonse Condon, formerly of the superintendent's office, New Orleans, now with Intelligence Corps, U. S. N., says recently a rookie wanted to know what the "hooks" (anchors) on the front of the ship were for.

Mr. Chas. L. Tellott, who holds down the job of night general yard master, New Orleans, says he heard (?) two negroes at Union Station talking about the war. One said, "I know this war aint gwina lass mor'n 2 or 3 weeks, cause by brother's over dar, and dat nigger aint never worked mor'n 3 weeks steady in his life."

Station Master D. McDerby still runs his automobile without gas. Says he put 15 gallons in some time ago, and "she don't use it a-tall."

Agent A. E. Scaife, Stuyvesant docks, is now "doing" Broadway and Coney Isle.

Battalion Sergeant Major Arthur D. Leopold, Camp Pike, formerly of superintendent's office, has been appointed regimental sergeant major.



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Friends of Engineers "Billie" Goodwin and Tom Joyce are sorry to hear they are ill, and hope they will be back on the job soon.

The following employes joined the colors in August:

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Gargane, car repairer; W. R. Kelley, switchman; F. King, car repairer; Marcel Dave, car repairer; C. Newcombe, mach. oper.; C. Osterley, carpenter; A. Rostrop, mach. helper; L. I. Sheehan, switchman; E. W. Tate, switchman; F. Weidert, car repairer; Dave Eshleman, car repairer; F. Heuman, air man; Geo. Jones, car repairer; A. King, fireman; C. Lambert, carpenter appr.; J. Ruderell, clerk; A. Skipper, car repairer; K. Butler, clerk; L. F. Capers, clerk; E. W. Chain, clerk; O. Jones, car repairer; H. J. Webb, clerk.

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NOV 20 1918

UNITED STATES RAILROAD ADMINISTRATION
W.G. MADDON, DIRECTOR-GENERAL OF RAILROADS

ILLINOIS CENTRAL MAGAZINE

NOVEMBER 1918

ARMY



RAILROADS



NAVY



THREE LINKS IN THE CHAIN
FOR VICTORY

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Director-General

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DONALD ROSE.
General Development Agent, Chicago.

BORN in Scotland. Entered railway service in traffic department Grand Trunk Railway at Montreal, and was later connected with traffic department Chicago, Rock Island & Pacific, and Atchison, Topeka & Santa Fe Railways; 1892 to 1901, in traffic department Illinois Central Railroad, part of time as Commercial Agent at Salt Lake City; 1901 to 1904, assistant to second vice-president at Chicago; 1904 to February, 1909, European agent at London. February to September, 1909, assistant to president at Chicago; September, 1909, to May 1, 1911, freight traffic manager at Chicago; May 1, 1911, until August, 1918, European traffic manager, Illinois Central Railroad, Yazoo & Mississippi Valley Railroad, Central of Georgia Railroad and Ocean Steamship Company of Savannah, with headquarters at London, England. As all American railroad offices in London were closed by direction of the United States Railroad Administration, Mr. Rose returned to America in September, 1918, and has just been appointed general development agent of the Illinois Central and Yazoo & Mississippi Valley Railroads.

ILLINOIS CENTRAL

Magazine

Vol. 7

NOVEMBER, 1918

No. 5

Director General Makes Trip Over Illinois Central

Director General McAdoo, accompanied by

Messrs:

C. R. Gray, Director, Division of Operation, and
Oscar A. Price, Assistant to Director General, of his immediate staff, and

Messrs:

Hale Holden, Regional Director, Central Western Region;

B. B. Greer, Assistant Regional Director;

H. R. Safford, Engineering Assistant, and

H. A. Scandrett, Traffic Assistant,

was met at Thebes, Illinois, Tuesday night, October 29th, by Federal Manager Kittle, and the following officers of his staff:

Messrs:

T. J. Foley, General Manager;

A. E. Clift, Assistant General Manager;

D. W. Longstreet, Assistant Traffic Manager;

R. W. Bell, General Superintendent Motive Power;

F. L. Thompson, Chief Engineer;

A. F. Blaess, Engineer, Maintenance of Way;

L. A. Downs, General Superintendent, and Division officers.

The special train arrived Chicago 5:00 P. M.

A stop was made near the round house at Centralia, Illinois, where a large number of Illinois Central employes had gathered to greet the Director General, who made a short address. Federal Manager Kittle, in introducing the Director General, said: "Fellow Officers and Employes: During the ten months of Federal control, the Director General has had the honor of addressing thousands of railroad employes, but I take great pride in the fact that I can, without fear of successful contradiction, assure him that he has not spoken to any body of men who are more loyal to their country, more loyal to the railroad they represent, or more efficient in their work, than the employes of the Illinois Central system. I take great pleasure in introducing the Director General of Railroads, Hon. W. G. McAdoo."

The full text of Mr. McAdoo's address follows:

"Ladies and Gentlemen, Fellow-employes of Uncle Sam:—I am very glad to meet you all here today face to face and to testify to the truth of what your Federal manager has said about your loyalty and patriotism. I know how loyal the employes of the Illinois Central have been to the Government and how efficient their service has been in this great war at a time when transportation is one of the most essential things in winning the final victory over the Kaiser and all those who represent force in the world. The men and women of the Illinois Central Railroad have done their part nobly and satisfactorily.

"Not long ago we had a cable from General Pershing asking for 1,500 American locomotives. Do you know why he wanted them? He has the Germans moving so fast that it takes American locomotives to keep up with them. As

a matter of fact, I had ordered those locomotives for the American railroads. We need them pretty badly in this country. But I said, 'Let General Pershing have these 1,500 locomotives. No railroadman will stand in the way of his keeping up with the Germans. I will rely upon the loyal railroadmen of the United States to make the old locomotives do so much better that we can give 3,000 locomotives to Pershing if he needs them to take him to Berlin!'

"I want every engineer and fireman to make a special effort to keep these locomotives moving on the rails. Keep them out of the shops as long as possible, and when they get in the shops for repair, I want the machinists and the shopmen to get them out as quickly as they possibly can. I said to the shopmen at Altoona not long ago that every bad order locomotive is a Prussian soldier; every dead locomotive is working for the Kaiser. Every live locomotive is an American soldier; every moving locomotive is working for Uncle Sam. Whenever a bad order locomotive gets in the shops, I want some fellow to get a piece of chalk and write on it in big letters 'Prussian.' Then I want you all to jump on that Prussian locomotive and hammer hell out of it until you make an American soldier out of it. I say that with apologies to the ladies. I know they do not object to my using strong language about the Kaiser.

"Every one of those locomotives that you put on the rails and keep moving makes it more possible for us to send the motive power that General Pershing needs to keep up the American push over there. And we must keep the home push back of Pershing if Pershing is to keep the American push on the backs of the Germans.

"Just a word about financing the Government at this time. I am proud of you for what you have done in the Liberty Loans. I am proud of you first of all because you have been patriotic and have lent your money to Uncle Sam for a great purpose, and, secondly, because you are intelligent enough to lend your money to Uncle Sam. When you lend your money to Uncle Sam, that means you are saving something. There is nothing more intelligent than that. The more you save your money, the better off you will be, because the more you put aside for a rainy day, the safer you will be. I do not care how prosperous we are, we cannot be at the peak of prosperity all the time. We may have dull times some day and every one who has been provident enough to save his money, will be in a better position to meet that condition.

"When you lend your money to Uncle Sam, you have not only helped our American boys go forward with this great work they are doing for us on the other side, but you have put your money where you cannot lose it. Uncle Sam never has busted and never will, but he is some buster himself—the Kaiser has found that out.

"And after you have bought these Liberty Bonds, keep them. There is nothing better on earth than Liberty Bonds. Don't sell unless you have to. After you have bought them, tell your banks that you want registered Liberty Bonds and not coupon bonds. If you register your bond in your name with the United States Treasury, and a thief comes along and steals it, he will find that he hasn't got anything except a plain lemon because he cannot use it. If it happens to burn up after you have registered it, the fire has been cheated because fire cannot destroy it. Uncle Sam will give you another. If you lose it, you only have to make proof of the fact to Uncle Sam and he will give you another one. In other words, Uncle Sam will replace a registered bond on proof that it has been stolen or burned up or lost. And then every six months, you get a letter from Uncle Sam with a check for the interest. You don't even have to cut off the coupons. If the banks do not know how to register these bonds for you or if the officers are too busy, write me a letter, and as I haven't anything to do, I will attend to it for you.

"You have done finely in buying these Liberty Bonds in the last campaign

and I want you to get ready to buy some more in the next campaign. We have got to have another Liberty Loan, whether we get peace or not. We have sent 2,000,000 boys over to France. Haven't they given a good account of themselves? Haven't they already knocked some of the hell out of the Kaiser? They haven't knocked it all out yet, but I tell you they are uncorking him mighty fast. He is beginning to holler for peace, and I hope we are going to get peace soon. It is going to be a real peace, because it is going to be an American peace, founded upon justice and democracy and the rights of humanity. When we get that, we are willing to stop fighting and we are not willing to stop fighting until we do get that.

"Now we have to bring our 2,000,000 boys back home. It costs just as much to bring the boys back over 3,000 miles of seas as it did to send them across. It takes money to feed them and clothe them and to pay those princely salaries we give them for fighting and dying for us on the battlefields, working 48 hours in one day whenever necessary and licking the enemy at the same time. We pay them \$33 a month, but even at that it takes a great deal of money to pay 2,000,000 men and we have to raise it.

"So we must get ready, even if peace comes, to escort peace back to America in the shape of 2,000,000 victorious Americans, those gallant and heroic sons we sent over there to do this great piece of work for civilization. They have done it in glorious and splendid fashion. Won't we be proud when they come home again, those of them whose lives may be spared—and I pray God that as many of them may be spared as possible. I am not so bloodthirsty, my friends, that I want any Americans to be killed unnecessarily. I am perfectly willing, whenever the Kaiser surrenders, to have further slaughter and suffering stopped. We are going to get the kind of peace we want, and we would rather get it without further bloodshed. If we cannot get it without further bloodshed, we will spend all the blood in America, if necessary, to get it.

"So we have got to bring those boys home after peace comes, and I want every man and woman in America to feel, when that glorious time comes and we see those splendid fellows marching down Pennsylvania Avenue in Washington, as I hope they will, in a triumphant procession, with the Stars and Stripes flying over them with new glories written upon its face in the blood and valor of our heroic sons—I want every man and woman in America to feel that they had a part in the victories of that great and noble army. They can all have a part if they lend even some money to Uncle Sam and save all they can, so that the things that they save may be used to support and sustain those boys upon the battlefields.

"They are coming home some time, and when they come, I hope every man, woman and child in America may be able to go to Washington and see the procession and join in honoring those noble American boys, from this community and every other community in the country, who, regardless of personal sacrifices, regardless of dangers and hardships and suffering of every kind, carried the banner of democracy to new glories in the world."

At Champaign employes of the Illinois Central greenhouse placed a beautiful bouquet of flowers on the Director General's car, as he passed through that point. Mr. McAdoo immediately send the following telegram to Train Master Baker:

"Please give my warm thanks to the employes of the Illinois Central who so generously sent me the beautiful bouquet of flowers from the Illinois Central greenhouse at Champaign. I am very grateful for this thoughtful attention and should like all of them to understand how much I appreciate it. I am sorry I was unable to stop at Champaign and meet the men personally. Best wishes."

The Director General's party was greeted all along the line, from Mounds to Chicago, by enthusiastic gatherings of both employes and citizens. The speed

of the special train was reduced in passing through towns so that the Director General might acknowledge the courtesy of the people in turning out to see him.

A particularly impressive incident was the demonstration on the part of several hundred shopmen at Champaign, who displayed a large American flag and cheered loudly as the train passed.

The weather was ideal. The entire trip was made without interruption of any sort, and the Director General expressed himself as highly pleased with the condition of the Illinois Central.

United States Railroad Administration

Office of the Director General of Railroads

Washington, September 18, 1918

THE PUBLIC BE PLEASED

"THE RAILROAD BUREAU FOR BRICKBATS AND BOUQUETS"

By Theo. H. Price

Actuary to United States Railroad Administration

AS you fall unconcernedly asleep in a Pullman car, which, with all its drawbacks, is the least uncomfortable means of traveling at night on land that has yet been devised, did you ever reflect upon the number of persons and the complexity of the organization upon which you are dependent for the safety and luxury in which you are able to make your journey? The engineer and the fireman, the conductor and the brakemen, the Pullman conductor and the porter, the steward in the dining car and the waiters are all more or less in evidence, and of their presence and the service they render you may be more or less conscious, but behind them and directing their activities is an unseen host of others upon whose vigilance in the performance of their duties your life and comfort depend.

There is the train dispatcher and the telegraph operators, the track-walker who patrols the right of way day and night, and the section gang who must always be ready to repair any defects, the switchmen, and the inspector who used to go about tapping the car wheels with his tell-tale hammer at the end of each division, the "hostler" who takes care of the engine and the machinist who repairs it, the car cleaners, the iceman, the commissary chief who provisions the dining cars, the ticket agent and the station master, the "red cap" and the baggageman; if any one of these fails in his appointed task, the passenger is almost certain to suffer or be inconvenienced. Back of these again there used to be the executive officers, the president, the various vice presidents, the general manager, and the superintendent, with scores of other functionaries who were the objects of relentless public criticism if their subordinates were careless or inefficient. Now that the railroads are under the control of the Government the operative duties of the railroad president and the vice-presidents devolve upon a Federal manager and his assistants. They are in turn responsible to a regional director, who is the representative of Director General McAdoo at Washington; but in other respects the operating organization is not much changed and, because some people, forgetting the exigencies of the war, assume that the Government is omnipotent, they are now disposed to be more, rather than less,

A LIFE SENTENCE

From an address recently delivered by the Rev. J. F. Weinmann, of Philadelphia.



"TAKE the case of a railroad conductor or engineer. Suppose a man has to take a train of coaches from New York to Washington, leaving New York, say, at 6 a.m. Anyone can readily see that his task may be contemplated in two entirely different frames of mind.

"He can say, as the bell rings and rouses him in what seems the dead of night, 'Hang it all, it's time to get up again; nothing but the same old grind; I hate railroading anyway; I think I'll quit; this isn't a job; it's a life sentence.'

"Or he can do something else. He can press a button somewhere inside himself and in a flash see the whole situation big before him, pulsating and tense in its human interest. He can see the great 'system' with which he is connected; its multiplex life. He can see the huge overarched shed with its breathing trains; he can see his own engine or train, and as he contemplates what by this time has begun to shape itself in his mind as an opportunity a smile can be seen breaking out on his lively face—it is *his* engine, *his* train; he can see the three hundred souls, more or less, waiting to be taken to Washington, each with a living interest, how and with what freight God only knows; and it's up to him to take that big human thing to Washington! Once more he smiles and, thanking God he has a share in human things, in the work that needs to be done, he presses his hat down on his head and 'beats it.'"

Printed for distribution among the United States Army of Railroad Men with the compliments of—

McAdoo
Director General of Railroads.

COPY OF POST CARD RECENTLY SENT TO EVERY EMPLOYEE
OF THE UNITED STATES RAILROAD ADMINISTRATION
BY DIRECTOR GENERAL MCADOO

the *esprit de corps* by which the men under them were animated. This had been accomplished in the face of many difficulties, including especially a mass of hampering legislation in 48 different States; and when, in order to meet the exigencies of the war, it became necessary for the President to put the transportation agencies of the country under the control of Mr. McAdoo, his first care was to preserve and increase the spirit of idealism in the performance of their duty that was characteristic of the Americans who had become proud of being called "railroad men."

There were not wanting those who predicted a speedy decline in what has come to be called the "morale" of the railroad army, and there were some who, professing to discern such a decline, persuaded others to look through glasses that were darkened by a defeatist self-interest in the failure of Government control.

The Director General, confident as he was of the loyalty of the men, did not share this pessimism, but feeling nevertheless that it was his duty to ascertain whether it had any basis, he determined, with his customary directness, to ask the public to tell him frankly how and where the service could be improved.

Accordingly he issued an order establishing a Bureau for Suggestions and Complaints, and on the 3d of September, 1918, the following notice was posted

exacting in demanding perfection of service from the machine that is called the American railroad system. Composed, as this machine is, of literally millions of mechanical parts whose functioning depends upon the co-ordinated watchfulness and care of thousands of fallible human beings, it is really surprising that more accidents do not occur, and that the reaction of man upon man does not result in irritation oftener than is the case. When we consider that a loose spike, a defective rail, a misplaced switch, or a misread signal may precipitate a trainload of people into eternity, and that an innumerable number of spikes, rails, switches, and signals, to say nothing of the air brakes, couplings, electric wires, and steam and water supply pipes, with an engine having about 15,000 separate parts that make up a passenger train must all be as they should be if we are to reach our journey's end successfully and on time, it is little short of marvelous that travel is as safe as it has become and that under the strain to which they are subjected railroad employes are not oftener careless and impatient. It is greatly to the credit of the executive officers who through three generations had built up the fabric that is called the American railroad system that they should have succeeded in developing

in every station and passenger coach under the control of the United States Railroad Administration:

To the public:

I desire your assistance and co-operation in making the railroad service while under Federal control in the highest possible degree satisfactory and efficient.

Of course, the paramount necessities of the war must have first consideration.

Our gallant sons who are fighting in France and on the high seas can not be adequately supported unless the railroads supply sufficient transportation for the movement of troops and war materials and to keep the war industries of the Nation going without interruption.

The next purpose is to serve the public convenience, comfort, and necessity to the fullest extent not incompatible with the paramount demands of the war.

In order to accomplish this, criticisms and suggestions from the public will be extremely helpful, whether they relate to the service rendered by employees and officials or impersonal details that may convenience or inconvenience patrons of the railroads. It is impossible for even the most vigilant management to keep constantly in touch with local conditions and correct them when they are not as they should be unless the public will co-operate in pointing out deficiencies and disservice when they exist, so that the proper remedies may be applied.

I have therefore established a Bureau for Suggestions and Complaints in the Director General's office at Washington, to which the public is invited to resort.

Aside from letters of complaint and suggestion, the public can render a genuine service by sending letters of commendation of employees who are conspicuously courteous and efficient in the performance of their duties. Nothing promotes the esprit of a great organization more than recognition from time to time of these employees who perform their duties faithfully and commendably.

It is requested that all communications be brief and explicit and that the name and address of the writer be distinctly written.

Also give the time of day or night, the number of the train, the name of the railroad, and, if possible, the name of the employee whose conduct is complained of or whose services are commended, together with such other information as will enable me to take appropriate action.

Please address

W. G. McAdoo,
Director General of Railroads,
Bureau for Suggestions and Complaints,
Washington, D. C.

To deal with the letters which this notice was expected to elicit, five trained men were selected and put under the direction of the writer. They include Ballard Dunn, assistant actuary to the United States Railroad Administration and formerly special representative of president's office, Union Pacific Railroad, Omaha; J. F. Jarrell, formerly editorial writer on Kansas City Times and Topeka Capital, and later with the Atchison, Topeka & Santa Fe Railroad as editor of its industrial and agricultural publications and in general charge of publicity matters; T. T. Maxey, formerly of the Chicago, Burlington & Quincy Railroad as advertising agent; E. H. Lamb, formerly general agent of the Chicago & North Western Railway at Sacramento, Cal.; and Frank F. George, formerly secretary to the actuary to the United States Railroad Administration.

This Bureau for Suggestions and Complaints, which a newspaper man has facetiously dubbed the "bureau of brickbats and bouquets," is Mr. McAdoo's latest application of his motto "The public be pleased." It has now been in existence long enough to make it possible for those in charge of it to draw a cross section of the composite public mind as revealed in the many thousands of letters that have been received.

The writers of these letters unconsciously divide themselves into two classes—one comprising those who are temperamentally censorious, and another which includes the people who believe that praise is a duty and that "criticism is best defined as an emphasis of the desirable."

The rhyme which runs—

Between the optimist and the pessimist the difference is droll,

The optimist the doughnut sees—the pessimist the hole

finds fresh application in not a few contrasting letters upon the same subject, but between the two extremes there are many who are evidently inspired by a public-spirited desire to improve the service that the railroads are trying to render and a patriotic willingness to subordinate their own convenience and comfort to the primary purpose for which the railroads were taken over, namely, the winning of the war.

That this latter class is in a very large majority is one of the reassuring facts revealed by the experience of the Bureau for Suggestions and Complaints.

Some of the newspaper writers who have been vociferous in proclaiming the discourtesy and indifference of "Uncle Sam's railway employees" would perhaps be surprised at the number of letters of commendation that have been received, and while a few of them are no doubt the result of auto-suggestion, it is evident that as a class the men and the increasingly large number of women who compose the "railway army" of the United States are loyal and enthusiastic, anxious and willing to give the best that is in them to the work in which they are enlisted. Perhaps a story written by a newspaper reporter who started out to find the discourteous railway employee and failed describes the experience of not a few disappointed pessimists. This reporter was named John C. Baskerville, and his story was published in the Des Moines (Iowa) Record. It follows and is reprinted as a spontaneous tribute to the many railroad employees at Des Moines and elsewhere who deserve a word of praise for their self-control under conditions that are irritating.

Young Reporter Tries to Locate Discourteous Railway Employees—Searches Ticket Offices and Railroad Station to Find Men Who Will Talk Rough to Him

[By John C. Baskerville.]

Because of so many rumors that railway employees had adopted an attitude of "the public be damned" since the roads came under Federal control, the young reporter set out to investigate on his own hook.

He selected the most pretentious looking ticket office in Des Moines, entered and approached the bar—beg pardon; desk, I should say—falteringly. He asked for the manager. The clerk smiled, but courteously summoned a businesslike-looking man with rimmed spectacles.

"What is the best way to get from Des Moines to Skeedunk Hollow, Mo.?" asked the young reporter.

Although the businesslike agent had never heard of the place, he searched through big volumes and many maps, finally locating the place in question. He located the railroad it was on, looked up the connections, gave the hours trains left Des Moines, and went into detail to the rather dull-appearing youth on the other side of the desk.

No Need to Purchase

Unlike the clothing salesman or jewelry-store clerk, he did not insist upon an immediate purchase of a ticket, and when the young man turned away, stating that he had heard of that place and wondered how he would get there if he ever wanted to, the agent was still smiling and courteous.

From this office the young man forsook the offices of Walnut Street and sought one in the vicinity of Seventh Street. Here he inquired how to get to a remote spot in South Dakota. Although there were not as many men in the office to wait upon the public as in the other, he was required to wait his turn. But his questions were answered courteously, and the greatest of care taken to direct him with regard to all details of the journey.

He retraced his steps to Walnut and entered another office. He was delayed somewhat by a large, overgrown, superfed human crab, who was vociferously attempting to provoke the genial and accommodating agent to wrath by criticizing railroads in general, and expounding upon the way he would run the roads if he were doing it.

Gets Information Cheerfully

This time the reporter was interested in Pullman berths from a point outside of Des Moines to the far West. He asked the agent to make the reservations, assuming ignorance of the fact that the Director General had prohibited all offices wiring for berth except at the expense of the purchaser.¹ This fact was explained by the agent, who volunteered, however, to make out the wire, send it over, and telephone results, although the expense would have to be met by the person reserving the berths.

It so happened that the young reporter had once or twice had occasion to buy Pullman tickets before—not having always been a reporter—but never had he been shown such attention and accommodation.

So far nothing but failure had rewarded the search for the “public-be-damned” attitude among the railway men. But he was not discouraged. He decided to beard the lion in his den, and call upon that high and mighty, the manager of the division.

He was informed that the manager was out at the time, but—still greater wonder—the chief clerk, generally considered to be more fierce in his natural instincts than the manager himself—volunteered to give what information he could on the subject, calling in the general freight traffic manager to assist.

Sees Failure Ahead

What was to be done? Failure stared grotesquely into the face of the young man who had started in pursuit of success. But additional thought brought one more chance to light. That night he would visit the station when it was most crowded and seek more information.

When the limited trains became due, the reporter took his place in the long line of ticket purchasers before the window at the railway station. When he reached it, his questions and numerous desires put two clerks to work searching records, maps, and rate schedules. There was no complaint from the men behind the window.

He then went out among the trains and people on the tracks. He selected one brakeman who had been handling hundreds of suitcases and dozens of babies, incidentally answering some thousands of questions, who stood mopping his brow, as the train was almost ready to start. He held a letter, previously prepared, out to the man, asking that he mail it on the fast train at the junction with another line.

This last card he was certain would give him the necessary data for his story. It would surely be the last straw for the brakeman with the “public-be-damned” attitude, since he was getting paid by the Government.

The brakeman took the letter, obligingly agreeing to mail it at the point mentioned!

¹ Since this newspaper story was written arrangements have been made for the free use of railroad wires in making telegraphic reservations of Pullman accommodations for continuous journeys. When thus reserved, however, these reservations must be paid for.

Then the young reporter went to the office and wrote a different, but better, story than he expected to get.

Apropos of the foregoing, it may be appropriate to mention a letter from a man who says that "I know that many will complain of the discourtesy of railway employees to the public, but I desire to file a complaint in regard to the discourtesy of the public to railway employees," as emphasizing the need of reciprocity in politeness in a way that many travelers would do well to ponder, for it is undoubtedly true that some of the questions that railroad men have to answer and some of the demands made upon them are absurd and exasperating to a degree that even Job would have resented.

Of the letters received probably three-fourths complain of conditions that are presently unavoidable or of regulations, the reasonableness of which is not apparent to the casual traveler who fails to appreciate or understand the complexity of the railroad machine or the necessity of protecting the public against the ignorance, carelessness, and selfishness of some and the dishonesty of others who feel that it is no sin to evade the payment of their fares or "get the best of the railroad."

What may be called the conventional complaints relate chiefly to a few subjects which are dealt with, as follows, in the order in which they seem uppermost in the public mind and have elicited the largest number of letters.

They are:

1. *The crowded condition of the stations and cars and the delay encountered in purchasing tickets.*—Under this heading there may be considered practically all the complaints which arise as a result of the unprecedented increase in the passenger traffic of late and the shortage in the ticket-selling forces that is the result of the draft and the high wages which have attracted many experienced railroad men into other positions where they can, for the present at least, earn more than it is possible for the railroads to pay. The enormous increase in passenger traffic with which the railroads are now contending is not perhaps generally appreciated. The complete comparative statistics for June, 1917, and June, 1918, are not yet available, but a statement which includes the passenger traffic of 208,988 miles of railroads out of a total mileage of nearly 300,000 miles shows that 3,621,088,633 passengers were carried 1 mile in June, 1918, as compared with 3,049,803,635 passengers carried 1 mile in June, 1917. The increase of 571,285,028 passengers carried 1 mile is equal to 18.17 per cent, and if it be assumed that the average journey of each passenger was 50² miles, which is probably an approximation to the fact, we shall be justified in concluding that the railroads reporting had to carry 11,425,700 more persons in June, 1918, than during the same month in the previous year, and that there was an equal increase in the number of tickets sold. As the roads reporting include only about two-thirds, but the most important two-thirds, of the total mileage in the United States, it is not improbable that there was an aggregate increase of 15,000,000 in the number of persons traveling and the number of journeys made throughout the United States in the month of June, 1918, as compared with June, 1917. This means an increase of 750,000 in the number of persons traveling each day. The average passenger car will seat 50 people, and to carry 750,000 persons 15,000 cars filled to capacity would be required. They are not to be had. They could not have been built even if they had been ordered. The labor and material necessary are unobtainable. According to the figures of the Interstate Commerce Commission there were (excluding parlor

² According to the figures of the Interstate Commerce Commission the average journey per passenger in 1916 was 34.73 miles, which figure, if applied to the returns for 1918, would indicate an increase of over 21,000,000 in the number of persons traveling during the month of June, 1918, as compared with June, 1917. Inasmuch, however, as this year's figures include the movement of many troops over long runs, I have preferred to avoid an overestimate by assuming that the length of the average journey was 50 miles.

and sleeping cars) only 40,870 passenger cars of all sorts in the United States in the year 1916, and the necessity of crowding these cars in order to transport those who now desire to travel will at once be apparent even to the statistical tyro.

An average of about 1,100,000 troops a month is now being carried by the railroads on orders from the War and Navy Departments. A great many other soldiers and sailors are traveling on their own account and at their own expense. The mothers, fathers, wives, sweethearts, and friends of these men have also been traveling to visit them at the camps at which they were stationed. The high wages that are being paid in industry generally, and particularly in the shipyards and munition factories, the agricultural prosperity that is the result of \$2 wheat and 30-cent cotton have made many of those who were not previously in the habit of traveling feel able to "take a trip," and they have yielded to the impulse. Concurrently the force of ticket sellers has been depleted by draft or resignation to accept other and better-paid positions, and those who were left have had to deal with the unprecedented increase in the passenger traffic that the figures given disclose.

Under the circumstances it is not surprising that sometimes long lines of people are to be found waiting at important ticket offices. It is not possible for untrained men to sell railroad tickets. This work requires a knowledge of routes, rates, time tables, and connections that can only be acquired by experience and an ability to make change promptly and accurately and to be self-controlled when tired or exasperated that can not be learned in a minute. In an effort to meet the public demand the United States Railroad Administration has opened schools in some of the larger cities for the education of women as ticket sellers, and not a few graduates have been passed from these schools into active service, but the number of women who have applied for this instruction is not large, and after making allowances for the drain that will be caused by the pending draft it seems unlikely that the ticket-selling force can be appreciably increased in the near future.

These conditions are frankly stated that the public may have some idea of the situation and refrain from unnecessary travel. The increase in passenger rates seems to have had no effect. Mr. McAdoo has appealed to the public to avoid pleasure traveling, but he seems to have been unheeded. It is not possible for the United States Railroad Administration to put a quart in a pint bottle. It can not carry the soldiers who must be transported comfortably and provide the public with the luxury and accommodations to which they have been previously accustomed. The former is an imperative duty, and this is written that those who complain of the crowded cars and the delays at ticket offices may understand that some discomfort and inconvenience are unavoidable. Universal mileage books, good in the hands of bearer upon any railroad under the control of the Director General, have been devised and are now on sale. Those who use them will avoid the delay usually encountered in the purchase of tickets, but the best method of relieving the situation is to avoid unnecessary travel and preach the gospel of "winning the war by staying at home" among your friends by both precept and example.

2. *The surcharge of one-half cent a mile now made for transportation in parlor or sleeping cars, which charge is in addition to the regular Pullman fare, is another thing that provokes many complaints. The reasonableness of this charge will be appreciated in the light of the following comparisons: With one person in a berth the average sleeping car will accommodate but 27 people, whereas a modern coach has seats for approximately 60 people. Upon the average, a passenger in a sleeping car occupies 13½ square feet of space, whereas a passenger in a modern steel coach occupies but 7½ square feet. The*

average dead-weight per seat in a sleeping car is 3,250 pounds, whereas the average dead-weight per seat in a modern steel coach is but 1,400 pounds. The passenger capacity of a sleeping car is, therefore, less than half of the passenger capacity of the average coach and the engine load per passenger is more than double in the case of Pullman cars that are completely filled, and still further increased when they are only half filled, as was not infrequently the case when a person with only one transportation ticket was permitted the exclusive occupation of a section. In view of these figures the reasonableness of the increased charge now made for the luxury of a Pullman car at once becomes apparent. It is not necessary to elaborate upon it.

3. *The rule which makes it impossible to reserve Pullman accommodations without paying for them and another rule, formerly in force, which made it necessary that Pullman tickets not used should be sent to Chicago for redemption* are the subjects of many complaining letters. These rules were deliberately adopted in an effort to prevent those who were only *thinking* about a journey that they were not certain to make from preempting the Pullman space that was urgently required by others who were compelled to travel. When it was possible to reserve a berth by telegraph or telephone or buy a Pullman ticket and get your money back at the last moment, it frequently happened that sleepers in which all the berths were reserved in the morning would go out half filled in the evening because the reserved space had not been taken up or had been released so late that it could not be resold. Now that it is necessary that both the railway ticket and the Pullman space must be paid for before a berth can be reserved, only those who are reasonably certain of traveling make reservations, and the Pullman cars are better filled, to the advantage of both the public and the railways. The rule which made it necessary to send Pullman tickets to Chicago for redemption has recently been rescinded and they will now be redeemed at the office of sale provided they are presented long enough before the departure of the trains to permit of their resale. Thus tickets on trains leaving during the forenoon of any day must be presented at the office of sale by 5:30 o'clock p. m. on the previous day, and tickets on trains leaving after 12 o'clock noon must be presented at least three hours before the departure of the trains for which they are sold. Pullman space released later will, if possible, be resold for account of the buyer, and when so resold the tickets will be redeemed if sent by mail to the Pullman Co. in Chicago. The necessity of providing Pullman cars for the transportation of our troops on night journeys has made it necessary to adopt these rules, all of which are designed to secure a full loading of the sleepers which are used by the public and thereby release those which are necessary for the transportation of soldiers.

4. *The sale of surcharge tickets for transportation in Pullman cars when no berths or seats are to be had* is one of the things properly complained of that has been remedied. Formerly the Pullman Co., being a separate and independent organization, objected to collecting revenue due the railroad companies. Now that both are under the control of the United States Railroad Administration this difficulty has disappeared, and arrangements are being made in pursuance of which the Pullman Co. will hereafter sell tickets for the transportation surcharge to those, and only to those, who are able to secure accommodations in parlor cars or sleepers. Much of the unnecessary confusion hitherto arising will thus be avoided.

5. *The limit of from 24 to 48 hours now placed upon the use of tickets issued by a few roads that formerly sold unlimited or 30-day tickets for short journeys* has also provoked many complaints. It is natural that those who do not understand why this limitation has been imposed should resent it, but there is a good reason for the new rule. It is to be found in the crowded condition

of the trains, which makes it exceedingly difficult for the conductor to be sure of collecting the tickets from everyone in the car, especially when some of those who have no scruples about "beating the railroad" are skillful in evading him. If these dishonest persons could buy unlimited tickets and succeed, as many of them do, in riding without surrendering them, they would be able to resell the unused ticket or get a second or third ride free, thus giving them an advantage over their more conscientious fellow travelers. A limited ticket good only on the day of issue makes such practices more difficult, and the rule prohibiting the sale of unlimited tickets has been framed in the interest of the honest as against the dishonest person and is to be commended rather than condemned.

6. *Ill-kept stations, cars, and lavatories* compose another group of the grievances complained of in many letters that reach the Bureau for Suggestions and Complaints. The investigations which have followed the receipt of these letters reveal not a few cases of genuine neglect and carelessness. Efforts are being made to prevent their recurrence and enforce high standards of cleanliness and sanitation everywhere. It is to be admitted, however, that the shortage of labor makes this difficult, and that while the war lasts immaculate housekeeping is hardly to be expected. One of the letters received upon this subject is worthy of special notice. It came from a woman in a Pennsylvania town where the station was unkempt. The writer said that she knew that the station agent was doing all that he could, but that she realized that it was impossible for him with the help at his disposal to keep things in a presentable condition, and she offered to organize a committee of women who would undertake to sweep out and clean the station daily as a part of their war work. It has not yet been decided whether it would be expedient to accept this offer, but the admirable public spirit that it expresses is entitled to appreciative recognition.

7. *The departure and arrival of trains at inconvenient hours and schedules which are arranged to prevent rather than facilitate close connections between trains on roads that were formerly in competition* are matters that are complained of in still another group of letters, many of which have been helpful to the officials who ever since the United States Railroad Administration was organized have been trying to coordinate the railway time-tables of the various roads.

Now that competition is eliminated, there is every reason why the national time-table should be synchronized as far as possible. Efforts are being made toward this end, but the arrangement of a railroad schedule is a matter of infinite complexity and its rearrangement is even more difficult. There are many communities in the United States where the whole scheme of living has become adjusted to the arrival and departure of certain trains. To change their time would involve almost a social revolution. Then again a single change in a schedule may compel hundreds of other changes at other points or on other roads, and each innovation must be carefully studied. Some improvements have already been made, and ultimately, no doubt, a large portion of the time now wasted in waiting for connections can be saved; but in the effort to attain the ideal in this as in other respects great care must be used to avoid dropping a monkey wrench into the machinery that is already working fairly well.

This about completes the list of what have come to be called "conventional grievances" in the Bureau for Suggestions and Complaints. Of course, it does not include many other things that are complained of, nor does it take account of the innumerable suggestions that are made for the improvement of the service. Some of these suggestions are practicable and have been thankfully adopted. Others, as for instance, a bachelor's advice that a nursery car reserved for mothers and children should be run upon every train, are impracticable.

Complaints of discourtesy on the part of employees are less frequent than might have been expected and are about equal in number to the letters of commendation received.

The consolidation of ticket offices, which was at first criticized, is now generally approved, as the new offices are getting into working order and their convenience is appreciated.

The delays in settling claims for lost or damaged freight and baggage are the subjects of many letters which will, no doubt, lead to a reform in the traditional policy of many claim agents who had been in the habit of trying to save money for their roads by a procrastination which often wore the claimants out. Mr. McAdoo has ordered that just claims shall be promptly paid, and that unjust or dishonest demands shall be resisted and the claimants prosecuted where there is any evidence of criminality.

Concurrently with the increase in passenger travel there has naturally been an increased amount of baggage to handle, but the comparatively small number of letters reporting "lost trunks" encourages the belief that the baggage men have succeeded in meeting the strain to which they have been subjected. It may not be amiss, however, to express the hope that the American public will soon realize that it is a war duty to travel with as little baggage as possible when travel is necessary. Handling heavy baggage is a duty that can only be performed by strong and vigorous men, and delay in the transportation and delivery of heavy trunks is almost inevitable when the number of such men available is constantly being decreased by the draft.

Generally, and with few exceptions, the communications reveal a widespread desire to cooperate with Mr. McAdoo and the United States Railroad Administration in the effort that is being made to improve railroad efficiency for the winning of the war. To this everything else must be subordinated, and in comparison with this everything else is trivial. Our soldiers must be carried in comfort on what, for some of them, will be their last journey in their own country. While they are risking their lives for our protection on the battle fields and in the trenches of Europe, they must be kept liberally supplied with everything that they may require. Our allies must be fed. Our wounded must be brought back and tenderly carried to the homes and hospitals that are ready to receive them. The Bureau for Suggestions and Complaints was primarily organized to promote the efficiency with which the railroads may serve the Nation in the doing of these things.

If it shall have exalted the convenience or comfort of the individual to the disservice of the country or a civilization that has become militant in the assertion of right and the protection of humanity, then it had better be discontinued. Comfort and convenience must give way before the supreme needs of war and be surrendered until victory is ours.

October 23, 1918.

Director General McAdoo today made public the following summary of traffic conditions for the past week:

EASTERN REGION:

Consolidation of oils for movement in train loads to the Eastern district is being arranged.

Arrangements for loading LCL freight through to destination is progressing, thus avoiding transfer.

Use of cross lake car ferries has been increased for relief of the Chicago gateway.

Passenger travel shows decrease on account of Influenza and cancellation of various public gatherings.

Consolidated ticket offices in New York City meeting with universal public approval and general commendation heard of the plan to sell railroad and Pullman transportation at the same ticket windows.

ALLEGHENY REGION:

Passenger travel continues light on account of the epidemic.

Additional workmens' trains have been established.

Service in consolidated ticket offices has been found satisfactory and table d'hote service on dining cars is being generally complimented.

The influenza epidemic has seriously interfered with train movements and station labor.

Movement of Fall and Winter fruits and vegetables very heavy.

Effect of Philadelphia Shipping Day Guide shows increase of 15.8% in average tons per car.

POCAHONTAS REGION:

Passenger traffic materially decreased on account of the epidemic.

Service consolidated ticket offices satisfactory.

Freight movement also reduced by influenza.

SOUTHERN REGION:

Passenger travel has been largely decreased by influenza and the State Fairs of a number of states abandoned on this account.

Service at the ticket offices, in spite of shortage from illness kept up to requirements.

Through passenger train service has been arranged between Washington and Newport News.

Freight traffic continued heavy.

Cotton not moving in large quantities to mills but continues to crowd in on compresses at concentration points.

Citrus fruit movement from Florida increasing rapidly.

Freight movement slowed down by epidemic.

Work of rate committees somewhat interfered with by illnesses.

NORTHWESTERN REGION:

Grain receipts at principal primary markets continue very heavy, at Chicago, Minneapolis, Milwaukee and Duluth, 20,600,000 bushels in 1918 as compared with the same week of 1917 of 10,300,000.

Large live stock movements in Montana and other districts where there is a shortage of winter feed.

The prohibition of feeding wheat to hogs will effect hog raising in states where corn is not raised.

Live stock from South St. Paul to U. S. Yards, Chicago being pooled, resulting in an average of 56 cars per train, compared with former average of 25 cars.

Steel for Pacific Coast shipyards being consolidated in train loads at Chicago.

New plans for dining car operation being worked out and seem to be generally favorably received.

CENTRAL WESTERN REGION:

Movement of grain continues heavy and live stock continues to move in large volume.

Coal loading shows substantial increase.

Reports indicating a saving of nearly 800,000 car miles by re-routed traffic.

Passenger travel shows decreases on account of epidemic.

Some decrease in Pullman service made because of lighter travel.

SOUTHWESTERN REGION:

Movement of cotton is increasing.

Car supply ample, including open top cars for the cane movement in Louisiana and Texas.

Passenger travel reduced by epidemic, which is also interfering with work in shops and offices, but in spite of crippled force, it is reported that the consolidated ticket offices are satisfactorily serving the public.

WAR DEPARTMENT:

Unusually heavy shipments of motor trucks and hay, made for overseas need. Other Eastern Territory conditions satisfactory.

Chicago conditions good. Abnormally heavy shipments handled very satisfactory.

Pacific Coast increased movement of East bound canned goods and dried fruits with acute labor condition resulting in some congestion.

NAVY DEPARTMENT:

Transportation situation generally satisfactory.

LCL shipments by freight showing better movement, but express situation ~~not~~ so good.

Slight delays in unloading cars at Boston, New York and Brooklyn being looked after, as well as labor shortage will permit.

FUEL ADMINISTRATION:

Eastern, Allegheny and Pocahontas Regions:

Car supply irregular and movement slow due to influenza.

Tidewater: Vessel supply ample.

Lake situation: Shipments very heavy. Some accumulation at ports.

Southern and Western Regions: Situation good with some car shortages on Tennessee Central and Frisco roads.

Coke production reduced and in connection with slower movement, threatens supplies of furnaces and foundries.

General production of coal affected by the epidemic.

FUEL ADMINISTRATION, OIL DIVISION:

Shortage of tank cars East of the Mississippi River but mid-continent field well supplied with empty cars.

Service reasonably satisfactory under existing conditions of epidemic.

FOOD ADMINISTRATION:

Some new complaints as to handling of fresh meat and packing house products, which are being looked after.

Complaints have disappeared as to sheep loading in the Rio Grande country.

Complaints received as to threatened car shortages for apples in Western New York, but situation has been very well taken care of.

Permit system of handling grain extended to the Pacific Coast and also instituted at Interior Eastern markets, Detroit, Cleveland, Cincinnati, Toledo, Indianapolis and Buffalo.

SHIPPING BOARD:

The epidemic has slowed up somewhat the unloading at a number of shipyards, but each case is being actively followed up and no large accumulations have occurred.

Movement generally satisfactory.

GENERAL:

American Iron and Steel Institute report one furnace out on account shortage of men.

Fuel for furnaces in good shape, although some shortage of cars in Pittsburgh district.

Some tonnage being held on account of car shortage in Cleveland and Wheeling districts.

The export conditions satisfactory.

Lack of boats for River Platte trade has resulted in discontinuance of permits for that traffic.

Export freight in cars shows an increase, but not an objectionable one.

Unloading of grain to elevators at North Atlantic ports seriously interfered with by epidemic.

Grain situation at Galveston and New Orleans improved.

Control of Pacific Coast situation showing improvement.

The week ending October 16 building program of Government Departments very heavy, 91 projects having been authorized, involving the movement of 16,040 carloads of freight.

Receipts of live stock at Chicago very much heavier than last year, hog receipts showing about 90% increase and sheep receipts about 80%.

Government shipments overseas show a material increase.

During the past month, nearly 16,000,000 bushels of grain moved via Lake from Chicago.

The Rocky Ford melon crop was estimated at 1200 cars but actually 1769 cars moved with no trouble in car supply.

United States Railroad Administration

W. G. Mc Adoo, Director General of Railroads

Illinois Central Railroad

Yazoo & Mississippi Valley Railroad, Chicago Memphis & Gulf Railroad

Accounting Department

CIRCULAR NO. 171

THRIFT AND WARSAVINGS STAMPS

Chicago, October 1, 1918.

To All Officers and Employes:

In the early part of this year, the following appeal was made to the patriotism and thrift of the people of the United States:

America's Saving May Save America

In the struggle for world freedom and safety, vast sums are being spent and still greater sums are needed. The savings of the people are a tremendous weapon for defense.

The money of the people, rich and poor alike, is enabling the government to arm and equip, feed and clothe the soldiers and sailors who are going to fight and win the war. Have you a father, brother or friend in the ranks? Help equip him for victory. Your money will do it, and the government wants to borrow your savings for that purpose.

Furthermore, the government wants to encourage the savings habit, knowing as it does that a thrifty people are the best foundation for a safe and prosperous nation. Accordingly, a savings plan has been devised which makes savings profitable as well as patriotic.

For \$4.12 loaned your Government in January, 1918, you will receive back

on January 1st, 1923, the sum of \$5.00. Your first \$4.12 buys a War Savings Stamp of the face value of \$5.00, and a card is given you to paste this stamp on. There is room on the card for twenty stamps. The card bears your name, and the money cannot be paid to anyone but yourself or your heirs. You can take the card to your post office and have it registered, so that if you lose it, a new one will be given you. If you should have sickness or trouble, and find you will need the money before January 1, 1923, you can go to your post office, and your money will be paid to you with interest. You can only get 3% interest, if you cash in your stamps and certificates *before* January 1, 1923. If you wait until January 1, 1923, you get 4% interest, compounded quarterly.

You will not always be able to buy a \$4.12 Stamp. To help you save, your Government has issued Thrift Stamps, which are 25 cents each. With your first 25-cent Thrift Stamp, you receive a card made out in your name, on which to paste the stamps. There is room on this card for sixteen stamps. When you have filled the Thrift Card, it will be exchanged for a \$4.12 War Savings Stamp upon payment of twelve cents. If you buy or exchange Thrift Stamps for the War Savings Stamp in January, the cost will be \$4.12; in February the cost is \$4.13; and one penny is added to the cost during each month in the year.

In our Country, there are 100,000,000 people. If each one of our people would save only \$20.00 this year and buy War Savings Stamps, the total amount which our people would loan to our Government through War Savings Stamps alone would be \$2,000,000,000.

NOT ALL CAN FIGHT—BUT ALL CAN SAVE

In order to assist in the campaign for the sale of Thrift and War Savings Stamps during the closing months of the year 1918, it is desired that every employe of these lines be solicited to purchase Thrift and War Savings Stamps to the fullest extent of his ability.

Heads of departments are requested to arrange for the organization of War Savings Societies in all offices, agencies or shops where there are ten or more employes. These organizations should be perfected by designating an active employe in each office, agency or shop to solicit pledges from every employe to purchase stamps at regular intervals for the remainder of the year. These intervals may be weekly, semi-monthly or monthly to suit the convenience of the shop or office. The persons so designated shall be called Secretary of the(office, agency or shop) War Savings Society.

Each Secretary shall prepare a list headed as follows:

**Pledge to United States Government
To Purchase Thrift and War Savings Stamps
During the Remainder of the Year 1918**

Name

Amount per Month

This list should be presented to each employe assigned to the Secretary and a pledge obtained for the full amount of stamps per month such employe is willing to purchase for the remainder of the year. These amounts may be added to from time to time as desired by the pledgee.

As fast as these War Savings Societies are organized, each Secretary will advise the Acting Federal Treasurer, stating the number of employes assigned to him and the number and aggregate amount of the pledges obtained by him at the time of the organization of the society.

Thrift and War Savings Stamps are obtainable in each community from the Postmaster or local banks, and Secretaries will see that the amount of stamps pledged by each employe is purchased. At the close of each month, each Secretary will report to the Acting Federal Treasurer direct the number of purchasers and total amount purchased.

All officers and employes are urged to take an active interest in this work and do everything possible to increase the sale of Thrift and War Savings Stamps. Additional copies of this circular can be obtained from the Acting Federal Treasurer on request.
(File 181-19 B)

W. D. BEYMER, Federal Auditor.

O. F. NAU, Acting Federal Treasurer.

Approved: C. M. KITTLE, Federal Manager.

A new food conservation program, effective October 21, is announced by the United States Food Administration, for all places where cooked food is sold to be eaten on the premises and will affect every hotel, restaurant, cafe, club and dining-car service in the country. It is estimated that approximately 9,000,000 people take their meals in these public eating places.

The new regulations carry into effect the recent announcement of the Food Administration that in fulfilling the American promise to the Allies to send them seventeen and a half million tons of food this year, the public eating places would be called upon "to undertake in many particulars a more strict program than last year."

There are twelve "General Orders" in the new plan which sets forth the specific measures by which it is proposed to carry out a direct reduction in the consumption of all foods, particularly staples, rather than a series of emergency regulations such as meatless and wheatless days and meals, and the substitution of one food for another.

The Food Administration in a circular to the proprietors of eating places, concerning the twelve general orders says:

"It has not been deemed advisable or necessary at the present time actually to license the operation of public eating places, but in cases where the patriotic cooperation of such public eating places cannot be secured by other means, the United States Food Administration will not hesitate to secure compliance with its orders through its control of the distribution of sugar, flour and other food supplies. A failure to conform to any of the following orders will be regarded as a wasteful practice forbidden by Section Four of the Food Control Act of August 10, 1917."

The prohibition against serving any bread that does not contain at least 20 per cent of wheat flour substitutes is specifically announced, and of this Victory Bread no more than two ounces may be served to a patron at one meal. Four ounces of other bread, such as corn bread, muffins or Boston brown bread, may be served instead of Victory bread should the patron so desire. No bread can be served until after the first course is on the table, which will prevent wasteful nibbling, or as a garniture. Bread served at boarding camps is excepted, as is bread containing at least one half rye flour.

Included in the definition of meat, are beef, mutton, pork and poultry, Bacon is barred as a garniture. Only one meat may be served to a patron at a meal and not more than a half ounce of Cheddar (American) cheese or butter.

No waste foods may be burned, but all must be saved to feed animals or reduced to obtain fats and fertilizer. One teaspoonful of sugar is the limit for a meal, and then only when asked for. Sugar bowls will not be on the tables. The general allowance of two pounds of sugar for each 90 meals served which includes that for cooking, is to be strictly observed.

The hearty cooperation of the vast majority of hotelkeepers and other proprietors of public eating places is relied upon by the Food Administration to secure observance of these regulations voluntarily, but it is prepared to take nec-

essary measures against the few who would interfere with the success of the plan. A paragraph in the circular says:

"We know that the majority of men in this class of business will welcome this enforcement on the ground that it protects the patriot from the slacker and gives the honest man who wants to save for the country protection from the wrongful acts of his unpatriotic competitor."

Simplified service, with meats and vegetables on one plate instead of in side dishes, only necessary silverware, and simplification of the menu and menu cards are urged as means not only to save food, but labor and paper. The War Program discourages the table d'hote meal except when confined to few courses and small variety, as on the Continent.

That we shall have sufficient sugar to take care of the present rate of consumption and to provide for the extra drain of the Allies is a conclusion of the Food Administrator, who also declares there will be sufficient coffee if wastefulness in brewing the beverage is eliminated.

The Food Administrator points out that the success of the general food-saving program will assure the exportation of adequate supplies to our Army and the Allies and bring the war to a close as speedily as possible.

"We can do all these things," he declares, "and I believe we can bring this business to an end if every man, woman and child in the United States tests every action every day and hour by the one touch-stone—Does this or that contribute to winning the war?"

October 27, 1918.

Director General McAdoo has submitted to the Interstate Commerce Commission and State Railroad Commissions a system of class rates which, if adopted, will do away with most of the discriminations and inequalities that now exist and will bring about a greater degree of uniformity in those sections of the country where conditions of transportation are practically identical.

These mileage schedules of class rates, which are purely tentative, are offered for adoption in the territory east of the Mississippi River and south of the Ohio River and of the main line of the Norfolk & Western Railroad; also in all of the states west of the Mississippi River including Wisconsin and Minnesota.

In the West the country has been divided into zones, within which for both intra and interstate application, the following scales are suggested: In Iowa, Wisconsin, Minnesota and Missouri north of the Missouri River the 75 per cent scale; in North Dakota, South Dakota, Nebraska, Kansas, Oklahoma, Arkansas, Missouri south of the Missouri River, Louisiana west of the Mississippi River, and Texas common point territory the 100 per cent scale. This same scale is also proposed for application intra and interstate between points in the states of California, Oregon and Washington. In Arizona, New Mexico, Colorado, Nevada, Utah, Wyoming, Idaho, Montana and Texas differential territory the 120 per cent scale is suggested.

In this connection it is interesting to note that the 100 per cent scale, which is now proposed for use in several of the granger states, is exactly the same, except for its extension to 1,000 miles, as that recently agreed upon for use in the state of Oklahoma at a conference between Director General McAdoo and the railroad commissioners of that state to whom it was entirely satisfactory.

In the Southeastern territory one of two scales is proposed for adoption, the first being the same as offered for application in 100 per cent Western territory to be governed by the Western Classification; the other a special scale designed to be used in connection with the Southern Classification. It is hoped that the people of the Southeast may find it advantageous to adopt the Western scale and Western Classification, which would prove not only a great convenience to

the shipping public but also a long step toward a uniform classification which is desired.

It is not the idea of Director General McAdoo that these scales should apply inter-territorially; for instance, between two points one of which is in 75 per cent and the other in 100 per cent territory. The only exception to this is, it is proposed to apply inter-territorially within the boundaries of Texas the scale for 100 per cent territory in conjunction with the scale of differential rates prescribed by the Interstate Commerce Commission in the Shreveport Case for application in Texas differential territory without, however, the increase of 25 per cent provided for in General Order No. 28. It is believed the overhead or specific rates, which will be continued in effect, will amply protect inter-territorial traffic, as well as the few interstate movements beyond the maximum distance for which the proposed schedules are fixed within the various zones.

These scales are being sent to the various State Commissions and to Commercial organizations in the States affected inviting their criticism and suggestions. The advice of the Interstate Commerce Commission is also being sought under the Eighth Section of the Federal Control Act and presumably hearings will be held by that body to the end that the widest possible investigation as to their property and reasonableness may be made. In addition to this they are being sent to the various traffic committees throughout the territory prescribed that they may analyze them and offer constructive criticisms and suggestions as to their possible use.

Director General McAdoo is not wedded to any theory or any schedule. His purpose is to bring on a full and intelligent discussion of the subject to the end that what is right and in the public interest may prevail.

United States Railroad Administration

Washington

November 1, 1918.

General Order No. 51

The majority of railroads under Federal control have already made announcement with respect to the preservation of seniority rights for employes who have entered the military service of the Army and Navy, and have indicated that so far as practicable, preference in re-employment or reinstatement would be given to soldiers and sailors when mustered out of the service.

(1) In order that as nearly as practicable there shall be a uniform treatment of this matter, the following general principles will govern:

(a) In the case of an employe having established seniority rights, so far as practicable, and where the employe is physically qualified, he will be restored to such seniority rights.

(b) In the case of employes who do not have seniority rights under existing practices, a consistent effort will be made to provide employment for them when mustered out of military service.

(2) Upon railroads where the assurances given on this subject have been more specific than the provisions of paragraph (1) hereof, such assurances shall be observed.

W. G. McADOO,

Director General of Railroads.

Prevent Fire Losses On Railroads

Preventing and Reducing the Fire Waste of
the Nation Will Help to Provide for the
Nation's Needs and to Win the War

1. All officers and employees of railroads should be on guard at all times, show their loyalty and cooperation, and through earnest efforts and constant vigilance, accept their responsibility toward the elimination of the unnecessary fire loss to railroad properties.

2. Let each employee consider himself a fire inspector or warden, as far as his particular duties are concerned, and in so far as any dangerous condition may come to his notice; and let each one have in mind constantly, that through no act of his, or through no lack of action on his part, will he create a fire hazard or allow one to pass unnoticed.

3. If you know of or see a fire danger or hazard, report it immediately to your superior in charge of your department.

4. Keep in mind constantly that the first requisite in the prevention of fire waste is good housekeeping—meaning cleanliness. Remove accumulations of rubbish and waste, and guard inflammable property and materials from all sources of danger by fire. Guard against not only physical defects but neglects brought about through carelessness, indifference, ignorance, or willfulness on the part of any person. Smoking is a general habit; guard carefully against hazards and careless practices incident to it.

5. Railroad operation is in its nature so continuous that destruction of property used in it leaves marked consequential losses. The acceptance of individual responsibility will prevent not only large waste of property, which can not be replaced to-day, but temporary loss of employment through the destruction of facilities, and serious interference with operations.


Director General of Railroads.

United States Railroad Administration

W. G. McAdoo, Director General of Railroads

Washington, D. C.

Bureau of suggestions and complaints

October 22nd, 1918.

R-4258

COMMENDATION OF TICKET AGENT

My Dear Miss Verhoeven:

Your communication of the 10th inst. to Mr. McAdoo has come to me for acknowledgment.

Your vivid description of Mrs. Jennie Bergess' manner of executing her duties, as well as the womanly grace which she evidently imparts to her station, leaves the impression that in a spiritual sense she has made a "house beautiful" of a prosaic depot. Undoubtedly she has "brightened the corner" where she is, and it seems to me that everyone who hears about her work must be interested.

It is much to say of one that she has given the "best years of her life to the performance of her duties," but assuredly Mrs. Burgess has evolved pleasure out of duty not only for herself but for those with whom she comes in daily contact. Your word picture of this lady and her office forms a mental vision of a place one would go out of one's way to visit, at the same time with machinery running smoothly as that of a well ordered household, with a good executive at the head. There is no question that those who supervise Mrs. Burgess' work will be more than pleased to know in what esteem she is held by the patrons of the Illinois Central Terminal who visit the depot at 147th St.

Thank you for your letter.

Yours for Better Service,

(Signed) Ballard Dunn,
Assistant Actuary.

Miss Lucile Ruth Verhoeven
Chamber of Commerce
Chicago, Ills.

October 26, 1918.

A report was made to Director General McAdoo today by the Car Service Section of the Railroad Administration on the quantity of coal of all kinds loaded by roads for week ended October 12, 1918, as compared with the same period of 1917. A summary of the report follows:

	1918	1917
Total Cars Bituminous.....	214,011	188,233
Total Cars Anthracite	37,837	42,452
Total Cars Lignite.....	3,839	4,065
Grand Total Cars all coal.....	255,687	234,750

A summary of reports for week ended October 19, 1918, based on actual reports from most roads, but with the results of some roads estimated, follows:

	1918	1917
Total Cars Bituminous.....	195,143	171,041
Total Cars Anthracite.....	33,603	41,277
Total Cars Lignite.....	3,610	3,976
Grand Total Cars all coal.....	232,356	216,294

Increase of 1918 up to including week ending October 19th over same period of 1917—730,203 Cars.

The number of cars loaded with bituminous coal at all mines throughout the country during the week of October 19th showed a marked decrease compared with the previous week, amounting to about 7%. The falling off occurred mostly in the territory east of the Mississippi Region, and apparently is a direct result of the epidemic of influenza which has been existent in that territory for some time, and seems to have reached the mining regions to an extent sufficient to affect coal loading during the week of the 19th and to a lesser extent during the previous week.

On those roads where the coal loading fell off more than five per cent, it was quite usually the fact that the orders for empty cars placed by the mines also fell off to the same or greater extent. The mines were not, however, able to load even up to their expectations, as evidenced by their car orders, a fact which is demonstrated by an extra-ordinary increase in the number of empty cars left standing over at these mines unloaded from day to day during the week.

The information concerning loading for the succeeding week of the 26th would seem to indicate that conditions have not improved in the coal loading territory, and a further decline in production must be expected during the week ending October 26th.

October 23, 1918.

Division of Operation,
Mechanical Department.

STATEMENT
of
LOCOMOTIVES SHIPPED
during
WEEK ENDED OCTOBER 12, 1918.

WORKS	ROAD	NUMBER	TYPE
AMERICAN	G. T.—N. E.	10	USRA Mikado
	L. & N.	13	USRA Mikado
	Chic. Junc.	5	USRA Switch
	C. & O.	4	Mallet
	Erie	2	USRA Switch
	L. V.	5	USRA Mikado
	TOTAL	39	
LIMA	Ill. Cent.	9	Mikado
		TOTAL		9
BALDWIN	P. & R.	1	Consolidation
	St. L.—S. F.	1	Santa Fe
	A. T. & S. F.	1	Mikado
	Great N'n.	1	Switcher
	C. B. & O.	1	Mikado
	C. C. C. & St. L.	1	USRA Mikado
	TOTAL	6	
GRAND TOTAL		54	

October 29, 1918.

Director General McAdoo sent the following notice to all railroad employes:

"I am informed that Saturday, November 2nd, has been named 'National Fire Prevention Day' by the governors of most of the states, and am glad to urge its serious celebration. The annual fire waste in the United States is estimated at from \$300,000,000 to \$400,000,000. The latter sum will pay interest on more than \$9,000,000,000 of the Liberty Bonds thus far issued. It, therefore, becomes an urgent war duty to reduce this fire waste as far as possible. Nearly all fires are preventable. Most of them are avoidable and due to carelessness or failure to provide adequate fire prevention apparatus. 'Bad housekeeping,' as it is described by Fire Prevention Engineers, meaning thereby the failure to keep the premises clean and to remove accumulations of rubbish and inflammable material, is the cause of a great many fires that cost the country an enormous sum each year. Fire Prevention Day is intended to be a reminder of our duty in regard to matters of this sort.

"The attention of railroad employes is especially called to the day. It should be observed by the removal of all rubbish heaps, the inspection of all fire apparatus, and a resolution to make and keep tidy hereafter all the property of the railroads wherever situated. I hope that the day will be widely and thoughtfully observed as a war duty."

October 29, 1918.

P. F. Finnegan, who has been actively connected with the Railroad Administration in Washington as Assistant in the Division of Traffic, will return on the 1st of November to the Baltimore and Ohio Railroad as Traffic Manager of its Western Lines, to fill the vacancy caused by the death of the late Mr. C. L. Thomas.

Mr. Finnegan was born in 1877, and entered the service of the B. & O. Railroad in the Transportation Department in Chicago, on May 1st, 1895, changing over to the Traffic Department on October 1st, 1900, in which department he worked his way up to the position of General Freight Agent on May 1st, 1911.

Mr. Finnegan was selected to help in the organization of the Division of Traffic of the Railroad Administration by reason of his experience and activity, and carries back with him to the service of his railroad the advantage of his six months' experience at headquarters of the Railroad Administration.

In addition to his duties as Traffic Manager of the Western Lines of the Baltimore and Ohio Railroad, he will be Chairman of the Cincinnati District Freight Committee, who are charged with consideration of, and recommendation on, all matters of freight charges arising in that territory.

October 29, 1918.

Because of the shortage of labor due to the influenza epidemic it has been found necessary to change from November 1st, 1918, to December 1st, 1918, the effective date for the plan adopted by Director General McAdoo for combining the sleeping and parlor car rate and the additional charge for the occupancy of space in sleeping or parlor cars.

What the Illinois Central, The Yazoo & Mississippi Valley, and the Chicago, Memphis & Gulf Officers and Employees Did for the Fourth Liberty Loan

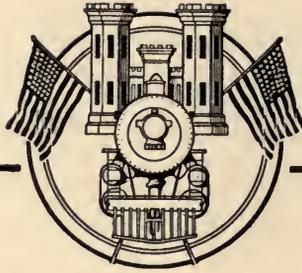
	Number Subscribers	Amount
Operating Department		
Through Railroad	42,867	\$3,252,050
Through Other Sources	4,945	572,450
Other Departments		
Through Railroad	1,552	384,500
Through Other Sources	117	18,900
Total		
Through Railroad	44,419	3,636,550
Through Other Sources	5,062	591,350
Grand Total All Departments.....	49,481	4,227,900
Percentage of Subscribers to total employes.....	99.1+	

Following Telegram Received from the Director General

“Final reports indicate that one hundred eighty-four million, eight hundred and sixty-eight thousand three hundred dollars was subscribed to the Fourth Liberty Loan by officials and employes of railroads under Federal control. I am greatly encouraged by the renewed evidence of the practical patriotism and loyalty of the men and women in the railroad service of the United States; on many of the railroads one hundred per cent of the employes have subscribed and on many others the subscriptions are almost one hundred per cent. To the employes of such railroads I want to express my especial gratification and thanks to all railroad employes who have loaned their money to their Government in the Fourth Liberty Loan Campaign, I want to extend my hearty congratulations and deep appreciation. They have strengthened the tie already binding them to their Government and they have sent to our courageous soldiers and sailors the message that Railroad employes of the United States in addition to keeping moving a steady stream of men and supplies to Pershing, to Foch, to Haig, and to King Albert, have also loaned their money to arm and equip those men and to purchase these supplies. The Fourth Liberty Loan has been a great success and I want all railroad employes to know that I deeply appreciate their splendid part in bringing about this heartening result.”

(Signed) W. G. McAdoo.

MILITARY



DEPARTMENT

Letter from Corporal T. J. Gleason Co. E. 108th Engineers

France, Sept. 22nd, 1918.

Dear Mr. Kavanaugh: Your most welcome letter arrived last night about 12:30 p. m., while I was in *bed* but you know whenever mail arrives we are all out for it.

As I was reading your letter by the light of a candle, a Fritz plane spotted the light and dropped a bomb about 100 feet from me. I at once put the light out and down to the dug-out I went and could not finish your letter till this a. m. At present the shelling is so intense none of us can come up out of our hole, so I am writing the best I can on a box by the light of a candle.

I sure have seen plenty of action since I wrote you the other letter. Possibly you have read of our doings July 4th and August 8th. There sure was plenty of excitement for all of us. I came back from the line with everything except a German, but believe me I got a couple of them while I was at the line.

After our return from the line, we were taken back about forty miles for what is called a rest. Our rest was drill every day for three weeks and we are now about one mile and a half from the third line. We expect to go up in a night or so.

Enclosed you will find a tag I took off one of the Germans I nailed while on the line. The German machines come over to see us quite often now, and most every day we see an air battle. There are quite a number of American machines over here now, and they are taking great part in all of the pushes on this front.

I hear from Humphrey about once every month; he is now switching about 100 miles from the nearest gun. Some of these fellows sure are lucky getting such bomb-proof jobs. I have not heard from Carr or any of the rest of the boys. It has now been raining for about three weeks, but of course rain does not make any difference to soldiers so we go about our work just as if the sun was shining. The mud and water is awful in the trenches, and talk about cooties and rats, they are so large that if one don't watch his gun they will run away with it.

The Germans are using an awful lot of young boys now. July 4th we found three boys chained to machine guns. I did not have the heart to touch them, but one of our fellows made short work of them. There is plenty of news here but the censor only allows us to write so much.

I will write again soon. Give my regards to the boys, also the Steno.

Your friend,

CORP. J. T. GLEASON,
Co. E., 108th Engrs., A. E. F.

Letter from Harry D. Herzog

August 9, 1918.

Dear Heinie: Received your letter of June 9 and was sure glad to hear from you. My mother in her letter last week told me about John being home on a furlough. Gee, I'll bet he was tickled to death. Everything is going on O. K. over here and I'm feeling fine. The weather here is fine just at present, and we go in swimming every day. Inclosed find my picture which I had taken while on liberty. Its fairly good I think. I'm glad Paddy Hunt joined the navy because that's what he intended to join in the first place. That gang is sure a patriotic bunch all right. Gee, but we sure had some feed on the 4th of July—fit for a king to eat. How is Dan and his girls making out? Give him my regards. Give my regards to Mike, Bill Morgan, Geo. Lareau, Harry Olsen, Case and Slim and Charley Hancock, Well Heinie, old pal, I can't think of much more to write at present, so I'll close, hoping to hear from you soon. I remain,

Your old pal,

HARRY.

The Bluejackets from the Great Lakes did wonderful work all over the Seventh Federal Reserve district in the Fourth Liberty Loan drive. For this effective co-operation credit is due the initiative of Capt. W. A. Moffett, Commandant of the Great Lakes, with the approval and sanction of Secretary of the Navy Josephus Daniels.

From the middle of September, in the period of preparation for the drive, to the last minute of October 19, seven units of Lieut. Sousa's wonderful Great Lakes band, 31 men and a bandmaster in each unit, were covering the states of Illinois, Iowa, Wisconsin, Indiana, and Michigan. These bands frequently "covered" from three to eleven towns daily, and played with technical excellence worthy of the uniform everywhere. Only a man accustomed to playing a wind instrument can tell what endurance and morale this arduous program required. Many of the "brasses" came back with lips in a most painful condition from the constant playing. But no complaints.

Capt. Moffett's staff officer, Lieut. K. S. Goodman, had direct command of these band activities, with the executive assistance of Chief Yeoman Earl H. McHugh.



HARRY D. HERZOG

When the crisis of the loan appeared at the start of the third week, nine band units were sent to Chicago, and they played virtually in all the wards and suburbs of the city. On Wednesday, October 16, with the approval of the Secretary of the Navy and of Capt. Moffett's suggestion 2,000 sailors of the 16th and 17th regiments at Great Lakes were detailed to assist the captains and workers at the loop and outlying booths of the sales organization. They were under orders which prevented anything like direct salesmanship, but were permitted to use persuasion and to arouse enthusiasm among the throngs watching the "features" provided by Bureau Chief Sam P. Gearson.

The records show that 11,012 liberty bond sales making a total of \$979,850 were traceable directly to the efforts of the sailors during the three days of their activity in the city.

Not content with this cooperation, Capt. Moffett sent his sons George and William A., Jr., eleven and eight years of age, and in one day they were chiefly instrumental in sales of \$61,500 of Liberty Bonds. On the last day of the loan all Capt. Moffett's children entered with zest into the whirlwind finish and added \$210,000 to the Chicago total. Janet, aged 14, George, William, Charles, the three-year-old and Betty, all wearing the regulation navy uniform added greatly

OUR SERVICE FLAG



to the enthusiasm and spirit of the "wind up."

To make the story complete it must be added that the Great Lakes sailors, out of their pay of \$32.50 a month were patriotic enough to pay \$2,500,000 for Liberty Bonds.



WINDY CITY ECHO

13TH ENGINEERS, (RY) U. S. AMEXFORCE IN FRANCE

Vol. 1. No 8.

SEPTEMBER 13, 1918

PRICE 2½ Washers

ENTERTAINMENTS AT THE Y. M. C. A.

The St. Louis Quartette (Collins, Niedringhaus, Stark and Flesh) and Elsie Janis were welcome visitors at our two Y. M. C. A. huts last month.

The St. Louis bunch came to the Windy City on the 12th of August and entertained a large crowd there that night. They were all in good voice and put over a number of harmonious melodies, the most popular of which was "Sweet Emalia". Stark had a deep bass that fairly made the barracks tremble, and Collins got rid of some good coon stories. Before closing Niedringhaus led one side of the house to "Tipperary" and Flesh, who was all of that, led the rest in "Pack up your troubles" and then both sides sang at the same time, the result being riotous to say the least. After showing at the Windy City hut, the Quartette journeyed to Washington on one of the gas cars and repeated their performance. Then to prove what good fellows they were, they went over all the rest of the line stopping to sing at the various detachments and in two cases stopped long enough to sing some songs for section gangs.

Elsie blew in with her mother, manager and maid in a heavily upholstered Packard limo, on the 13th of August. She seemed to be in a great hurry to return to Paris but nevertheless put on two good acts, one at Washington and one at Windy City. At the latter place, a truck was backed up against the officers quarters and Elsie sang her songs, danced and turned hand springs on the floor of that unsteady vehicle. The best thing she did, and everything she did was good, was her song "Give me the moonlight" with its American dough-boy, French poilu and Hun airman versions. If she had stayed longer some of us could have given her some new verses. For instance there is a hoy in Headquarters, popularly known as Solitary Lateline, who is continually singing "Give me a mess-kit, give me a stew and leave the rest to me". After about thirty minutes of hard work, Elsie and party parted and the last we saw of them they were making about 90 per cent — in the general direction of the big village.



TRANSFERS

During the month of August the following Officers and men have transferred as follows: Major C. L. Bent ----- to Angers Replacement Depot.

Capt. G. H. Holmes ----- to Railway Transportation Corps.

Sgt. C. W. Coryell ----- to an American Hospital near Paris.

Sgt. L. E. Robinson ----- to 6th Cavalry. Sgt. Robinson returned to the same regiment he enlisted in for the first time twenty-seven years ago.



THE HISTORY OF THE THIRTEENTH

By D. I. Lette.

(Continued from August issue).

Shortly after eleven o'clock on the night of August 13, 1917, our train came to a stop at a station where there were no lights and where only low voices and whispers could be heard outside. This was the town of C----- on the Marne and here it was we received the word to detain. Standing out on the platform we could hear the heavy rumbling of big guns and on the northern skyline see great flashes which was proof to us that we had finally arrived on the Western Front.

After a delay of an hour or so, during which time our interpreters had their first real opportunity to display their double line of goods, we shuffled off into a dark and narrow street lined on both sides by crowds of curious French people who peered at us with the aid of flashlights. Although there was no great outburst of cheering, these people were obviously excited at our arrival, our regiment being the first American soldiers in that part of France. After we had plodded along for a little while and entered the main street of the town, the people there disregarded instructions and with hoarse cries of "Vive l'Amerique" swept out on the street to grasp our hands and march with us. Little children, some of them barely able to toddle, were particularly demonstrative in this respect. It was undoubtedly one of the strangest, yet one of the most sincere welcomes, ever tendered to American soldiers anywhere. Finally, after some thirty minutes marching

we pulled up on the other side of the town and passed through a large gate into a courtyard, enclosed on all sides by two story stone buildings. Each company was then allotted a certain amount of space in each building, but as there was not sufficient room for the entire regiment, A, B and C companies had to march over to another part of the town where similar quarters were provided. These buildings were very old and had been used for quartering French soldiers and horses when Napoleon was a cadet, the lower floors for horses and the upper floors for men. Some of us drew coats while others literally had to "hit the hay", but either way it was just what we had been looking for and we soon forgot our troubles in deep sleep.

If Reveille was sounded the next morning few of us heard it or paid any attention to it, and we were permitted to sleep until noon. What we got up then for is a mystery as the mid-day meal was anything but square. Still we were lucky in having a French canteen in camp where such luxuries as ham and eggs could be obtained, and despite the serious difficulty of trading in a foreign language this canteen soon became headquarters for the enlisted men of the regiment.

At 5.00 p. m. everyone except those in the necessary working details was given a four hour pass to the town and the cafes and restaurants were quickly filled with Americans anxious to get a square meal and a little liquid refreshment. Where there were interpreters everything ran smoothly, but where there was none it generally took an hour to place an order, which when served was frequently "something else again".

Owing to its close proximity to the German lines, the town had an ordinance in effect prohibiting lights being shown after dark, but it was evident that some men in our regiment thought that the order did not apply to them and by nine o'clock, a few were so highly illuminated that it took several men and several buckets of water to extinguish them.

The next day, August 30th, Regimental Headquarters were established in one of the buildings on the court. Drills were started that day and in fact the whole military routine was begun all over again. At noon the camp was thrown into a great state of excitement on account of the arrival of our first mail from the States. Although over a month old it was more than welcome and letters were read and talked over until late that night.

(Continued on Page 3, Col. 1).

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WINDY CITY ECHO

The unofficial organ of the 13th Engineers R.Y., U. S. Army. Published monthly on the 13th. Price 25 centimes per copy. On sale at YMCA, Company offices, and all detachments. Remittances are to be made to the Treasurer, and requests for additional copies, or back numbers addressed to the Treas.

S. L. Beckwith, Editor-in-Chief.
D. I. Lette, Associate Editor.
T. Sullivan, Editor.
J. P. Casey, Treasurer.
W. G. Burns, Business Manager.

In view of the fact that we are about to extend the scope of our operations, several outstanding facts are worth while considering.

That we have successfully operated our present line does not necessarily mean that we have done anything wonderful, in view of the personnel of this outfit, which is composed of the pick of the Western Railroads. We have done well what has been asked of us by the French. They are well satisfied with what we have accomplished, and the added responsibilities which they are putting on our shoulders will make us more valuable as a unit in the grand old game called "Licking the Hun". So let us not be content with what we are accomplishing now, which after all, is only what was expected of us. We are here to surpass expectations. The additional mileage which we are asked to operate is the test of our reserve ability and staying power.

In view of the great help that the Y.M.C.A. has given this regiment, a fact that a few people forget because of the continuous service that has been rendered since our being in this sector, the Echo takes this means in protesting against the article that was inserted in the Herald a few days ago by some member of this regiment.

Even tho it was as stated, it wasn't necessary to get space in the Herald to contradict an article by the Y.M.C.A. that was only intended for general news, and one that did no harm.

It looked like somebody wanted to break into print awfully hard and knew of no other way to go about it.

Next time pause and think of the harm such an article can do and no one, the better for it.

The war will be won in the air and not on air, so if you're not an aviator, please stay on the ground.

°°

The Yanks are giving Fritz his place in the sun by keeping him out of the trenches

°°

We hate to talk about ourselves, Bill, but Geel we've got a great li'l ole Army — now honest, don't you think so?

°°

If you're worrying about next winter, just remember Valley Forge and brace up.

In France August 6th '18.

A COMMUNIQUE TO RUSSELL D. COULTER.

'Twas on a rainy afternoon in faroff wartime France
The adjutant gave me the news which made my old heart dance.
"Permission time comes soon, my boy — Where do you wish to go?"
"To Nice, My Dear old Capitaine" I said in accents low.

I then took invoice in my jeans to see about the jack
I found that in my estimate some O.D.francs I'd lack
And then a cheery hope took birth within my manly breast
I said "I'll just drop Russ a note and put him to the test"
Now Russell on permission went, many a long day back
Two payday's since rolled o'er his head and left him beaucoup jack
So here again my hope is high as I write this dirty true
To see if I can't make a touch for an O.D.franc or two.
Now permission time will not be here for almost 30 days
And the object of this poem is not to make a raise
But just to put you on "Alert" to be ready when I come
To place into my lily hand a goodly little sum

If all goes well I ought to have sufficient jack to go
But as your name is in reserve this warning you should know
That if my roll is lightened by a bar room bill or two
You may expect in the next 4 weeks I'll make a call on you
But a greater reason prompts me to serve you in advance
With a hint of my intentions and the state of my finance
This reason I will soon explain with all its details true
Just why I am ahead of time to write this note to you.
When Cap't Horton framed the list he picked to go with me
A first lieutenant — Doud by name — and now you plainly see
That you will have to loan some francs to either him or me
And as my letter reached you first your duty you can see.

I know Doud well, and his possession of the coin
Is a thing he never had since in the army he did join
And I'm sure a tale of woe he'll soon dispatch to you
To pry you from your roll to see permission through
Your name is on his list I know for he has said to me
If I am short I'll simply drop a note to Russell D.
That's why I'm here ahead of time, so that the facts you'll know
And be prepared when Doud comes 'round to pry you from your dough.
Just tell him when he touches you "You're late — Dud saw me first
And took my roll from in my jeans to help him quench his thirst
When on permission he does go in about two weeks or three
Some other capitalist, I'm afraid, you'll have to go and see
And if my roll does not suffice to see me thro' the trip
I'll make a visit down there and there you'd door I'll slip
And in the privacy of that little hut upon the hill
I'll touch you strong for O.D.francs to see me thro' the mill.

Sincerely

E. PLURIBUS.

Carbon Copy to Doud for his information

THE COUNTER ATTACK

Its a tough old war and times are hard,
But I hope by Gosh I can help my pard.
When you've been to Nice — You'll know just why —
It happens now that I'm near milked dry.

If the Q. M. wakes up and forwards my pay,
And the P. M. don't flag it for beaucoup delay,
There's a pretty fair chance, as things go in France,
That you won't be forced to do Nice in a trance.

So be of good cheer and don't shed a tear,
In Paris and Nice there's still plenty of beer.
Don't have any fear that you won't be able
To tell all the girties to fill up the table.

This is not a real promise, its only a threat,
But if things break as they ought to you'll be able to get
The desired sum of francs to assist you to dine
To play with the dollies and buy plenty of wine.

As a writer of verse, there's not any worse,
But I know you won't care how rotten or terse
So long as the answer permits you and Doud
To feel the assurance you can join the gay crowd.

(Continued from Page 1, Col. 3.)

On August 24th, Colonel W. C. Langfitt received notice of his promotion to the rank of Brigadier General and that night the officers tendered him a farewell banquet. The entire regiment, though happy with him in his advancement, was sorry to lose him especially at that time when we had just arrived in France and about to start to work. (General Langfitt has since received other promotions and was recently made Chief Engineer of the American Expeditionary Forces).

The next day we put on our best uniforms and shined up our equipment for a parade and review before General Gouraud, the mutilated hero of the Dardanelles, and now famous for his defense of Rheims in the recent German offensive. The review took place in a public square off the main boulevard in the afternoon, and was very impressive particularly as regards the French share in the ceremony, and inasmuch as it was our first formal review by the French military authorities. In addition to General Gouraud and staff there were present officers of high rank from all the Allied countries, including China and Japan.

In the diary from which this alleged "history" is being written appears the notation: "August 26th - First real breakfast". I hardly know what that means unless it refers to the first time we had something besides strong black coffee and hard dry bread in the morning.

On August 28th Colonel C. W. Kutz arrived and assumed command of the regiment, and it was discovered he was already acquainted with us having come over on the same boat.

On August 28th, provisional details were sent out on the French military railroads in that sector to study and practice French methods, and at the same time a special detail under Master Engineer Harry Haigh commenced work on the construction of an American Red Cross canteen at the local railway station. Thus it was that within three months after our organization and within ten days after landing in France our regiment went into active service in the Great War, the first American regiment, we believe, to have this distinction.

By this time money was very scarce and what was worse our American tobacco was about all gone. The wise boys who had stored away a good supply of Bull in their blue bags before sailing for France were able to exchange a sack of the precious sawdust for anything they desired. Anyone wishing to start a riot only had to step out in the open and roll a cigarette and the gang would be on him four ways. The shortage of francs also caused a great deal of distress for the reason that a large number of men were prevented from eating in the restaurants down town and necessarily had to depend on the livery stable messes for sustenance.

On September 3rd a Y. M. C. A. canteen opened up with a small supply of cigarettes (English) and cookies but very few were able to trade there owing to the aforementioned lack of jack. The next day between drills we had an opportunity to see a large number of French recruits go through their first day's experiences in the army, as a bunch of the 1918 class were assembled in Tritel Barracks and put through preliminary exercises

(To be continued.)

Co. B

Frank J. Burge — Editor.

While on leave, be sure to apply to the R. T. Cs for misinformation. They guarantee to have you arrive back at your post anywhere from one week to ten days late.

The boys you see all smiles are members of the 8th Provisional Company that disbanded after one day's manoeuvres in the field. They escaped squad-rights and wrongs during dog days.

A new disease is causing much excitement in the regiment. The symptoms are the constant moving of the patient's left hand and an itching desire to grasp something in the right hand. After mature deliberation and consultation, Capt. (Doc) Carter pronounced it to be "Throttle Fever" and inoculated the ailing men with "Hogger's Third". As a result we have many newly promoted Engineers.

Slim Guage Byrnes has become so interested in the properties of combustion that he has offered to work for Bath House John in order to study the different types of boilers.

Misner and Tom Wall started out to see the sights of the big city. Not being accustomed to the ways of a large metropolis they awoke one fine morning to find they had been slicked out of bokoo francs.

There is a wild rumor going around to the effect that every American soldier carries limburger cheese as a decoy for the Heinies. At the rate the prisoners come in they must also carry schnapps.

Anna Belle Fatima Bashnell, known throughout the regiment for his flexible hips, is now spending his spare moments writing a book entitled: "Turkish Art and its relation to Muscular Development".

Sgt. Claude Cox was recently defeated by Frank Girdner in a snoring contest, to an unappreciative audience. Derigo said honors were even until the third round when Girdner let out a tremlo that woke Cox up.

Pete Pierson pulled off a shoe string catch out in left field during the game between Sub's Specials and the Ambulance boys. The game finally ended with the score 6 to 6 when time was called on account of dark weather.

Jimmie O'Connor recently turned detective and discovered our official rat hound Queenie in the hands of some Co. D men. Thanks, and many of them, Jim.

Since Adolph's opening and closing hours have been regulated many of the boys have thought what a miserable existence a camel leads.

Pinarid Joe Hollers has been seen hanging around the Italians lately. Joe says they are issued a high grade of pinard and are very liberal with it.

One of the victims of the compulsory allotment system when asked "How long have you been married?" replied: "Too long".

Zody: "The color of wood alcohol is green".

Jones: "Yes, and so is the man who drinks it".

Jimmie Elliot can be seen doing Kellerman stunts almost any afternoon or evening down at the Windy City Natatorium.

SPORTS

We were fortunate enough to have good weather every Sunday for the past month. The baseball fans of the Windy City Echo witnessed some good games. Sunday, August 4th the All Stars played a piked team from a colored Infantry Regiment, which was without doubt the best game ever played in the Windy City. The Colored Boys brought their band with them and gave a tres bon concert before the game, and between the innings they also lived things up with some fine tunes. A collection was taken up to provide our guests with some liquid refreshments, and every one contributed generously; fifty francs being donated by this paper. The final score was 3 to 1 in favor of the All Stars: Gulo was the hitting star with three blows; Waters, Sid Smith and Grayson starred in the field. Hall pitched a wonderful game and breezed ten. Doty handled his delivery in big league style, when things looked most dangerous he nipped a runner off third on a pretty play.

Sunday, August 11, the all Stars played Ambulance Unit and had to be content with the small end of 7 to 4 score, they outbit the Ambulance men but played a ragged game in the field: If we must lose we would rather lose to Red O Keefe's proteges than to any other team in France. Red was on the job as umpire and handled the job with the greatest of gusto. Noonan pitched well in the pinches. Hall pitched well enough to get the verdict but his bum support in the field kept him continually in the hole.

An evening game was played on August 15 between Ambulance Unit and a team captained by Submarine Frank Burge, they battled until darkness preventing further playing. Score 6 to 6.

The baseball season is about over and it will not be long until we have football weather. Some of the boys at the Windy City have begun practicing already. In baseball much difficulty in finding a suitable field was experienced but it will not be hard to find a football field at any detachment. Lieutenant Cutler and Mr. Jenkins of the Y. M. C. A. have promised to do all they can to provide equipment. Lt. Cutler spent two days of his last permission in quest of baseballs, he will spend three if necessary to procure football material.

ELK CLUB

Members of the 18th Engineers who belong to the B. P. O. E. held a very enthusiastic meeting in Washington, Tuesday evening August twentieth. Two previous gatherings had been held but this meeting marked the first real session of representatives from all along the 13th System. John Mullin, acting as temporary chairman, called the meeting to order and after some little discussion as to by laws, committees, etc., a permanent Club was organized with the following officers: John Mullin, Sioux Falls Lodge, President; Matt Mullin, Mason City Lodge, Secretary; and Chas. C. Woods, Trenton Lodge, Treasurer. Assessments were made to provide for monthly dues and the boys, not allowing their benevolence and loyalty to lag, unanimously passed, and assessed the members for the support of a French War Orphan.



After the business meeting, the members sat down to a long table decorated with French and U. S. flags and a finely prepared and most enjoyable lunch and liquid refreshments supervised by Vic Huntley and his able assistants and the boys at Washington. During the lunch, E. A. Creech at the piano and ... Jackson on the stage, gave some "up to the minute" entertainment. Especially "taking" were the popular songs and parodies, many of them of their own composition as "My Little Red Cross Girl".

After the lunch and cigars, followed a variety of talks and entertainments by the individual members, all getting acquainted and spending a pleasant evening together; the party breaking up shortly after the myatic hour of eleven.

U TELL M

By Tod Sullivan

Soldiar, plaudingly: "Sir, I'm down and out"

Colonel: "Down, but not out. Ninety-ninety"

Our "Y" workers are very promising. We've 'opes.

Well, the end is one year nearer, anyway.

America's alogan is, "They shall not stop, we've got 'em on the run."

"What is an iron cross?"
"An iron cross is a cross between a cross and a double cross".

The Americans went into the Germana latest grand offensive saying, "You gotta hand it to Fritz", and they did.

Germany has put an awful lot of lines on the face of the earth, but America, the beauty doctor, is removing them without much pain to the world.

By the way, how do you like out Taylor-made rations?

Speaking of foodstuffs, do you remember a year ago — but why spoil a good appetite?

Did you know that the initials of former Sergeant Wolff, the lecturing representative of the 13th, are B.S.?

One of the boys had a twelve hour pass in a crap game the other day.

Geel From all indications, Billy Sunday will be out of a job pretty soon, and we'll all be S. O. L. when we get back.

It is reported that they want to change the name of the Boul. Michigan. Let 'em do it, we'll find our way.

Co. C'

V. H. Williams — Editor.

It is with regret that we see Lieut. Haberland leave this division. He will be most welcome wherever he goes and our best wishes are with him.

"Skinny" Paul La Valette, having been cured of "Aches and Pains", is now back in repose at the Windy City. He says he has the furlough problem skinned to death.

Mess Sergeants' inspection invited for novel ideas in camouflage: — Keller the Incomparable.

We expect to start an "Advice to the Lovelorn" column soon for the benefit of some of our members. In the meantime 'correspondents please address Freddie Jonas.

Now that Cook Runt Riker has left to experience the sensation of being broke in Paris, VanSickle and Hannun will take a try at the slum bucket.

Gale & McCreery's Steam Laundry announce a rise in prices for the harvest moon period, owing to scarcity of water, etc. Customers will also bring their own soap and plenty of it.

We have heard some mention of our "Cousin Willie" being in a bad way on account of lack of bombs, but those of us who were at Diddleville a few evenings ago don't think so.

We have heard about predictions, but the fellow who wrote home and told his folks not to write him because we would all be on our way home before the letters got here, had a rather keen sense of foresight, or was he just thinking of our postal service?

HQ

A. A. Archbold — Editor.

Members of Headquarters who have lately consorted with the idle rich at various vacation resorts include Vincent, Van Thielen, Core, Saar, Kinder, Vogel, Landers, Tetreau, Roberts and Stead.

The following members of the regimental band have recently become members of Headquarters Co.: I. C. Benedict, E. A. Creech, and H. C. Hopkins.

Master Engineers Gulo and Robinson and Cook Keller have been transferred to Kernville, where, it is understood, the Chinese cooks can so disguise rice, the piece de resistance of the Army meal, as to defy detection. Truly, an arm of the yellow peril. And what about Fan-Tan, which is threatening to make gamblers out of a lot of us Headquarters men.

Is Charley Smith in the real-estate business? We frequently hear him over the phone asking for flats.

Ireland has supplied the U. S. with most of their policemen. Wherefore it is not surprising that the local guardianship of morals has been assigned to Dillon and Dolan. This combination inspires us to such an extent as to put our feelings into verse, to wit:

Dillon and Dolan, they do our patrolin',
In villages far, near and wide.

"Where's your pass?" is their greeting,
Upon the first meeting;

If you haven't it, well, its yours hide.

Chester Moody finished a course in Casino. It is reported that his tuition was considerable. Imagine an afternoon so hot it threatened to go off by apontaneous combustion — such a day when you almost wondered why the steel

rails in the yards didn't melt and run all over. You filed up to the mess kitchen with visions of hot stew or something, and find instead, salmon, sliced tomatoes, potato salad, sugar cookies, and iced tea. Oh Boy, ain't it, etc., etc. Our Overseas are doffed with reverence to Cook Kennedy for this culinary accomplishment.

The snow diggers (Carr, Beckwith, Lette) have knowledgeable sectional argument with the cotton pickers (Moody, Hays, Lagerwall). Casey and Brown are with the latter. They live on the South Side.

Has anyone ever seen Didonk? He is almost as popular as old Pa Finny.

They say a bomb was dropped, but later it was reported that someone in the dead of night smashed a paper bag full of wind. At any rate one cotton picker and one snow digger didn't stop to say good-bye. They calculated such a straight line between the barracks and the cave that no one would be surprised if they were transferred to a surveying outfit.

MEDICO

(Bon Sante).

We welcome the additional Medical Officers with whole-hearted cooperation.

There was a young fellow named Frey
Who was a Buck once like you and I.
But a non-com they made him,
A Sarge they did grade him,
Now he runs the Department on high.

Grant's wishing that we'd declare war on Italy so the 13th could be transferred to Nice.

Someone asked "Doc" Seagrave if he missed Lake Michigan much, and he said, "Not as long as Finard don't run dry".
Eddie Quinn is official meat inspector and now he has a job he can beef about.

Won't someone please chew up a hand grenade, play catch with an air bomb or something, so we can put the new fellows to work.

Lieutenant Smith says, "The mouth disease isn't new to some fellows, but a tooth brush would be".

Where? With whom? and Why? did Red Himes takes his permission?

We have three brands of ambulances, a flivver — just a little truck — and a — well, take your pick, we're not responsible after a Wagoner gets you.

Shepard and us went away together, but we decided before going that it would not be a battle of the survival of the fittest. Oh, we understand one another, we do.

Art Galloway says he has no desire to visit Venice, as he has lived in LaGrange all his life and the streets there are mere chouse.

Quoting the immortal words of Peter Boyle, "The bottle shall not pass".

Blackburn advises that his brother is having a great deal of trouble with his cheese business, as he finds some of the brands pro-German and "offensive". Also that Limburger violated its neutrality on the Swiss during a sale, by a counter attack, which was only settled by American intervention.

Zoerner says the difference between France and Sheboygan is something like 6000 miles, but we know different, cause we saw her picture and there's nothing in France like her, Gus, Ab-so-lute-ly nothin'.

Harris suffered shell shock the other day when he bought a set of Yawzies from a Frenchman for 5 francs, and a year ago he paid 30 for the set he had on hand.

Our boy Tony, who plays in the Band, said he learned to read music from the prescriptions he used to get in the drug store back yonder.

Co. E

John J. Duffie — Editor.

On the eve of August 23th, a tired, khaki-clad traveler descended from one of the passing trains of the Paris Berlin Line and inquired with his best French as to the direction of travel. There was some surprise when this traveler Art Collins, our new recruit, found his brother Corporal "Jack" in charge of the largest station on the line. That's going some after a 5,000 mile trip from Rochelle, Illinois to this "Somewhere in France".

"Pigs is Pigs" and Kate Douglas Wiggins would sure realize it if she saw the spacious pen, Mother Pig and her five little ones that complete the Chicago & Northwestern donation to Company "E". Captain Johnston says they will make a real feed for Christmas dinner on the Rhine. They're all doing fine.

Eric Gelzer is the proud possessor of a large box received from the Lipton Tea Company, London, England.

ADVERTISEMENT (Paid)Sgt. Thomas Francis Conlon,
Railway Motor Car Service.Best Facilities For Handling
Pianos And Young Lady Entertainers.

Seen at the Movies, 13th Y. M. C. A. Hut, bald-headed row: John Clancey Schaefer, former Milwaukee Bar Flea.

From the many beautiful pictures that adorn the different walls in the barracks, we all seem to be in our right mind and sure have an eye for great beauty. Yes, we're all weekly subscribers to the "La Vie Parisienne".

Wanted: A name for John Rogers German Police dog.

Was dinkst du Heine?

Luther L. Fenn who is desirous of becoming a Major League pitcher was recommended for the Balloon Corps after his performance in the game last Sunday.

THREE OF A KIND

Eddie Fischer, a regular "switcher" from 40th Street Yards Chicago, Eddie O'Connor, the Salvage King and Eddie Service, the Ravenswood Bantam left for Monte Carlo to spend a ten day forlough and an abundance of francs. Notice to the Casino Manager: Please oil up the Roulette Wheel!

We're still wondering why the boys cleaned up the crackers and "corn-willy". But it wasn't free lunch.

Miss Janis is some entertainer, her cart wheels and high kicking especially interesting. A decided hit was made when she warbled in her appealing manner.

"WE CAN'T GO BACK TILL ITS OVER OVER HERE". Right you are Elsie!

CRABBED OFF THE DISCARD

Our congenial friend, Eddie Welch has recently added Italian to the long list of languages he speaks since being assigned to his new rua. Speed Rowand and Skinny Reed have found one Frenchman who drinks, de l'eau.

The two PikesPeak boys interned at Walsington were seen in earnest conversation the other day by the Oil House man. At present writing the situation has completely baffled the O. H. M.

Larry Gorman, mechanic Extraordinaire likens Railroadings in France to going up Gorman Hill in a Fliver.

Bill Murnen has expressed his desire to take a two ton caboose home as a souvenir war charm. You might mail it to the boys, Bill.

Slim Murray, formerly Mayor of Monte Carlo expects to return to Nice the first of the month to look after his extensive holdings at that place.

Sgt. F. L. RAFFERTY.

Co. F

Henry O. Sommerfeld — Editor.

"Crude Oil" Joe Scramlin finally washed his overalls and jacket, — Just to surprise the night round house force — so he says.

One thing the hip pockets in the new issue of the O. D. trousers will never be used for, is carrying the Elixer of Life on the hip, as the flat flask is an unknown article in France. Pinard and other beverages are put up in round hottles, a rather inconvenient shape.

Just found out that one of the night K. P.'s of the Greasy Spoon is a puglist and by the looks of things, he's trying to keep in practice.

A certain Buck Private claims that valve oil is a good cure for cooties; yet the Regimental Doctor disagreed with him, and ordered him to bathe more regular.

Throwing mud and ducking seem to be popular pastimes at the Windy City Beach. Not quite as rough as the old school-day swimming hole where you would find your clothes all knats and your socks full of sand burrs.

Boché gas seems to have no effect on rats, fleas and cooties.

Somehow or other, I can't appreciate the beauty of bright moonlight nights in France.

Co. D

Sgt. G. H. Hittel — Editor.

Cy Perkins Knower took Eva Tanguay Tanguay to the County Fair last week. They got along fine until Cy asked Eva to share the contents of his mess kit, and Eva hasn't spoken to Cy since.

At the last regular meeting of the 13th Total Abstinence Society, Sgt. D. E. McMillen renewed the pledge for life. There are times when we all do.

The man who can guess at what hour of the day Blonde (Kaiser) Meuler will have dinner ready is a durb.

Believe me boys Webber and Fields never had a thing on Lynch and Lindquist, and there isn't a thirst emporium within five miles. — Every thing natural.

The new laundry opened up on the high line is now in operation. Manager Leo Quinn guarantees satisfaction and same prices to all.

A certain operator, namely George (Boche) Schmidel having profited greatly due to experience acquired at the famous party last winter is having his teeth fixed with the intention of departing for the sea shore in the near future.

While metempsychosis is prevalent at all times. Bordeaux Tibhal's case is one of those that keep you awake nights. He says "What do you know about me, it may be that the ages are making preparations for what we failed to

accomplish during our prehistoric existence" (Whatever that is).

Lemaster's new rest room has been completed and is a great improvement over the former one, and much more convenient.

We are glad to report that Smiling Joe Randazzo, who is in Headquarters Hospital is gradually improving and will soon be back at the front.

Last Saturday night the "Automatic Trio" — Mareno, Streyer and Minzlaff — entertained the boys at the front with their famous scene "Who killed the rat".

Our friend Jim Nolan has been transferred to the Tank Service. Best of luck Jim!

That you Peters?
The Chicago Cab Drivers Union now has a local at Sawtelleville — Cab Lady?

The boys will hack Big Bill against the world for fancy high diving in shallow water. Hitch, Coughlin.

Our friend Knower wants to know how they figure the pay-rolls. Tell him boys.

Slim Myers paid us a visit today. For length he's a close running mate to Bill.

Two new additions to the Company, Verkinnes and Gillease.

Johnnie Bulanek is now a full fledged Hack Driver — having just been appointed Wagoner. According to late reports Will Keenan is still "Doing his Bit".

The boys at V -- are saving their franca — permissions are open again. Bloom and Worner just went.

Chet Cornelius and Gus Lindjman are still holding their own at their listing post.

Paul Williams and Dugas have at last agreed to take in Hallihan as a steady boarder.

The Captain has just returned from his permission. He looks in the pink of condition and reports a great time.

Ed Lee also reported the same.

Our old friend Pat Campbell came up the line the other day to pay us a visit and reports that all the boys on the lower end are getting along fine.

Just try to picture Cy Tucker on the Nice bathing beach surrounded by those lovely Mesdemoiselles, telling them all about the horrors of this awful war. Its a Bon place ain't it Tuck.

AN ARMY O. D. PILL

By E. J. Wood, Co F.

A teeny weeny little thing
No larger than a pea,
But its the thing that done the biz,
That made this outfit flee.

A tougher, rougher bunch of bums
Ne'er followed up a flag,
But cleaned them out, this devil did
Without a single hrag.

While they were sound asleep at night,
A dreaming of good hooze,
First one got up and grabbed his socks
Another grabbed his shoes.

Another got up from his cot
And plunged out in the night
Another followed close behind
And ran with all his might.

Perhaps you wonder what it was
That gave them such a chill,
I'll tell you pal, just what it was.
An Army O. D. Pill.

6

WAR ORPHANS

Several weeks ago, just before payday, a memorandum was sent to each company asking for contributions of one franc per man or more towards the support of French war orphans. If each man in the regiment would give only one franc we could send in enough money to clothe and feed three orphans for one year.

To date, Company C is the only company that has come across and it has contributed more than one franc per man, 257 francs of the total 350 francs received so far having been turned in by the Great Western boys. Headquarters Company and the Medical Detachment, Companies A, B, C and E have all done very poorly while D and F Companies have so far failed to contribute a single centime.

At the present time, our regiment can only boast of three orphans, two having been purchased by the Windy City Echo and one by the Heather Hill Masonic Club. There are numerous regiments in France which have purchased ten or more orphans and there is no good reason why we should not at least bring up our total to six.

DELETED BY CENSOR

THE PUGET SOUND EXTENSION

In the Valley of the Whistling Winds.

A new and glorious country has been opened to those seeking the spice of adventure, the thrills of life and the "Aurora Batterieties" — scenes and scenery that will remain with you through a lifetime (no matter how short it may be).

Thriving detachments are springing up over night. Here is your opportunity to live — see-and (sometimes) sleep, war as it is.

SAWTELLVILLE-ON-THE-SOUND. Speaks for itself and you don't have to wait long to hear it. Beautifully located on the side of a hill, it camouflages itself into the landscape appealingly to the eye. The but year old hotel offers to its patrons absolute restlessness, shell shocks and gas alarms. A magnificent screened-in dining hall surpasses anything in this country. An orchestra of flies are continually humming throughout the entire "mess" hours.

DOUDOPOLIS. A thriving wideawake little city, where "Hospitality" is the motto. Every home is open to the visitor. The (former) wine cellars are a treat. A spot of sightless wonders: Pompeii in its last days had nothing on Doudopolis. A man of business will find unlimited opportunities without competition, and no restrictions.

BARNARDBURG. Yes, but a burg today, but soon to be an incorporated city with a commission all its own. Within a short distance of one of the largest cities of the outerworld, this wonderful spot offers an excellent chance to the suburbanite and commuter to quit worrying about the famous 5.15. There ain't any here.

WHISLERTON. The garden spot of the Sound. Where all the Whisling and the Sound comes from. Located in a shady ravine. The many palatial homes of its proud populace lead in to a picturesque square where a barrel fountain greets the wondering eye of the visitor. A magnificent municipal restaurant has just been opened on the square where everything (that can be expected) is served, thus saving the people of this super-modern city all the worries of household expenses. The paving is unexcelled. The paths, arbors and abris are open and *inviting* at all times.

The whole valley is dotted with famous caves wrought by the hand of man, and gives one a close study of "Into the Primitive."

The Sound valley offers excellent farming possibilities, being plowed day and night by German labor.

The natives in their gladness to see the coming of the white man have left, turning their humble homes over to all who wish to take advantage of them (the homes, not the natives).

Sojourn to the Sound of great renown.

And you'll never go back till they knock you down.

Free transportation offered.

No particulars to inquire into.

Imprimerie spéciale du W. C. E.

What Your Money Is Doing For Your Boys

A bird's-eye view of the work of the Young Men's Christian Association, Young Women's Christian Association, National Catholic War Council—K. of C.—Jewish Welfare Board, War Camp Community Service, American Library Association, Salvation Army.

United War Work Campaign, November, 11-18, \$170,500,000.

Helping the Home to Follow the Flag

In other wars the influence of the American home has had to stop at the soldier's own front gate. All that made life comfortable and happy for him deserted him there when he kissed his family good-bye.

In this war the home follows the flag clear up to the front line trenches. That, in one word, is the story of these seven great co-operating war work agencies.

Let us follow one single soldier on the long road that leads from his front door to far-away France, and see how these seven organizations join hands to form a great chain of helpfulness all the way.

He steps aboard a troop train that is to carry him to the cantonment. A long, lonesome ride, full of homesick thoughts, but, perhaps, there is a band furnished by the Jewish Welfare League or the War Camp Community Service to speed him on his way, and on the train are friends whom he had not expected—a Y. M. C. A. or a K. of C. secretary—a big friendly fellow, who has traveled for months with other boys just like him, and knows how to help.

At the cantonment the evidence that the folks back home are thinking of him lies thick on every side. Here are the 750 great homey huts of the K. of C., the Jewish Welfare Board, the Salvation Army, and the Y—as the soldiers speak of it. Places where he can write letters home, play games at night, witness motion picture shows, hear helpful lectures, attend church service, and keep up with his studies under the direction of the best college professors and teachers in the country. Here also are the 85 Hostess Houses of the Y. W. C. A., where mother and sister and sweetheart may make their headquarters when they visit.

In all these buildings are branch libraries provided by the American Library Association, and filled with books and magazines. In 43 of the large camps and several hundred smaller ones are library buildings besides, with trained librarians and comfortable reading-rooms.

No Duplication Anywhere

In the larger camps and cantonments the soldier will find houses of all five of the camp agencies—the Y. M. C. A., K. of C., Y. W. C. A., Jewish Welfare Board and Salvation Army—and all full at every hour of the day and evening. In the smaller camps and naval stations, the organizations have working agreements which prevent duplication. In such a camp there will frequently

be only one hut, its doors open to all the boys alike.

To it come on Saturdays and Sundays the prominent preachers, priests and rabbis to conduct worship; for the hut is the soldier's church and synagogue. There he may have one of the more than three million copies of the Scriptures that have been supplied by these agencies; or a half dozen helpful, inspiring booklets on a variety of subjects.

Basket-ball and indoor baseball are played in the hut, under the direction of one of the 2,000 trained physical directors; for the hut is the soldier's gymnasium.

Two motion picture shows a week are furnished on the average; and prominent actors and actresses, as well as lecturers, cartoonists, and readers are brought out from the neighboring cities, their expenses paid by the organization in charge.

Classes in French, Mathematics, History and Business Practice are held regularly; for the hut is the soldier's college also; and hundreds of thousands of boys who are eager that these welfare years shall be years of progress are keeping in touch with their studies at night.

In short, the soldier finds that all the agencies that made life most pleasant and worth while in peace times are represented under the friendly roof of the hut—the church, the school, the gymnasium, the club, the theatre, the lecture hall, and the motion picture theater.

Perhaps the camp is near a large city, most of them are, in that case he will naturally want to spend some furlough hours in town. If you have read the history of other wars; if you have read even about the conditions around our camps on the Mexican Border, in the first days of our boys' arrival there, you know that the soldier's leisure can be—and too often has been—almost as dangerous to him as the enemy. The people of America determined very early that this war should have a different history. Under the direction of the Commission on Training Camp Activities, the cities near the camps were compelled to put their houses in order, and make their streets fit for the reception of America's best young men.

When He Visits the City

Scores of organizations opened their doors to the boys, or sprang into being to undertake special responsibilities. It was necessary for efficiency to have some general body which should co-ordinate all these various activities; and so the War Camp Community Service undertook that task.

Suppose the boy wanders into the city a stranger, with a day or two of leisure on his hands. What shall he see? Where can he eat? Where can he find a decent, inexpensive place to sleep? He lands at the depot with all these questions in his mind, and there, awaiting him, is an Information Booth conducted by the War Camp Community

Service. A woman, with a friendly smile, tell him what he wants to know.

She gives him a list of the clubs affiliated with the W. C. C. S. (A recent report from 124 of the 532 communities which the W. C. C. S. has organized showed 403 such clubs.) She tells him of certain churches, and Y. M. C. A.'s, K. of C., and Jewish Welfare buildings where he will be welcome, and gives him the address of a hotel maintained by the W. C. C. S. that provides a clean bed for a few cents a night. The museums are open to him free, she informs him, and the library and other places of interest and value.

In a word, the city, through the W. C. C. S., extends its greeting and places at the boy's disposal food, lodging and entertainment; he is its honored guest so long as he is allowed to stay.

The day comes when his company is ordered onto a troop train for the long trip to one of those "unnamed ports of debarkation." And on this train also is a Y. M. C. A. or a K. of C. secretary—probably the man who has had most contact with the company in camp, and has become a favorite with the men. When the train stops, he hurries up to the local Y building and arranges a bath for the men. He takes charge of their last letters and requests.

At the port of embarkation are other huts. (The Y recently expended \$40,000 to erect the largest single hut in this country at one of these unnamed ports.) The boys' last night in their native land is spent in friendly surroundings; to the very edge of the ocean goes the evidence that someone cares.

On the transport are other secretaries who have been specially trained for this work, and make trip after trip, with only a day or two on shore at the end of each. They have writing paper for the boys, and motion picture machines with a supply of new film. They organize deck games, and contests of various sorts; and amateur theatricals, and concerts by the band. The trip across is long enough and lonesome enough at best, but it would be a homesick experience indeed were it not for these faithful workers.

Landing on the other side, where the language is strange and the customs bewildering, the boy finds that the Y, the K. of C., the Jewish Welfare Board, and the Salvation Army have preceded him. The first hand stretched out to him in greeting is the hand of a secretary. Perhaps his regiment is held at the port of debarkation for a few days. He will find restaurants, where American girls and women serve home cooking; and hotels clean and inexpensive. In London is the great Eagle Hut, conducted by the Y—the centre of soldier life for that great city. The King and Queen visited it one day and ate buckwheat cakes with the boys. In Paris are half a dozen big hotels, and at every other point where large numbers of the boys are gathered.

In Those Little French Villages

As he moves up into his training camp he finds that his friendly helpers are there already. A map of the section where the boys are held for final drill is spotted thick with dots indicating huts, restaurants and hotels. And the dots extend clear up to the little towns behind the front lines where the boys are billeted.

The work of these great agencies in this country could be conducted far more cheaply than is possible over there. Here the soldiers are gathered into great cantonments; there they are spread over hundreds of muddy, chilly little towns. Moreover, they are constantly moving, and the huts must move with them.

And everything—coal, lumber, gasoline, and every kind of supply—costs far more on the other side. Coal, for instance, from \$60 to \$80 a ton last winter.

The boy finds himself located finally in a little French village that before the war sheltered 500 people and now must accommodate as many soldiers besides. His sleeping place is a barn, which he must share with forty other boys. There is no store in the town, no theater, no library, no place to write a letter or be warm and dry—until the hut comes.

With it come books and writing paper and baseballs and bats and gloves and chocolate and cigarettes and motion pictures and lectures and theatrical entertainments. Home comes with the hut, bringing all the love and care and cheer of the folks who have stayed behind.

No man who has heard from his boy in one of those French villages, and who knows what the hut means to him, will ever regret one penny of the money given to these great organizations. His message will be: "Do more for my boy; no matter what it costs, whatever else you must forego, you must not let *his* village go without its hut.

The boy is called into the front line trenches. He is there through the long, cold night, his feet wet, his whole body chilled to the bone. As the first rays of the sun announce the new day, a shout of welcome runs through the trench. He looks to see a secretary—Y, or K. of C., or Jewish Welfare Board or Salvation Army—it matters not. Down the trench he comes with chocolate and cigarettes and doughnuts and hot coffee or cocoa—the reminder that even here, in front, the love and care of the folks back home still follows him.

Is he wounded? Aiding the stretcher bearers, the secretaries work side by side, taking the wounded back to the dressing stations. Already fifteen of these brave workers have given up their lives, and scores have been gassed and sent to the hospitals.

Even If He is Taken Prisoner

Is he taken prisoner? Even in the prison camp the long arm of these friendly organizations reaches out to aid him. In Switzer-

land both the Y and the K. of C. have established headquarters and through such neutral agencies as the Danish Red Cross they carry on their program of helpfulness even in the prison camps of Germany and Austria.

Does he wish to send money back to the folks at home? The Y and the K. of C., the Jewish Welfare Board and the Salvation Army transmit hundreds of thousands of dollars a month from the front to mothers and sisters and wives over here.

Is he given a furlough? At Aix les Bains, one of the most famous resorts in the world, the Y has taken over six great hotels, as well as the great casino, and here he may swim, ride in the mountains, play golf and tennis, and listen to the best preachers, lecturers and entertainers America can provide. The resort at Aix is only one of six which are operated, by these agencies as a haven for the boys on furlough.

Has he a girl friend or relative over there in the service or with one of the war work agencies? He will discover that she too is cared for by the Y. W. C. A., just as this great mothering organization cares for the girls in war industry on this side.

It is the business of the Y. W. C. A. to back up the women who are backing up the men. In France are sixteen huts for American nurses and fifteen for French women workers in munition plants. Thousands of American girls, working as telephone operators under the Signal Corps, are looked after in Y. W. hotels in Paris and Tours; and the Hotel Petrograd has become a center for American girl life in that city. All this in addition to the immense work for girls in war industry in this country.

Helping the Home to Follow the Flag

Co-operating with the Y. W. women are the Salvation Army lassies who toil among the men, sewing, cooking savory pies and the doughnuts that have made them famous, and standing out in the night to serve piping hot coffee and home-made sandwiches to the troops as they shift locations and bring up their ammunition.

If the boy is allowed to visit the armies of our Allies he will find that they too have asked for the hut, and received it. More than a thousand Y huts under the name of "Foyers du Soldat" are helping to maintain morale in the French army—erected at the special request of the French Ministry of War. The King of Italy made a personal request for the extension of the "Y" work to his armies. The men who are charged with the task of winning this war believe that America can do nothing better to hasten victory than to extend the influence of these great creators and conservers of morale to the brave soldiers of our Allies.

Every Dollar Made to Do Its Utmost

There is no room for figures in so brief a statement as this. It should be remembered, however, that these organizations are not private agencies. Every one of them is

operating under an Executive Order of President Wilson. The budget of each one is scrutinized and passed upon by the War Department. In addition the work of each organization is governed by a War Work Council of nationally known men and women of whom these twelve members of the National Campaign Committee are representative:

Raymond B. Fosdick, Chairman Commission on Training Camp Activities; John R. Mott, Mrs. Henry P. Davison, James F. Phelan, Hon. Myron T. Herrick, George Gordon Battle, George W. Perkins, John G. Agar, Mortimer L. Schiff, Frank A. Vanderbilt, John D. Rockefeller, Jr., Cleveland H. Dodge.

Every king, premier and prominent general of the Allies has written to urge the necessity of the work which is represented by these united agencies—not merely as a fine service to the soldiers, but as an actual military necessity, responsible to large degree for the maintenance of morale.

The whole argument was summed up in a letter received in May from Lieut. Col. E. S. Wheeler, who, in commenting on the work of one of these agencies, said in a report to General Pershing: "Give me nine men who have a hut and I will have a more effective fighting force than as though I had ten men without it."

Nine men who are kept happy and contented can outfit ten men who are lonesome and homesick. Every military man certifies to the importance of that truth. If it is worth \$24,000,000,000 to America to keep its men under arms next year, surely it is worth \$170,500,000 to make them fight 10 per cent more efficiently—to contribute that factor which, as Napoleon said, is "as other factors in war as three to one"—that indefinable, indispensable factor, *Morale*.

How We Are Backing Up Your Boys At a Glance

A hundred and seventy million dollars is a lot of money; but it means less than a dollar a week for each of the boys of our Army and Navy. And certainly no man in America will say that a dollar a week is too much for their cheer and entertainment—at least not if one of the boys is *his* boy.

Workers

The field army of these seven great agencies comprises more than fifteen thousand uniformed workers on both sides of the water, and General Pershing is asking that additional workers be sent at the rate of at least a thousand a month.

They represent every type of activity—secretaries, athletic directors, librarians, preachers, lecturers, entertainers, motion picture operators, truck drivers, hotel and restaurant workers, etc. Many are bearing all their own expenses; those who cannot are paid their actual living expenses, if single, and are given an allowance approximately equal to the pay of a second lieutenant.

ant to cover their own and their families' expenses, if they have families.

Huts, Clubs, Hotels, Restaurants and Hostess Houses

More than 3,600 separate buildings have been either erected or rented to make possible this huge work. They are of every sort, varying from the great resorts at Aix les Bains, where American soldiers may spend their furloughs, to the huts and hostess houses made familiar by the cantonments on this side.

In addition there are scores of warehouses and garages; and hundreds of "huts" which consist of nothing but ruined cellars or dug-outs.

Nor do these figures include, of course, the hundreds of buildings operated in peace times by these organizations, all of which have been placed at the disposal of the soldiers and sailors, and are doing a magnificent work supported by their regular funds and special contributions entirely apart from this war work fund.

Character Influence

The spirit of each of these seven organizations is uplifting in the biggest and broadest sense of the word. They depend upon people of ideals for their support, and their purpose is to surround each boy, so far as possible, with the influences that were best in his life at home. The huts of each organization are opened freely to men of all faiths. The Scriptures and booklets sent abroad would, if piled one upon the other, make a pile more than twenty miles high. Differences of creed and dogma do not divide men who are fighting and dying together. They stand shoulder to shoulder there in a great common faith in the Fatherhood of God, whose creed is Service in the spirit of brotherhood toward all men.

Libraries

In camps and cantonments on this side, and on the other, there are 842 libraries and 1,547 branches containing more than 3,600,000 books and 5,000,000 copies of periodicals. There are 250 additional libraries on the ships of our fighting fleets and merchant marine; and the number should be vastly increased.

Letter Paper

Almost every home in America flying a service flag has received a letter on the paper furnished by one of these organizations. Together they supply more than 125,000,000 sheets of stationery a month; and probably half a million dollars is kept tied up all the time in postage stamps.

Shipments

More than 500 tons of supplies for the boys leave our ports every week under the direction of these agencies. Individual items on the shipping lists run into figures that are astonishing; as for example, these figures taken from the shipping lists of one organization, for the period between July, 1917, and August, 1918: Canned fruit 1,959,156

cans; chewing gun 14,510,000 packages; cigarettes 848,785,802; cigars 32,358,700; tobacco 2,557,481 packages; cocoa 463,824 pounds; condensed milk 1,665,120 cans; flour 31,279,020 pounds; sugar 10,227,735 pounds; tooth paste 551,520 tubes. In France and Switzerland two cracker factories and a chocolate factory have been entirely taken over so that the boys may have something good in their pockets between meals.

Theatrical Entertainments

An average of a hundred of the best actors and actresses in America are touring the huts in France all the time. These are sent under the direction of the "Over There Theater League" of which George M. Cohan is president; and they are managed by such well-known leaders as Winthrop Ames and E. H. Sothorn.

Among the stars who have appeared on the "hut circuit" over there are Elsie Janis, Walter Damrosch and Margaret Mayo.

Athletics

Leisure has been the foe of every army that ever marched to war. These seven great agencies are turning our boys' leisure from a liability into an asset. More than a thousand athletic directors in France and an equal number on this side help the soldiers to forget their troubles with football, baseball and other wholesome outdoor games.

The athletic orders placed on this side for shipment abroad are the largest single orders of their kind in the history of athletics.

Motion Pictures

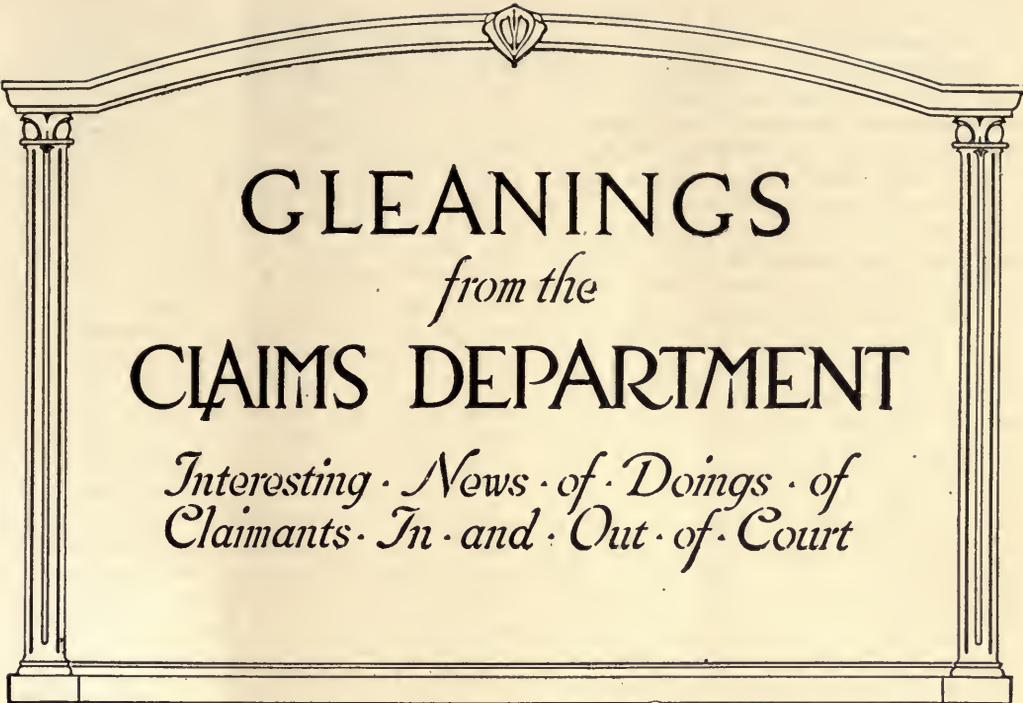
Literally thousands of feet of film have been purchased by these agencies for exhibition here and over there. Mary Pickford and Charlie Chaplin and Douglas Fairbanks follow the boys clear to the front line. The average shipment of film per week to France is more than fifteen miles; and the attendance at motion picture shows (all free) averages 2,500,000 a week.

In General

The long arm of these great agencies extends all the way from the 500 clubs operated by the War Camp Community Service on this side, to the front line trenches where the Y. M. C. A. and Knights of Columbus and Jewish Welfare Board distribute chocolate and cigarettes to the tired fighters; the American Library Association furnishes books; and the Salvation Army passes out pies and doughnuts, sews and mends for our fighters, and mans ambulances. It reaches into the factories through the Y. W. C. A. to protect the girls who are making munitions for the fighters, and into the shipyards and munition plants.

In short, wherever you find a soldier or sailor, you find also the evidence of the loving care of the folks back home, expressed through the medium of one of these seven affiliated and co-operating organizations.

They go with the boy "every step of the way."



CLEANINGS

from the

CLAIMS DEPARTMENT

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

NEWSPAPER RECALLS I. C. STOP, LOOK AND LISTEN CAMPAIGN IN CONNEC- TION WITH RECENT CROSSING CATASTRO- PHE

A deplorable automobile accident occurred Thursday evening, October 17, 1918, about 7 o'clock at a grade crossing three miles southeast of Pinckneyville on the St. Louis Division of the Illinois Central in which two men were killed and five others injured.

The occupants of the ill-fated car were Mr. and Mrs. Andrew Bathon and three children, George, Leonard and Emma, and John Bathon, brother of Andrew, and his son, George and daughter, Dora, highly respected and prosperous farmers of northeast of this city. The auto party were enroute to the home of a relative south of here and near the crossing they saw No. 223, south bound approaching, but the driver, a young son of John Bathon, thought he could beat the train. The front of the big Case car cleared the track safely,

but the engine of the train struck the rear of the car and it was thrown some distance and the result was two lives snuffed out and the peace, happiness and contentment of two homes destroyed. The injured parties were placed on the train and taken to the hospital at Murphysboro. One of the men died in the ambulance enroute to the hospital and the other breathed his last after reaching there.

The entire auto party was seriously injured more or less, except the driver, who escaped injury. The condition of Mrs. Bathon and her children is serious and they are at the hospital. The bodies of the two brothers were brought here Friday afternoon and taken to their homes. The double funeral services were conducted by Father Grooten and Father Ceranski, Monday morning at Todd's Mill church and the remains were laid to rest in the cemetery adjacent. The ages of the men were 50 and 57. Both men had a son in training at Camp Taylor, but they reached home too late to attend the last sad rites.

The sympathy of all is extended to the bereaved ones.

The above tragedy reminds the writer that two years ago the Illinois Central inaugurated a campaign with the object of getting automobile drivers to "Stop, Look and Listen," before crossing the railroad tracks, as many of the accidents are due to the fault of the auto driver, because they fail to observe whether a train is coming or not. With a view of determining the number of careless drivers the company made a check all over their lines, and accordingly a representative checked the crossing at the depot and on that day from 8 o'clock a. m., until 6 p. m., a total number of 132 automobiles and vehicles passed over the crossing and of that number 47 made an effort to assure themselves that the way was clear and thereby protect themselves from accident. The company also asked our City Council to co-operate with them by adopting an ordinance making it a penalty to cross the track without first bringing the car to a full stop. But the council did not consider it a popular move and thereby put a value on human lives cheaper than a city ordinance, consequently the automobiles go "lickety-split" over the crossings.—*Pickneyville (Ill.) Democrat, October 24, 1918.*

DECREASE IN LITIGATION

The October term of the Warren County (Miss.) Circuit Court convened the 28th ult. In the past that county has been one of the most fertile fields for damage litigation on the Illinois Central System. However, not a single damage suit was brought to the October term. Never before, in the memory of the oldest claim department representative, has a term of that court been had at which a number of such suits were not filed. Formerly from a dozen to fifty or sixty were brought there about thirty days before each term, and upward of a hundred damage suits were often pending on that calendar. This decrease reflects a more intelligent and sympathetic attitude toward the railroads and their problems.

A good many people have had their eyes opened to the fact that railroads, like individuals, do not have any funds save those they earn, and that they can not be mulcted in damages and subjected to expenses of every imaginable character, unless someone furnishes the money, and that the people who furnish the sole patronage of railroads, are really the source which foots the bills. It is needless to add that the numerous suits of former days were almost entirely composed of frivolous, trumped-up cases of a speculative nature, possessing little, if any merit and that such as were meritorious were not amicably adjusted because verdicts could be expected for sums out of all proportion to the actual damage sustained. Recently juries have often returned verdicts in favor of the railroads in cases possessing no element of damage, and have been a little more careful to see that verdicts in cases having merit, more nearly conformed to the injury sustained. With this state of affairs, of course, there is no longer any incentive to litigate, for the railroads now, as heretofore, are willing to settle meritorious cases, paying compensatory amounts. Hence the great decrease in litigation.

TWO GREAT BOYS WRITE FROM "OVER THERE."

Two Claim Department boys about the same age, just turned 21, bright-faced, red-blooded, beautiful boys, one from the Chicago office and the other from the Memphis office, have recently written interesting letters from France, one to the General Claim Agent and the other to the Assistant General Claim Agent at Memphis. These boys are Private Edward J. Hoban, 255th Aero Squadron, and Sergeant Virgil Adkins, 115th Artillery, 30th Division. Their letters are given below:

Zone of the Advance,
September 23, 1918.

Dear Mr. Hull:

"Just a line to let you know I still have a memory and am well. As we are kind of busy here, I don't find so much time to write.

"I landed at _____ early in July and went to a so-called rest camp, where we slept in some old barracks of Napoleon's and on boards. However, I survived this and better things came along. We left _____ in a driving rain and soaking wet we climbed into our railway cars, cleverly designed so as to hold 40 men or 8 horses, plenty of corned "Willie" and tomatoes and hard tack to eat, so we had a journey of about 300 kilometers through Southern France to St. Mahient, where we quartered for two weeks in an old French church. We then got orders to leave for Northern France and action. We did and we rode first class this time and those cushions were great. Arriving at our destination, the squadron was broken up into three sections of 50 each and I was attached to the 91st Aero Squadron of the 1st Army. We were about 15 miles from the lines and on this quiet (?) sector the guns roared all the time, especially very recently when Pershing's boys let loose. Well, every night I've had my fill of those ugly birds "Gothas" coming over in droves. Imagine us in a valley, a great mountain bristling with anti-aircraft guns which hurl high explosives and shrapnel at the Boche raiders to protect a certain large city, about 50 of them banging away, the explosions roaring away up in the air and many searchlights, like eyes, looking for him, and then—thud—a crash—a bomb—more bombs. After a while the siren blows all clear and it's sleep for us again. We curse the moon regularly. I was up for my first ride in one of our planes the other day and it sure is great.

"I was located between two large and well known cities, but I only went to one on leave, a real big place, street cars, movies, etc., good streets and real baths, and I picked out a hotel with the biggest and softest beds. I've been there during several air raids. All run to big underground dugouts when the siren blows and wait—they pray for rain.

"However, we moved from our nice location and are now sleeping in billets

in a village. Our planes were responsible for the success of our last drive.

"I am located now on a road leading to that famous French town and fortress where for a year the French said, "They shall not pass."

"The weather today reminds me of how it is in late November in Chi, a damp cold wind like that which blows off the lake, and makes me long for the Boulevard Michigan and State and Madison on a Saturday afternoon.

"We have just learned of Bulgaria's collapse, so all are cheered up. I will drop you a line some time soon."

Sincerely,

Edward J. Hoban.

American Expeditionary Force,

September 22, 1918, France.

Dear Mr. Sprague:

"As I haven't written to you for some time and have a little time now, I guess I had better write while I can. No telling when I'll get another chance. I guess you have read all about the All-American drive, in the papers, but I reckon you didn't know we were in it, did you? We were, very muchly, and came out all right—never lost a man out of the regiment and only about three out of the brigade. Since you have read about it I won't tell much, for two reasons—first, I don't know very much and second, it wouldn't get by.

"We knew, or rather had reason to believe, that a drive was coming off in our sector, but up till the last minute none of us knew when it was to begin. Exactly at 1 a. m., September 12th, it sounded like HELL turned loose. I was asleep in a dug-out and usually nothing disturbs me when I am asleep. It took me about ten seconds to wake up and I was some sleepy, too. Guns! I never heard the like before in my life (my first drive). It was raining and you could see flashes everywhere and such noise. I couldn't describe it because I don't know of anything like it. Anyway, we hung around the dug-outs, expecting to have to dodge a few shells, but none came so we went about our business (war), much the same as

usual. At 5 a. m., the doughboys went over the top and stopped about a couple of days later, when they became exhausted. On the 13th, Friday, we moved our guns and headquarters up about ten miles into German territory—formerly. The Germans left hurriedly—those that got away—and forgot to take their guns, packs, horses and everything. Some of them even forgot to take themselves, but we did it for them. Some places they had meals on the table, but never had a chance to eat. You see the artillery threw such a barrage that the Boches had to keep in their holes and the doughboys brought them out. Where we moved they had expected to stay all winter, I guess, and had all kinds of gardens. We certainly did enjoy cabbage and potatoes that Fritz had raised.

“On the night of the 18th we pulled out of this town, being relieved, and we have been moving ever since, till last night. I have a hunch we are going to move tonight. We certainly have hiked some during the past week.”

Sincerely,

Virgil Adkins.

A FOXY COLORED CLAIMANT

In September a letter was received by Claim Agent Keown of Greenville, Miss., from a colored man in an obscure town in Arkansas, complaining that in October, 1916, he had been put off a train five miles short of his destination and had to walk back, and requesting a settlement. An inquiry for more specific information brought the following letter, which is a particularly amusing example of attempted shrewdness:

“To the Claim Agent: I received your letter wanting to know when and where was I going on the same day that I got hurt, October 14, 1916. Bought ticket from Vicksburg, Miss., to Beulah, Miss., and was put off at Lobdell, Miss. This was a north bound train, leaving Vicksburg at 7:20 o'clock in the morning—I don't know the train number, but I know the train and the date and her time leaving Vicksburg. I told you

the time and the place destination, Beulah—put off at Lobdell. You paid my attorney \$200.00 for me so I got \$100.00. I think we can settle this ourselves. I will get just as much; if you want to know witnesses I can produce them but this will let them know that they can get something too. So it is left with you. Now I told you that I can show you that I am straight with you so you can do to suit yourself about it. The reason I do this I want to save you all so I can get me a job, but if you want to go to trial I can sure do it and there will be fourteen that can get something out of the company. I think the train crew was drunk, the way they done that day. I am not going to write no more. I have tried this for two years, from the very next day after it was done. I put one case in the hands of my lawyers, and they got pay for hurting of me, but kept this out, so if we can't settle it I don't know what I will do. You can satisfy me if you will try. I would rather we straighten this than a lawyer, because they will have to get half. So no more.”

The writer of the foregoing letter and about thirteen others, in charge of a white man, were passengers at the time of this occurrence, from Vicksburg to Beulah, Miss., going there to pick cotton. The white man had a party ticket for the bunch and before reaching Beulah he was advised by the owner of the plantation where they were going to work, to get the men off at Lobdell, one station short of Beulah, as that would be nearer the plantation. This was done.

However, on the trip, before reaching Lobdell, our claimant sustained a slight injury to his hand, by a coach window falling on it. The accident was not reported and the first known of it was a suit which, after investigation, was compromised for \$200.

Our foxy claimant now thinks he can hold the railroad up for a little more money, and that he has become so well versed in the game that he does not need the assistance of a lawyer. He

indicates that he even put "one over" on the lawyers when he gave them his personal injury case, by holding out the claim for damages on account of being put off short of his destination. His suggestion in a former letter that he can get \$3,000.00 by suing and that he can furnish witnesses, but the railroad

had best not interview them as they would thereby be encouraged to present claims, indicates how very smart and shrewd he thinks he is, and it is right amusing. He also avails himself of the allegation frequently made by people of lighter color and supposedly better sense, that the train crew were drunk.

Transferring Shipments of Freight at Transfer Points

By S. L. Brannon, Transfer Man Vicksburg Division, Y. & M. V. R. R.

Shipments of freight arriving at transfer points to be transferred into another car or to remain in "same" car should be handled as expeditiously as possible. The importance of quick transfer in order that shipments may make connections that will insure arrivals at destination points at a reasonable length of time cannot be exaggerated. Too, freight for transference that is un-

loaded in the freight warehouse is fine food for rats, especially if it consists of cheese, meat, etc. The proper handling of freight at transfer points will reduce claims to a minimum. Start the freight in the right direction, accompanied by a waybill, have the cars properly sealed and the "Transfer man" will have no "nightmares" when he goes to his virtuous cot.

A Laugh or Two

An Irishman had received a job as brakeman on a railroad in a mountainous section in Pennsylvania, and was to be paid a certain amount per mile as wages.

On one of the first trips, the engineer lost control of his train and at a dangerous rate it went speeding down the steep grades.

Suddenly the conductor saw his Irish companion, who had been clinging to the running board for dear life, make a move as though to rise, and fearful that he intended to jump, the conductor yelled: "Don't jump! You'll be killed!"

The greenhorn shouted back: "An' do you think Oi'm fool enough to jump whin Oi'm makin' money as fast as Oi am now?"—*Exchange.*

A prosperous farmer of the old school had made a proud boast that he hadn't drunk a glass of water for twenty years. While on a journey one day, the train was wrecked while crossing a bridge and plunged into the river.

They pulled the farmer out with a boat hook, and when they got him on shore one of his friends rushed up, crying: "Are you hurt?"

"No!" the farmer snorted. "Never swallowed a darned drop!"

Cheerfulness under Fire.—"What's for breakfast, Bill?"

"Well, if we 'ad heggs we might 'ave' 'am and heggs, except we ain't got no 'am?"—*Passing Show.*

Said the city friend to a friend who had moved into the suburbs:

"What do you miss most in the country?"

"Trains."—*Boy's Life.*

Willie was being measured for his first made-to-order suit of clothes.

"Do you want the shoulders padded, my little man?" inquired the tailor.

"No," said Willie, significantly, "pad the pants."

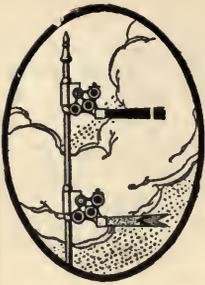
Mother: Now, Bobbie, you musn't take your train of cars to bed with you.

Bobbie: But mamma, these are sleeping cars.—*Exchange.*

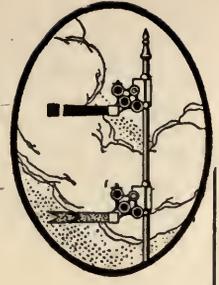
"Father, what do they mean by gentlemen farmers?"

"Gentlemen farmers, my son, are farmers who seldom raise anything except their hats."

—*Tit-Bits.*



SAFETY FIRST



Quite a number of personal injuries have occurred recently that could have been avoided had the parties complied with rules and even given thought to their safety.

One Switchman lost entire left hand coupling automatic couplers. It was not necessary for him to take a chance adjusting knuckles when cars were coming so close together.

A Brakeman fell off end of car being shoved, account standing too close to end when car stopped. Another hit by overhead structure which he knew about for years. Another was rolled between cars, he hanging on side of car and knew clearance was close.

Think for a moment how easily these accidents could have been prevented. One think before an accident is worth a million afterwards. Get into the habit of thinking and talking Safety; it is not cowardice to protect yourself and others from injury. Think, are you doing all you can towards Safety. Think it over carefully and remember that the best Safety Device known is a CAREFUL MAN.

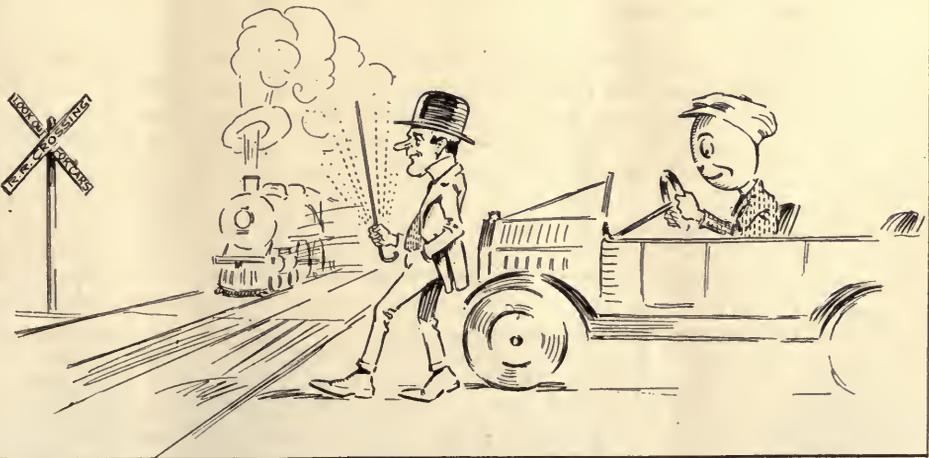
Announcement is made of the death of H. W. Belnap, Manager, Safety Section of the United States Railroad Administration, which occurred in Washington, October 12, 1918.

His organization was being completed, and his demise will be keenly felt by all safety workers.

People are Queer
They will STOP, LOOK and LISTEN
at a key hole



but will not STOP, LOOK and LISTEN
at a Railroad Crossing.



FROM THE LAW DEPARTMENT



Interstate Commerce Commission—Proceedings Before—Interest of Public In. In the case of *Royster Guano Co. v. Atlantic Coast Line*, 50 ICC 34, the Commission said:

“Section 13 of the Act to Regulate Commerce reads in part as follows:

“No complaint shall at any time be dismissed because of the absence of direct damage to the complainant.”

“In *Jewelers’ Protective Union v. P. R. R. Co.*, 36 ICC 71, we said, at page 75:

“The interests of the public cannot go by default in any proceeding before the Commission. They must be considered as fully as those of the parties. Unlike the decision of a court, which ordinarily is conclusive only of the rights of the interested parties, a report and order of the Commission prescribing rates, regulations, or practices for the future must affect many who are not directly represented before it.”

“A complainant before us cannot, as a matter of right, withdraw his complaint. The undesirable consequences of permitting a complainant to terminate a proceeding whenever in his opinion his interests would thus be better served than by having it proceed to a conclusion are obvious, and require no exposition.”

Statute of Limitations—Freight Charges. In the case of *New York Central R. R. Co. v. Orange Distributors*, 251 Fed. 230, it appears that suit was brought by the New York Central, the delivering carrier, against the Orange Distributors, the consignor, to recover unpaid charges on a shipment made from a point in California to Kansas City and reconsigned to New York City. It was contended by the Orange Distributors that the bill of lading issued by the originating carrier contained no promise that the Orange Distributors would pay the New York Central anything and that the obligation to pay the freight was not founded upon a written instrument, and therefore barred by the California statute of limitations. The Court said, however, it did not think any of these contentions or conclusions sound and that where such an instrument as was in this case issued by the initial carrier of an interstate shipment, it was distinctly adjudged by the Supreme Court in the case of *G. F. & A. v. Blish Milling Co.*, 241 U. S. 190, such bill of lading governs the entire transportation and fixes not only the obligations of all participating carriers, but also the rights and obligations of all parties to the contract, none of whom can ignore or waive its terms—the construction of which contract and the determination of all rights and obligations arising thereunder being a federal question.

Delay—Liability of Carrier When It Accepts Shipments Knowing That They Cannot Be Transported Within a Reasonable Time.—In the case of *Conover v. Wabash Ry.*, 208 Ill. App. 105, the court held that where defendant carrier received in the State for transportation to a foreign State certain cars of grain at a time when there was a congestion at the point of destination over the lines entering the city, preventing the prompt transit of the grain, brought about by conditions due to the European war, the demand of European nations for food-

stuffs, the large crops raised and the rush of such commodities to the point of destination and the impossibility of securing ships because of such conditions, the defendant was guilty of negligence in accepting the grain for shipment when it knew, or ought to have known, that it could not transport it to its destination within a reasonable time, in an action to recover damages for deterioration in the grain due to delay.

The court further held that a showing of such unusual conditions or congestion hindering transportation as is possessed by the public generally is insufficient to relieve a carrier from liability for delay, but a shipper must be notified by the carrier.

Venue of Suits Against Carriers Under Federal Control. The following is a press notice just received from the Railroad Administration:

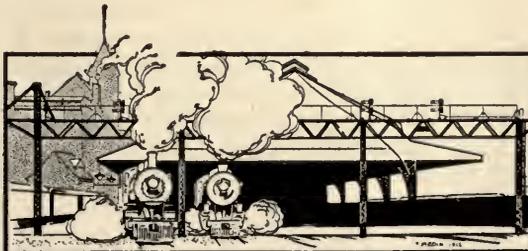
With reference to General Orders 18 and 18-A, Judge Trieber of the United States District Court, Eastern District of Missouri, has just handed down a decision of interest and importance. These General Orders provide that all suits against carriers, while under Federal control, must be brought in the county or district where the plaintiff resided at the time of the accrual of the cause of action, or in the county or district where the cause of action arose.

In the case above referred to, suit was brought in St. Louis by a woman whose husband resided in Pittsburgh and was employed by the Pennsylvania Railroad. A plea was imposed setting up General Order 18 and 18-A. The plaintiff demurred to the plea. The court held that the Federal Control Act authorized the President and the Director General acting for him to issue the orders; that the Act is constitutional; that the General Orders in question were promulgated because of public necessity in time of war; and are sustained and are valid.

“Witnesses Attend I. C. R. R. Hearing in Aeroplanes”

At a hearing before the Public Utilities Commission of Illinois, at Springfield, Ill., on October 30, 1918, Mr. John G. Drennan, District Attorney of the Company, requested the United States authorities to have in attendance as witnesses for the Illinois Central R. R. in its application for a crossing over the tracks of the Kankakee & Urbana Traction Co. in order to reach the new Chanute Flying Fields, at Rantoul, Ill., Capt. W. E. Lewis, the Commander of Fields, and his assistant, Ralph Schenk. The witnesses were promised, and at the appointed time Mr. Drennan was looking for them over the McKinley Traction System, when to his surprise the witnesses appeared in court dressed in their flying togs. They had flown over from the Chanute Fields, at Rantoul, Ill., to Springfield, Ill., lit in a farmer's pasture and were at the hearing on time. After the evidence was given and the hearing completed, Capt. Lewis and his Assistant, flew back to the Fields.

We are advised that this is the first case on record where witnesses, in attendance upon a hearing, traveled by aeroplane.



Illinois Central Claims Committee Recommendations Recognized by Mr. McAdoo

Report of the Claims Committee meeting held June 10th, 1918, contained some figures giving the number of shipments of freight turned back to shippers by energetic agents of the Illinois Central System on account of not being properly marked and packed, also the number of bad order shipments re-coopered and delivered without exceptions at Waterloo, Memphis and other places. Commenting on these figures, the Committee said: "Agents have the biggest field of all to work in to reduce loss and damage to freight. The two things which they can do which will show the best results are (1) to see that no freight is accepted for shipment unless it is properly marked and packed in accordance with classification requirements, and (2) to take special interest in re-coopering and effecting delivery of bad order freight. The Claims Committee would recommend that these matters again be brought to the attention of agents, because they are of paramount importance, and while some agents are taking a lively interest, others are not doing so." In this connection, it is gratifying to the Claims Committee to quote the following circular by W. G. McAdoo, Director General of Railroads, which has just been issued:

"A total of 27,541 small shipments offered were refused by railroads during four months on one Middle Western district recently because of faulty packing. Of these shipments 14,570 were repaired or re-coopered and finally accepted, but 12,971 were rejected entirely.

"Be careful in the stowing and bracing of your carload shipments to avoid disarrangement or shifting of packages, which often causes loss and damage in the usual course of transportation.

"Do not use weak and fragile packages for commodities of excessive weight

that will not stand the ordinary transportation.

"Second-hand containers are undesirable, but when used should be carefully reinforced and all old marks obliterated.

"Tariffs require that full name and address of consignee shall be marked on each and every piece of less-than-carload freight. To comply carefully with this rule, it is greatly to the interest of the owner of the freight to avoid mistakes in identity, bearing in mind that many losses are due to marks becoming detached or blurred so they can not be read. Your own name and address should appear on each package so that carriers may confer with you promptly if a package goes astray or is refused and unclaimed at destination.

"Your co-operation in carrying out these suggestions not only helps to conserve the necessities for winning the War, but goes far in *eliminating the complaints of your patrons as well as the labor and annoyance of claims.*"

Other recommendations recently made by the Claims Committee with the view of reducing loss and damage to freight are as follows:

The Freight Thieves Must Go

The Claims Committee has heretofore commented upon the large per cent of freight claims that are entirely due to robbery, also to the importance of officers and employes being constantly on the alert to detect dishonesty. It is needless to say that the stealing of freight from a Federal railroad is now tantamount to robbing the U. S. mails. It is practically one and the same thing. Very few robbers of the U. S. mails escape detection and severe punishment, and so it is going to be with those who rob U. S. freight. The freight thieves have not yet become awakened to this fact. Federal prosecutions and convic-

tions will awaken them, and those things will not be much longer delayed. Let us have a thorough house-cleaning on the Illinois Central. The head of each department should be held responsible for the honesty of those working under him. This means that the agent should be held responsible for the honesty of those working under him, the conductor should be held responsible for the honesty of the members of his crew, the yard master should be held responsible for the honesty of his switchmen, the section foreman should be held responsible for the honesty of his men, and so it goes all through the list of those in charge of large or small numbers of men. Of one thing we may be certain, and that is, that Uncle Sam is going to locate all dishonesty connected with the handling of freight. Let us do this ourselves on the Illinois Central and save Uncle Sam the trouble.

"Passing the Buck"

In spite of all that has been said and done on this railroad to reduce claims for loss and damage to freight, such claims are on the increase and the increase is substantial. However, the increase is not general over the entire system. On some of the Divisions freight claims are decreasing, which goes to show that on those Divisions there is team-work among the officers and employes and they are in dead earnest about decreasing freight claims. On the Divisions where freight claims are increasing, the bad conditions have no doubt been brought about by what is known as "passing the buck;" that is, the man in charge is instructed to do things in a certain way and he "passes the buck" to the man next below him and that man in turn passes it to the next man down the line and thus it goes all the way down to the bottom and nothing is done except by the man at the bottom and, of course, he can't do it all. The result is that freight claims go on increasing and about the only interest those responsible for the conditions take, is to try and find a plausible excuse or reason for the increase, such as the in-

crease in tonnage hauled, scarcity of labor and the upheaval in the world on account of the war. The recommendation of the Claims Committee is that "passing the buck" be discontinued entirely on this railroad. By "passing the buck" it may be possible to get by for a short time but it will not last. Nothing can be accomplished toward the reduction of freight claims by "passing the buck."

It has been thoroughly tried out and will not work. Good results can only be obtained through earnest efforts on the part of every officer and every employe having to do with the handling of freight, and through determination and the will to succeed. Let us really be in earnest about this thing from now on.

Transferring Freight

In analyzing investigation files covering claims for loss and damage to freight the Claims Committee has discovered that a great many of these claims arise through negligence of employes in transferring freight. More than 100 car loads of freight are transferred on this system every day. This work is going on in every terminal on the railroad practically all the time. It is the opinion of the Claims Committee that this important matter is not given the attention and supervision which it deserves. At each transfer track there should be some competent person whose duty it should be to first pass on the necessity of transferring before a load is ordered transferred. It frequently happens that freight is transferred at considerable expense and risk to the Company when transferring is unnecessary. The car inspector will find a defect in a car and mark the car for the transfer track, whereas a careful inspection might develop that the defect in the car could be repaired without transferring the load. When it is necessary to transfer a load of freight it should be loaded in the new car in exactly the same manner it was loaded in the first instance. In some cases it is very unwise to transfer freight direct from one car to another because it cannot be done prop-

erly. In such cases it is necessary to completely unload the freight before commencing to load it into the new car. Special care should be given to the handling of the waybills for all cars transferred. The waybills should be pulled from the rack and held until transfer is completed and the new car number should be shown on the waybill as well as the point and date of transfer, and the new car should always be properly carded and a careful record made of all conditions in connection with the transfer, and especially the damage to the freight. It is important to see that suitable equipment is furnished for the freight to be transferred. The Claims Committee was told that one car load of freight had to be transferred three times in one yard before it could be gotten out of the yard. This, of course, is an exceptional case but it shows the importance of transferring into suitable cars in the first instance, so that additional transfers will not be required. The Claims Committee would recommend that the entire system of transferring freight be looked into and given very careful attention. That improvements can be made goes without saying.

Who Is Responsible for Loading of Defective Cars?

In its report of July 1st, the Claims Committee dwelt upon the importance of careful inspection of car bodies furnished for grain loading. Among other things, the Committee said in this report: "If defective car bodies furnished for grain loading cannot be repaired before loading such cars should be rejected to avoid the risk of the loss of the grain." We are now in the midst of the grain loading season and there are many evidences of failure on the part of agents and others to give proper attention to the importance of proper inspection of car bodies for grain shipments. One of the chief difficulties appears to be that many of the defective cars are marked O. K. by car inspectors, and when they are thus marked

agents hesitate to reject them. Therefore, responsibility for much of this trouble seems to lie with car inspectors, or, in other words, with the Mechanical Department. The Claims Committee has just heard of a case where a car was furnished for grain loading with door post broken. The shipper loaded the car 10,000 lbs. light. In this transaction the shipper took no chance. All of the risk was assumed by the railroad. Under those circumstances, is it right that an agent should permit a shipper to load a car in such condition? The waste of railroad funds and food-stuffs at the present time is not only negligent, but it is almost criminal and should be stopped, and can be stopped if all concerned will take the proper interest. The Claims Committee recommends that much attention be given right now to the condition of cars furnished for grain loading in the grain belt. Agents who fail to give intelligent attention to this question should be regarded as incompetents and so treated, for they certainly do not serve either the railroad or the Government.

Reicing Delayed Shipments of Perishable Freight

One of our weak spots, as disclosed by claims which have been settled, is failure of employes to comply strictly with icing instructions. Shippers know, or should know, the quantity of icing necessary to transport their shipments to destinations in good order. They issue icing instructions at time of delivery of shipments and these instructions are usually complied with, but such instructions never take delays into consideration. When cars loaded with perishable shipments are delayed, it invariably means the necessity for additional icing. On account of the number of new employes in the yards, the Claims Committee would recommend that the question of additional icing of delayed cars of perishables be discussed with all yard employes with the view of bringing about a general understanding of this important matter.



New Car Icing Plant, Waterloo, Iowa

By Mr. E. F. Ackerman, Building Inspector

AT Waterloo, Iowa, the Illinois Central R. R. has erected a new car icing plant for the purpose of re-icing the refrigerator cars loaded with fruit and meat from Omaha and western points on their way to eastern markets. This plant is located on the site of the old plant at Saxon and High streets, and is on the main line midway between Omaha and Chicago, and so located that trains are run direct on icing track as they enter Waterloo yards. This is the largest car icing plant constructed and operated by the Illinois Central R. R.

Old Plant and Method of Icing

This plant was of the old type, was erected 32 years ago, and had a capacity of 1200 tons. Ice stored in this plant was packed and covered with sawdust, and the method of operating was as follows: The ice was taken from the storage room and put on an inclined conveyor, which was operated by compressed air, and elevated to a platform along which nine cars could be iced at one time. The ice was then broken by hand with large hammers or mauls, and shoveled into carts, from which it was then dumped into cars to be iced. The question of icing cars at this plant became quite a problem, as sufficient ice could not be stored in the winter to ice all the cars necessary, without going into the open market and buying enough ice at a much higher price to carry on the business of this line to the next winter, and it was decided on September 25th, 1917, to erect a new plant.

Wrecking Old Plant

In order to erect the new plant it was necessary to demolish the old plant, and as cars had to be iced while the new plant was being constructed, it was necessary to find a plant for this purpose, which was accomplished by erecting a

platform and moving all equipment and cars to the plant of J. Muigrew at Dubuque, Iowa, which was done at considerable expense and on October 8th, 1917, work of wrecking old plant and erecting new was begun.

New Plant

This plant consists of three separate units combined in one large building, which has a ground area 59 feet wide by 282 feet long. At either end of this building is a storage room 55 feet wide, 124 feet long and 35 feet high in the clear, each with a capacity of 5,000 tons of ice, making a total of 10,000 tons of ice as the storage capacity of this plant.

In between these storage rooms is a three story building 30 feet wide and 55 feet long, known as the ice handling rooms. The first floor is the receiving room; the second floor is used in taking cake ice from the storage rooms; the third floor is the crusher room and salt storage room.

Along the side of the building is a 3-deck platform which extends beyond each end to a total length of 1,008 feet. The first deck is the receiving deck and is built on an incline, so that ice taken from cars slides down an incline on to two conveyors, each being 123 feet long, and having a capacity of 24 full cakes per minute. These conveyors in turn push the ice to the receiving room, in which slides are built, which convey ice by gravity to the combined elevating and lowering machines, of which there is one for each storage room.

These elevating and lowering machines have a capacity of 16 full cakes per minute, and are arranged so that ice can be taken from receiving room and elevated to any level in storage rooms. Machines can also be reversed, so as to take ice from storage rooms at any level

and convey it to the different floors of ice handling rooms. Each of these machines has two motors; one operates the hoist and the other operates the brake, and are so connected that when the power is cut off from the hoist motor, it automatically turns on the power of the brake motor, which in turn applies the brake and locks the machine until the power is again turned on the hoist motor, when it releases the brake.

On the second floor of the ice handling room, slides are built which take ice from the elevating machines and in turn deliver it by gravity to two conveyors, which run to each end of second deck of platform and are 484 feet long. Ice can be taken from these conveyors at any point along the platform. These conveyors have a capacity of 18 full cakes a minute and can be reversed so that ice not used can be run back into storage rooms.

On the third floor, or crusher room, ice is taken from the elevating machines and by gravity runs down inclined slides into two Creasey ice crushers. These crushers have a capacity of crushing 60 tons of ice per hour, and are located on an elevated platform so that the crushed ice can be dumped into carts run under the platform to receive it. The carts are then hauled by men on to the platform and dumped into a movable chute which runs on rails along entire length of third deck, and conveys ice to the hatches on top of refrigerator cars.

In the ceiling of this crusher room is built a large hopper-shaped salt bin, with gate in the bottom, and has a capacity of 30 tons of salt. Carts are placed under hopper and are loaded by pulling lever on gate, after which carts are hauled on platform, where small hoppers are filled with salt from these carts through trap doors in top deck. These hoppers are placed on underside of top deck at every third post, and have a draw-gate on the bottom, from which salt is taken in pails and dumped into cars with the ice. Under the receiving platform is a concrete hopper with a concrete chute, into which salt is dumped from cars and runs thence by gravity into buckets bolted on an endless belt, which conveys salt into salt bin in roof of crusher room.

The entire building is built as a refrigerator room; the walls are double, consisting of two thicknesses of $\frac{7}{8}$ -inch sheathing nailed on 3x10 studding, with heavy roofing paper between on the inside, and one thickness of $\frac{7}{8}$ -inch sheathing and 6-inch No. 115 lap-siding, with heavy roofing paper between, nailed on the outside. Between sheathing and studding granulated cork is packed to a height of ten feet, and above that fine shavings are packed to the underside of rafters. The roof is double, the underside of the rafters is sheathed tight with $\frac{7}{8}$ -inch sheathing and top of rafters with $1\frac{1}{8}$ -inch sheathing open at the eaves, which, with the monitor built in the peak of the roof the whole length of the building, forms an air passage between the rafters and keeps the underside of the roof cool. The roof is covered with prepared roofing.

The foundation walls of the building are built of concrete, as is also the sub-floor. On this are placed 4x4-inch cypress sleepers, and on those 2x6 rough cypress planking 1 inch apart, which also forms an air passage and allows drippings to run off into the sewer. All doors to storage rooms and crusher room are double refrigerator doors.

Storage of Ice

The contract for cutting and packing ice was awarded the Crystal Ice and Fuel Company of Waterloo, Iowa, who, two days after receiving contract, had 46 teams and a large force of men at work cutting and hauling ice from the Cedar River to the new plant. A large electric ice-cutting machine worked on the river night and day, and in three weeks the plant was packed to capacity. This was accomplished without the use of modern machinery, as the cars on which the machinery had been shipped were stalled in the snow between Albany, N. Y., and Chicago, Ill., and did not reach Waterloo until February 25th, 1918. Machines were manufactured and installed by the Gifford Wood Company of Hudson, N. Y., and are of the latest and most improved type.

Advantages of New Over Old Plant

The new plant is quite an improvement over the old plant, as 28 cars can be spotted and iced along platform with-

*Crusher Room**General view of I.C. icing plant, Waterloo, Ia.**Ice slides from storage room**Combined Elevating and Lowering Machine*

out moving the train, whereas at the old plant, nine cars could only be accommodated at one time, and an engine had to be left coupled to train and cars moved along platform as they were being iced. At the old plant the ice was handled by hand labor, but at the new plant all operations are performed by electric motors. At the old plant, the ice would melt after being uncovered, but with the new plant, built like a refrigerator and air-tight, this loss is avoided. At the old plant, it would take four hours to ice a train, but at the new plant a train of 28 cars has been iced in one and one-half hours.

Accomplishment

The erection of this plant was accomplished in one of the most severe winters ever known in history; work was carried on at temperature as low as twelve degrees below zero, and material was shipped from the east in the worst snowstorms ever known, and had to be traced from the time it left shipping point until it arrived at Waterloo. The cars with machinery were stalled in the snow for months, and ice had to be stored

with the aid of a steam engine and an inclined conveyor. Ice of a thickness of twenty-three inches had to be cut and stored, and the storage rooms were filled to capacity before the roof was on.

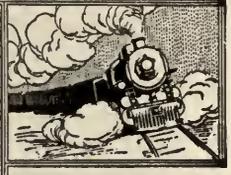
The plant was planned and designed by the Chief Engineer's staff, Chicago, and the writer acted as local representative for the railroad in charge of construction. Construction work was performed under contract by W. J. Zitterell Co., of Webster City, Iowa, Mr. H. Bearman, their superintendent, being in charge.

The work required all told 2,616 cubic yards of excavation, 640 cubic yards of concrete, 320,000 feet B. M. of lumber and 220 squares of roofing. The building was completed and first cars iced on March 15th, 1918.

During the past season this business has developed to such an extent, that it has been decided to enlarge the storage capacity by constructing, at each end of the building, an addition having a capacity of 3,000 tons storage, which will make the total storage capacity 16,000 tons.



TRANSPORTATION DEPARTMENT



Camp Henry Knox

By A. F. Page, Train Master, Louisville District

Stithon, Ky., a bustling little burg located on the Louisville-New Orleans line of the Illinois Central Railroad, thirty-one miles south of Louisville, was selected as a permanent location for the Artillery Firing Centre now temporarily located at West Point, Ky., and announcement of the fact was featured in Louisville papers of July 30th. On August 9th, the first temporary track, with capacity of 60 cars, was completed for unloading Government material, and unloading began on a large scale. By the end of September 3,800 cars of Government freight were unloaded. As now planned, it is estimated that fifteen miles of sidings will be constructed. The plant will accommodate eight brigades, or a total of 60,000 men, an artillery brigade consisting of 7,500 men, an Officers' Training School of 10,000 students, an Aviation Section of 1,000 men, a Remount Station of 25,000 head of horses, a Base Hospital containing 3,000 beds, and the date for completing the work Feb. 1, 1919. Major W. H. Radcliffe, Constructing Quartermaster, is in charge of the work.

The water supply for the Camp will be obtained from springs located at Indian Hill, and piped about four miles to the Encampment. Electricity for light and power will be furnished by the Louisville Gas & Electric Co., and transmitted to the Camp over high voltage wires located on the Illinois Central waylands. The present plans contemplate an area of fifty square miles, which will be added to as conditions may require. It is estimated that an in-

bound movement of one hundred car loads per day will be required to care for the needs of this "City of Soldiers," and a classification yard of four hundred cars is being constructed by the Company to care for this movement, and should be completed by November 1st. A change of the main line of about one and one-half miles in length is being made at Stithon to eliminate grade crossings in the Camp, and several under-passes will be constructed. A new passenger station with adequate facilities to properly care for the travel, a separate freight station, and several tracks for loading Troops, independent of the main track and passing siding, are now under construction. The present Dixie Highway from Louisville to Nashville, which now crosses the Reservation diagonally, is being reconstructed for a distance of about fifteen miles, it being changed to parallel the tracks of this Company through the Camp.

To provide labor for the Government work, a labor train is run from Louisville to Stithon each morning, returning each evening, handling from 1,400 to 1,500 laborers. A labor train is also operated from Elizabethtown and way stations to Stithon daily, handling approximately 500 laborers and office men.

The Camp has been officially christened Camp Henry Knox, who was Chief Artillery Officer in the War of Independence, and was the first Secretary of War under President Washington after the organization of the present Federal Government in 1789.

The Railroad Administration and Its Relation to the Present World War

By F. B. Wilkinson, Freight Agent U. S. R. R. Administration
Jackson, Tenn.

This war must be won, not by the soldiers in the field, but by the railroad men of the United States to whom is entrusted transportation of munitions and war materials to the pier of the "Bridge of Ships" for movement across the ocean to our fighting men in France.

President Wilson foresaw the enormous burden we would be called upon to bear and in order that we might function properly, unhampered by pre-war laws and conditions, he promptly took us into his official family as an arm of the Military Service of the United States and the wisdom of his action has been attested by subsequent events.

That he had the utmost confidence in us, in our organization and in our Managements is proven by his system of operation under Federal Control, with which system we are all fully acquainted. We of the Illinois Central were signally honored by the appointment of our beloved Chief, Mr. C. H. Markham, as Regional Director, at the very outset of the new regime.

We are proud, and we have the right to be proud of what has been accomplished by the railroads since the United States entered the war.

But we must not be content. Our greatest task lies before us for we must keep our fighting men at home and abroad equipped and furnished, fed and clothed; and we must, at the same time, carry on without hindrance or delay, the enormous domestic tonnage of our country in order that business go on as usual and our home people continue well and prosperous and able to furnish the billions in money necessary to pay for the war.

Do you know what it costs to make

a twenty-four hour drive on a ten mile front? Here are the figures; prepared by experts:

1,024—3" guns firing	512,000
rounds	\$5,120,000.00
678—6" guns firing	153,600
rounds	\$7,680,000.00
256—10" guns firing	51,200
rounds	\$5,120,000.00
35,640 rifles, 1,900 light machine guns, 950 heavy machine guns—all same caliber, firing 13,200,000 rounds, cost	\$666,000.

The estimated worth of artillery used in such a fight is \$33,792,000.00 and the small arms \$1,627,400.00.

Eighteen and one-half million dollars fired away in shot and shell and the guns worn away to the cost of at least five and one-half millions more—a total cost of one million dollars an hour. This does not include the cost of clothing and equipping the ninety thousand to one hundred and twenty thousand men engaged in the battle.

With three million men in khaki in Europe and two millions in training at home and in transit next year, we have our work cut out for us.

Not only must we keep business moving; we must conserve. The old saying, "No rough handling while in my charge;" must become a reality, a fact. There must be no rough handling, no damage, no loss, for we haven't the men nor the materials with which to replace 5,000,000 men taken from useful occupations, 250,000 immigrants yearly, a total of 1,000,000 during the four years of war lost to us, means six million at least and add to this the wastage of war and every patriotic railroad man can see his duty and with the realization must come the will to do.

SAVE SAVE SAVE

Save in a thousand ways that only railroad men know. Save time. Men are so scarce. Our soldiers must be served. Make every moment of every day count. Teach the inexperienced. Show him the short cuts and above all things, show him how to avoid personal injury to himself and to others. Men are so badly needed to win the war. Save the scrap. Men must mine it, must smelt it. We must conserve man power.

Use the OXO-ACETYLENE torch-Save the pieces and let the magic weld reclaim them.

Load the freight carefully and properly. YOU KNOW HOW. If it is damaged or lost through your carelessness or neglect you are not only a slacker; you are a traitor to Liberty and your Country in time of greatest need.

Be a man. A red blooded, patriotic

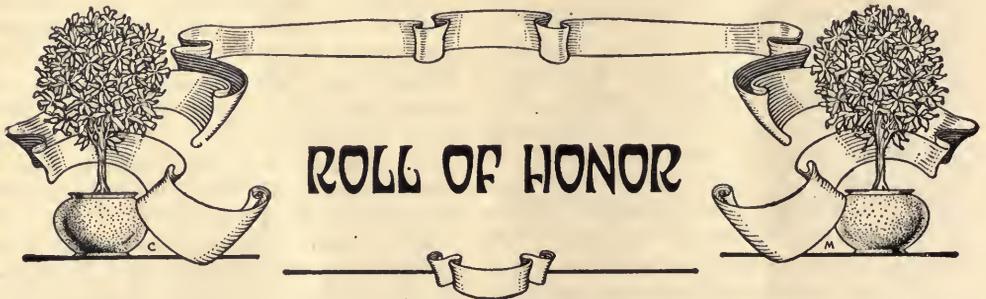
railroad man and do your full duty to your country, to yourself, and to the thousands who have died to make the world a decent place to live in.

In Flanders' fields the poppies grow
Between the crosses, row on row,
The larks still bravely singing fly
That mark our place; while in the sky,
Amid the guns below.

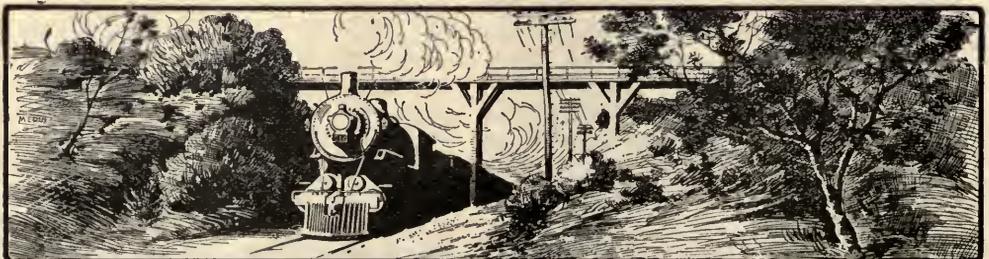
We are the Dead! Short days ago
We lived, felt dawn, saw sunset's glow,
Loved, and were loved, and now we lie
In Flanders' fields.

Take up our quarrel with the foe;
To you from failing hands we throw
The torch—be yours to hold it high!
If ye break faith with us who die
We shall not sleep though poppies blow
In Flanders' fields.

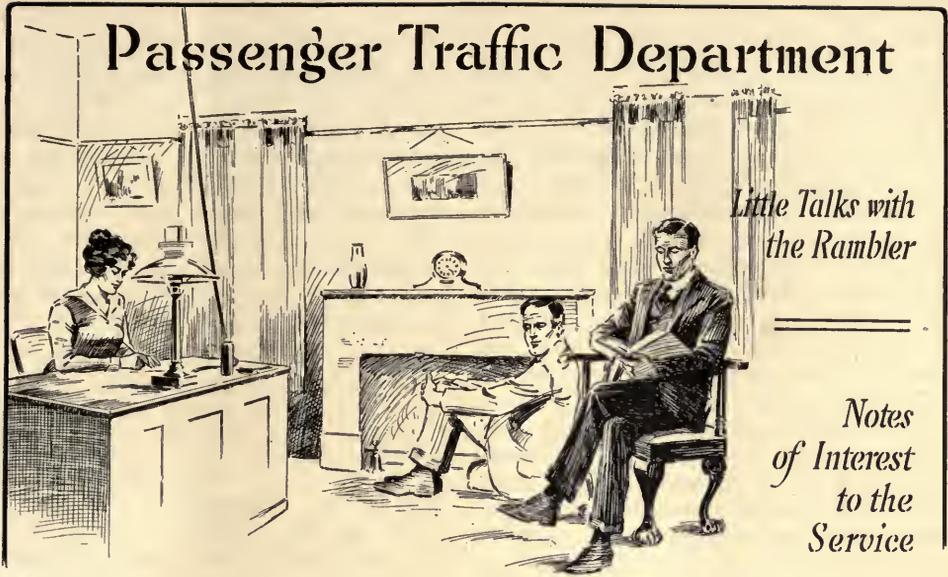
Let us be Men!



Name.	Occupation.	Where Emp.	Years of Service	Date of Retirem't
John C. Maus	Supervr. Demurrage and Weighing	Office of General Supt. of Trans.	33	10-31-18
James T. Tait	Claim Agent	Dubuque, Iowa	50	10-31-18



Passenger Traffic Department



*Little Talks with
the Rambler*

*Notes
of Interest
to the
Service*

Echoes from the Scrap Pile

IT was a raw, disagreeable evening in the early fall; it rained intermittently in perfect downpours. Hence Tyro, it being one of his evenings at home, had made a cheerful open grate fire in his study, to keep the dampness out and to take off a slight chill that would otherwise have pervaded the room, he explained. He was promising himself one of the rare cozy evenings in company with his wife that he so much enjoyed; for his thought was to devote himself to reading in the bookish atmosphere of his study while Mrs. Tyro sat near at her writing. The last because the latter had announced to him that having put the children to bed she believed she would take the opportunity, if he was not using his desk, of sitting there and getting off some letters that should have been written days before. This was a situation particularly pleasing to Tyro, for although each of them in their respective ways was engrossed in their specific occupations, there was the feeling of each other's presence that in a way amounted to real companionship.

All was stillness in the room save for

crackling of the cheerful wood fire on the hearth and the beating of a heavy rain on the window pane, when the spell was broken by the ringing of the front door bell.

"Snap Shot Bill, I'll warrant," said Mrs. Tyro poised her pen over the inkwell as she listened for the sound of the voice that should waft upward to the study on the maid's going to the door. "No one but dear old Bill would come out such a night as this unless he had to; but he is a stormy petrel. He says he does not enjoy being out in the rain but I don't believe him. He surely gets caught in rain-storms on his outings often enough, to my certain knowledge. I have been caught in them with him, myself," she added with a smile. "Maybe he does not like a rain-storm as such, but if he gets caught in one it seems to become a pleasure for him to combat it. I never knew him to postpone an outing he had planned account of the weather in case it did not prohibit his accomplishing his objective." "That would make him your stormy petrel, I suppose," remarked Tyro as he paused from his reading and awaited

the announcement of the visitor. "I told you so," exclaimed Mrs. Tyro with a glance at her husband, as she arose from her seat and started to greet Snap Shot Bill, who in the meantime had made his appearance at the door and responded to her salutation with a sunny smile and joking remark about being driven from home, concluding with "but I hardly know whether I should be glad or sorry I came. For myself I am glad, you look so cozy and homey here; but possibly I should be sorry for you, for interrupting what might have otherwise been a particularly quiet and happy evening between yourselves, and where three will be 'a crowd.'" "You know you are welcome," she said simply; "you are always welcome here Bill, and we are glad you came." To this Tyro himself added his acquiescence, with a further jocose remark to the effect that possibly the interruption might be a good thing for both of them, for he had a sneaking idea that when Helen had finished her letters she had disagreeable family matters to discuss with him that would upset his reading any way.

So Bill, thus heartily welcomed, went and stood before the fire, putting out first one foot and then the other toward its heat-giving flames, at which Mrs. Tyro observed that his shoes and the bottom of his trousers seemed to be sopping wet. In tones soft and tenderly solicitous she began to question him about his general condition of dampness, but he laughingly protested that he was dry as a chip except from below the lower edge of his raincoat. As to his feet, he admitted however, that he had experienced difficulty in keeping out of the puddles when walking from the station, not being as used to suburban sidewalks as he was to those of the city. Nevertheless she insisted that he sit before the fire and get his feet and legs thoroughly dry. In this he acquiesced by picking up a hassock and squatting down on it by the fire, holding his feet toward the flames by drawing his knees up and holding on to them with extended arms and clasped hands. He then begged them to go on with what

they were doing before he came, as he was contentedly happy by simply being in their presence. The atmosphere of peace and quiet fitted into his mood he said, until at least he became dry and warm. Mrs. Tyro, who was used to his ways and who was so much of a friend that she felt no obligations of formal entertainment, said she believed she would finish her letters, and accordingly proceeded to do so.

But Tyro was of different mind. Bill, as his wife's particular friend, and with his mixture of frank boyishness and mischief and serious manliness, was a subject of interesting study to him. He was pleased, therefore, to chat with him as he sat there before the fire; for in Bill he found what he, as a newspaper man, called an element of human interest.

As has been related on a previous occasion, I think, Bill at times was a bit of a gossip, although always a kindly one, and one who never allowed his gossiping propensity to stray into a channel that might prove harmful to any person or interest. On this evening, however, he seemed to be in more thoughtful mood than usual, and the conversation between Tyro and himself lagged for a while on general topics. But finally, as though the thought had suddenly struck him, Bill said to Tyro, "By the way, what was it that Dickens, the author, wrote about travel in America, making fun of our steam-boats, canal-boats, stage coaches and railroads? The Rambler said that the Professor read it to him when he was down to _____ four or five weeks ago, and told me I ought to look it up and read it myself." He then told his host in a broad way about the Rambler's visit to _____, as explanatory of his inquiry and assertion.

"Well, I have the book," was the reply. "It is called 'American Notes.'" "Read it to him," said his wife looking up from her writing, she having the faculty of listening and continuing with her occupation at the same time; "that is, read him extracts, the same as

the Professor did to the Rambler, covering the items that he has mentioned. You will not disturb me half as much as Bill will as soon as his feet are dry and he gets up from that hassock and looks around for some other diversion, the which, I am sure will include more or less activity. I can continue my writing if you read in a low tone as you do sometimes to the children when I am busy, and it will do yourself no harm to reread those extracts from that book. You remember we read it aloud in our early life together."

Bill thought that an excellent suggestion and expressed himself to that effect to Tyro. So the latter good humoredly went to his book shelves, and on finding the volume required drew his chair up closer to Bill and began to run hastily through the pages of "American Notes," putting little marks of paper in it here and there as he found the paragraphs devoted to this and to that feature of American modes of conveyance during the visit of the famous author in America in 1842. "It is lucky," he remarked as he was doing this, "that you have not called for extracts telling of what he had to eat and where the bar was located. Not even Helen could have persuaded me to have undertaken to do this for you with those features as a subject. I would have had to read too much of the book. However, I guess it is properly marked, so now listen." He then began in a modulated voice to read while Helen's pen could be heard industriously scratching over her letter sheet and Bill sat with dreamy but attentive expression looking into the fire. About an hour thus passed when, just as Mrs. Tyro had affixed the last postage stamp to the considerable pile of letters before her and Tyro had closed the book after reading his last extract and was placing it back on its shelf, again the front door bell rang. The best of the evening had passed, but it was still early enough for the running in of a neighbor on some short errand, especially as the rain had apparently ceased, and as on getting up from his hassock and going to the window, Bill

had discovered that there were signs of the storm having broken. None of them, however, were prepared to have the Rambler and myself announced at that time of the evening in response to that ring; especially as we were some twenty miles away from our home out there in Tyro's suburb. The fact was, that the Rambler had received an unexpected call to the next neighboring suburb beyond and persuaded me to accompany him. On the return it was found that we could take a train to Tyro's station and have a visit of about an hour with him before we had to finally entrain for the city. As was anticipated we were cordially greeted and taken at once into the family circle in the study. After explanations and general salutations had ceased, the Rambler, turning to Bill, who had now left his seat by the fire and was cozily ensconced on a lounge back of Mrs. Tyro's chair, said to him casually, "By the way, Bill, what do the people with whom you board hear from their Lieutenant son, extracts from whose letters you read me some time ago?" "Oh," was the animated reply, "he has been awarded the distinguished service cross for extraordinary heroism in action, the citation stating that he had displayed notable courage and determination by leading his company to its objective through a heavy enemy barrage of highly explosive gas shells. Although gassed and wounded in the leg by a shell fragment he remained in command of his company until it was relieved." "Good for him! I knew there was good stuff in him as you read his letters to me. Tyro," he continued, turning to his host, "how goes it with you and your paper? The latter up to its eyes in politics I suppose. You know I never read it." "Don't blame you," was the laughing rejoinder. "And how goes it with you as a Government Railroad employee?" "Oh, all right, we are all getting there gradually." Tyro laughed at the reflective tone of voice in which this last had been said, and reaching out and taking a paper from a little stand table nearby he remarked, "I caught something in here last evening

that I think I will read to see if it will inject a more cheerly spirit into you. I have just been reading Bill what I understand the Professor read to you some time ago, and perhaps it is no more than fair that you should also be entertained by a select reading. However, to avoid discussion on your part when I am through I am taking the liberty of making slight changes as I read. The article is headed 'On The Railroad Map Again.' Listen:

"It is pleasant to note that government control is not wholly impervious to suggestion or impregnable to reason. When it was pointed out by this paper that government control had practically wiped _____ from the railroad map, and that if something were not done to convince the high command of transportation that we were entitled to some consideration we would probably find the city marked on the folders as a "water tank for _____," not a few of our powerful interests murmured, "It is fate," and continued their interesting discussion of the weather. The weather in our city is indeed a very pleasant topic of conversation; our all-the-year-around climate is mild and salubrious. But you can't build cities with climate alone. Transportation facilities are necessities to the growth of a community. When _____ was made a way station for transcontinental travel, government control dealt us a blow that we hardly expected from an administration paternalism that is doing so much to promote the prosperity of our little smutty-face, freckled-legged nearby sister city. It took some effort on our part to convince ourselves and government control that it wasn't our city's fate to be a mere water tank for our rival's increased railroad activities, or a flag station of some transcontinental system. We have been restored, in some measure, to the railroad map, and the traveler who desires to visit us can do so now without taking a stage or waiting for a "mixed" train at Lonesomeville. This recognition of our rights as a railroad center, is very grateful to the community, which returns its thanks to the government

control, and eagerly awaits full restoration to its old position on the railroad map.'"

The Rambler laughed on the conclusion of the reading, but evidently was desirous of changing the subject, for after making the casual remark that the article proved that everything would come out all right in the end, he addressed Mrs. Tyro with the apparently irrelevant remark: "I have been selling old junk. Maybe when I tell you about it you will be tempted to do likewise.

"There is a jewelry store about a block from my apartment—one of those regional affairs in a large city—that for some time has had a sign in its window, accompanied by a pile of miscellaneous old dented and blackened silver and plated ware, jewelry, etc., that urges one to bring that kind of truck and receive payment therefor in thrift stamps. While I had nothing of the kind that I could dispose of it rather excited my interest and I made inquiries as to what it all meant and learned that indirectly it seemed to be a Government proposition, in that the metal when turned into ingots was purchased by the Government with its thrift stamps. I happened to refer recently to that store and what it was doing in the old metal line to a friend in the country, and much to my surprise soon after I was requested to negotiate for the friend a large consignment of miscellaneous plated ware and sterling of ancient and obsolete pattern. I remember among other things there was a plated water set consisting of a tray, two goblets and a slop pail beside the pitcher. There were two pudding dishes, an article which I believe used to be called a castor, three cake dishes, a butter dish, a berry dish, knives, forks and spoons and a miscellaneous assortment, small in amount but evidently of good quality, of jewelry. And do you know, Mrs. Tyro," he concluded with a beaming face, "I got for that friend \$22.50 out of that scrap, the most of which I never knew had any value whatever as reconverted metal."

"Ah," blurted Bill, "I know who that friend was; it was the Professor's

Daughter." This clearly embarrassed the Rambler for a moment, and he looked as though he would like to say something to Bill if it were not for the presence of a lady, as he began to cast about in his mind for something to talk about which would change the subject. But Mrs. Tyro came to the rescue by remarking to her husband: "That is interesting, Howard; let us go through our unused possession in that line. We may be able to help out the children's thrift stamp book." Seeing that the Rambler was still evidently somewhat upset by Bill's indiscretion she further attempted to restore his equanimity, saying: "Speaking of junk, or scrap I think you called it, you often have told me little stories of railroad experiences that rather appeal to me now as having been a bit junky inasmuch as they were odds and ends of experiences. Let us have some now, and we will see how many thrift stamps they are worth in the opinion of us, your listeners." By this time the Rambler had recovered from his embarrassment, and with a laugh quickly responded, although he said he would have to throw into the melting pot but brief chunks of verbal junk as it was fast approaching the time when we should say "good-night" and depart for our train.

"I am reminded," he said, "that some years ago, when the solicitation of business under the old regime, was at its keenest, one of our district men sent out a circular to agents in his territory in the interest of rounding up a crowd for an educational convention. He asked the agents to report the number of school teachers at their station. One of the replies that he received was: 'Have but one teacher here, and I won't let her go.' On another occasion a letter was sent to the different stations asking for a report of local occurrences that were booked in the various towns account of which travel might be stimulated from nearby towns. One facetious agent replied that there was nothing of interest on at the time at the writer's station except breakfast, dinner and supper." While he had been talking we three city people had

all risen from our seats preparatory to making our departure, and on completion of his breakfast, dinner and supper joke we went down into the hall. The Rambler had evidently found his talking mood, for as we were putting on our overcoats he continued, saying: "Many years ago there was a good one on a ticket seller in one of our inland cities where there were several new ticket offices. He was new at the business, and was not left alone in the office except of necessity. But one noon he was running things all by himself when a party came in and purchased several tickets for a family party among them calling for one for a corpse. The seller had never heard of a ticket for a corpse before, and somehow had the idea that such a ticket should be of a special nature. So he hunted through the ticket case in vain for a form of ticket that he thought would cover requirements. His search became so long that he finally got nervous over it, and bethought himself to cry for help. So he asked the purchaser to be seated a moment while he went to a neighboring ticket office where he would get the ticket desired, saying that he found his office 'happened to be out of corpse tickets.' Hastening across the street to a friendly rival's ticket office he told his troubles and asked to be helped out, and was somewhat taken back by the answer: 'Why you fool, there is no special form for it; write "Corpse" across the face of your regular form of ticket.'"

With this we bade our hosts "good-night," for the time had arrived for us to really be starting for the station. As we plodded along through the dimly lighted streets of the village we were rather silent, each busy with his own thoughts. Those that occurred to me had Bill and the Professor's Daughter for their subject. "Where on earth," I thought, "did Bill learn anything about that young lady and the Rambler's meeting with her? Above all, if he was correct as to its being her silverware that the Rambler has sold, and I have no doubt but what it was, judging from the Rambler's face on his making his

explosion, how came he to know it?" I had been careful not to mention to anyone what the Agent of ——— had told me about the Rambler's visit to his city, and I was very sure that the Rambler himself had not mentioned it, least of all to Bill. Even if casually it had become a matter of general knowledge that the Rambler had visited that city, I was morally certain that the latter had not mentioned the Professor's Daughter in such connection. It piqued my curiosity to know how Bill had got his information. So finally I broke the silence by saying: "Bill, how did you know that it was the Professor's Daughter's silver that the Rambler sold?" He retained his silence for a moment and then said tersely, "Oh, ——— is my old home town, you know." I questioned him no further for I surmised in a moment that he too probably knew the Agent and had seen the latter on his recent visit to my office. Undoubt-

edly, a general exchange of gossip had followed in which the Rambler was mentioned and his visit to the Professor. But even that did not account for his knowledge as to the silverware. However, I said nothing further at the time concerning the matter; but a few days later, on meeting Bill, I remarked to him casually: "By the way, Bill, I can see wherein you obtained some knowledge through the Agent at ——— of the Rambler's visit to the Professor, but I am still puzzled about the silverware. How did you know where that came from?" The laughing response of Snap shot Bill as he began to walk away was: "I did not know. But, as the Agent told me he had recently sent up a consignment of silver junk by express to the Rambler, and knowing that the Rambler had rowed down the river with the Professor's Daughter, I just put two and two together. Good guess, wasn't it?"

Notes of Interest to the Service

The following changes of schedules and kindred transportation features of interest to Illinois Central Agents have recently occurred on connecting lines.

Lake Erie and Western: Announcement of changes Sunday, November 10th have been made, in which main line train No. 1 will be run Sandusky to Peoria instead of Lima to Bloomington, leaving Sandusky at 6:00 a. m. daily except Sunday, arriving Peoria 8:45 p. m. Among other principal changes are: main line train No. 2, to run from Lafayette to Sandusky instead of from Bloomington to Lima, leaving Lafayette 6:45 a. m. daily except Sundays. Train No. 4, to run Peoria to Lima instead of from Tipton to Sandusky, leaving Peoria at 6:30 a. m. daily except Sundays, and arrive Lima 6:55 p. m. Train No. 6, Peoria to Lafayette, to run daily, leaving Peoria at 3:00 p. m. Sunday only train No. 8 to be discontinued, train No. 6 taking its place.

Southern: A new train, Nos. 23 and 24, has been inaugurated to run between Memphis and Washington, D. C., via the Southern, in connection with the Norfolk & Western between Lynchburg and Bristol. These trains carry through Pullman sleeping cars and coaches between Memphis and Washington, and are in addition to the Memphis Spe-

cial, trains Nos. 25 and 26. No. 26 leaves Memphis at 5:30 p. m. daily; No. 24 at 8:30 a. m. daily.

Canadian Northern: Announcement is made of through train service between Toronto Union Station and Montreal Terminal via Ottawa; The new Canadian Northern Station at Montreal being known as the "Montreal Terminal." With the completion of the last, which has been six years in the building, it is interesting to note that the Tunnel itself is 3.35 miles long, from portal to portal, and is double tracked throughout. Motive power is supplied by electric locomotives.

Lake Tahoe Railway & Transportation Company: Passenger train service on this line between Truckee and Tahoe City has been discontinued for the season; in lieu, a stage leaves Truckee on Mondays, Wednesdays and Fridays on arrival of Southern Pacific train No. 6, returning on Tuesdays, Thursdays and Saturdays.

Chicago, Milwaukee & St. Paul: The St. Paul-Deer Lodge sleeping car on the "Columbia," trains Nos. 17 and 18, which was discontinued for a short time to run only to McIntosh, has been restored.

Atchison, Topeka & Santa Fe: California trains of this line will be operated out

of Chicago during the winter season of 1918-19 as follows: "The Navajo," No. 9, will leave Chicago daily at 9:50 a. m. for Los Angeles, San Diego and San Francisco. "California Limited," No. 3, will leave Chicago daily at 7:35 p. m. for Los Angeles and San Diego. "The Scout," No. 1, will leave Chicago daily at 10:30 p. m. for Los Angeles, San Diego and San Francisco.

Although mountain lions are, unfortunately for the deer, found occasionally in most of our western national parks, they are rarely seen, says a National Park Bulletin. There is no more timid, even cowardly, brute in America. Your lion, which is really the panther of our eastern wildernesses, has his home in the most retired rocky fastness of his neighborhood and skulks abroad chiefly at night. His purpose is to play safe. He rarely takes a chance with animals capable of fighting back, and never with man. He leaps upon the unsuspecting deer from behind or from a high rock or low tree. His special fondness for kids and fawns is suspected to originate in their helplessness rather than the tenderness and delicacy of their flesh.

Because he is a large brute with a good appetite and likes his meat quite fresh, the lion is exceedingly destructive. He returns to his kill only while the meat remains sweet. Then he kills again. Often, when deer are plentiful, he kills wantonly for the love of killing.

Late last winter two lions were shot near Hospital Rock in the Sequoia National Park. "They had killed several deer," writes Superintendent Walter Fry, in reporting the shooting, "and about all that was necessary was to watch the carcasses and shoot when opportunity offered. The female lion was killed the second day and the male the fourth day. There were several hundred deer in the herd when the lions attacked them, but the following day they left the country and did not appear again in the vicinity of Hospital Rock for about two weeks. The lions killed in one night many more deer than they were able to eat."

But lions are not usually so easily shot. They are best got in the winter when they may be trailed by dogs to their lairs in the far places. Mountain lions, lynxes, wolves, coyotes, and foxes only are killed in our national parks, and these only because of their predatory habits.

"The public is always right—" is the caption of a little item in the Santa Fe's "Ticket Agent Talks," which item reads as follows:

"This does not mean that in actual practice your patrons are entirely right, but it does mean that in dealing with them you must assume that they are right and you are wrong. Never argue with a man, particu-

larly with one who becomes loud and boisterous in his talk. Mollify him as best you can at the time, and then arrange for a proper adjustment through the ordinary channels. We are here to serve the public in the capacity of a public carrier, and as such it is the public's comfort and convenience that we must consider first, except where it conflicts with same war need, in which case the war needs takes priority. Remember, argument will never get you anywhere, but a dignified explanation can do so. The best method is to handle your work in accordance with the regulations at hand, and explain that any needed adjustment will be made through the proper office."

Somewhat in line with the above is this little preachment from an Exchange:

"I would not argue. I never knew one person in my life that was convinced by argument. Discuss, yes; but not argue. The difference is this: in discussion you are searching for the truth, and in argument you want to prove that you are right. In discussion, therefore, you are anxious to know your neighbor's views, and you listen to him. In argument, you don't care anything about his opinions, you want him to hear yours; hence, while he's talking you are simply thinking over what you are going to say as soon as you get a chance."

The war carried into Palestine has developed an odd industry from former waste products in Southern California. The recent celebration of the Jewish New Year brought out that an astonishing number of citron, palm leaves and myrtle have been shipped to all parts of the country to be used in this annual observance. These emblematic tokens utilized in the Jewish annual ceremony formerly came from the Holy Land direct. When the lack of shipping forced the Jewish population to forego importing these necessities of their ritual, Southern California was found able to supply the demand. Citrons formerly were sold only for crystalizing and brought 2 cents a pound. To supply the last Yom Kippur, the growers were paid 80 cents a pound for their plants. Palm leaves that formerly were worthless commercially brought 20 cents each, and myrtle twigs brought 3 cents each. The industry has developed to large proportions, as more than a million sets were required in New York alone.

A pedestal clock, claimed to be the largest of its kind in the world, has recently been erected in Los Angeles. The time piece looks down from a height of 35 feet. It automatically operates its own lighting system at sundown and shuts it off at daylight, winds and sets itself and is altogether its own handy man. The four huge dials can be seen from any part of the 20 acres covered by the market place in which it stands.

Two hundred souls behind me, I'm driving
 along tonight,
 Out yonder, grim old Shasta looms big, and
 stern and white;
 Far down below, a cluster of crimson stars
 a-burn
 Where wind-blown drifts of snow clouds
 scurry and twist and turn.
 Then, starin' at the metals, my eyes of a
 sudden blink,
 A tear drop slowly trickles; of little Ann I
 think.
 I left her yester mornin'—her arm on the
 counterpane.
 I just could hear her whisper, "Please hurry
 home again."
 If 'twas only hurryin', this engine'd FLY to-
 night!
 But—two hundred souls behind me!—I'm grip-
 ping her throttle tight!
 —*Claudius Thayer in Richmond (Cal.) Termi-
 nal S. P. Bulletin.*

We submitted to three unmarried gentlemen,
 with whom the readers of the *Illinois Central
 Magazine* are well acquainted, the following
 verses clipped from "Service News" of the
 N. Y. C. & St. L., and labeled "Author Un-
 known."

Slim, who is reported to be "going with a
 girl," said he thought it a mighty cute thing
 and wanted to borrow it. Snap Shot Bill gave
 it but a cursory reading and with a perfunctory
 laugh handed it back without comment.
 It clearly failed to appeal to him either senti-
 mentally or humorously.

The Rambler read it carefully and with a
 non-committal air remarked as he returned it,
 "that next to the last line is what has always
 bothered me," and then added reflectively, "so
 far."

But Tyro, to whom it was also shown, burst
 into a hearty laugh and said, "*that's all right!*
 I can prove it by Helen."

Who plans to make your future bright

Your little wife.

Who cooks to tempt your appetite?

Your little wife.

Who tells her woman friends that you
 Are one grand husband through and through?
 Who's the best girl you ever knew?

Your little wife.

Who pats your cheeks when you get home?

Your little wife.

Who smooths the thin hair on your dome?

Your little wife.

Who looks at you, her brown eyes clear,
 And, snuggling to you, extra near,
 Says, "This is pay day, ain't it dear?"

Your little wife.

Last week, while making a short stop at a
 small town in the Blue Ridge, I had occasion
 to make a very late connection—the latest
 possible without being early. This connection
 illustrates the scientific way in which one sta-
 tion agent has solved, the problem of chronic
 lateness of trains.

The train was due at 11:57. Hurrying down
 to the station in a rickety bus at 11:45, I found
 the station deserted; but an oil lamp was burn-
 ing over the train bulletin board. Here's the
 way it read:

Train.	Due.	Expected.	Will be here
55	11:57	12.01	1:45
			— <i>Sat. Eve. Post.</i>

In a newly mustered Irish regiment a con-
 scientious lieutenant was haranguing his men
 before starting for the front.

"It all depends on yez, byes," he exhorted.
 "Will yez fight or will yez run?"

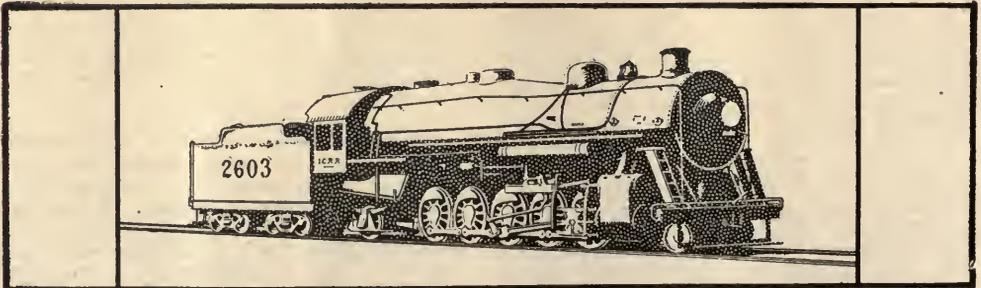
"We will!"

"Will what?"

"Will not!" responded the men with one ac-
 cord.

"I knew yez would," said the satisfied officer
 proudly.—*Right Way Magazine.*

We would never place an elephant or a mi-
 crobe in the classification of commercial trav-
 elers, although one carries a trunk and the
 other the grip.



American Railway Perishable Freight Association

GENERAL INFORMATION REGARDING:

- I. Co-Operation Between Shippers and Carriers.
- II. Carriers' Right to Refuse Freight.
- III. Shippers' Responsibility for Proper Preparation of Freight.
- IV. Shippers' Responsibility for Proper Loading, etc., in Carloads.
- V. Shippers' Duty to Give Proper Shipping Instructions and Declare Kind of Temperature Protection in Transit.
- VI. Carriers' Non-Liability for Loss or Damage.
- VII. Protection of Perishable Goods in Special Emergencies.
- VIII. Quarantine Regulations and Restrictions.
- IX. Restrictions Against Coloring Green Citrus Fruits.
- X. U. S. Treasury Department Rules Covering Customs Seals.
- XI. Manner of Showing on Freight Bills Charges for Refrigeration or Icing.
- XII. Selling Freight at Destination.

Compiled October, 1918; by
American Railway Perishable Freight Association,
135 East Eleventh Place, Chicago.

Application

This circular is issued for the information and guidance of shippers and carriers with a view to promoting a clear understanding on the part of each as to the responsibilities and liabilities resting upon them respectively, and at the same time to encourage the exercise of such care and diligence as will prevent or minimize loss or damage to perishable products, the conservation of which is of great importance.

Note.—This circular is not intended to establish or imply and must not be considered as establishing or implying any new rules of law. The respective rights of shippers and carriers will in the future as in the past be determined in accordance with the provisions of the various laws applicable, or which may become applicable.

GENERAL INFORMATION

I. Co-Operation Between Shippers and Carriers

(a) Agents at loading stations should point out to the shippers the requirements of current classification and tariff rules, and endeavor to secure their co-operation. Agents should also see that shippers fully understand the importance of, and their responsibility for, the proper preparation of their shipments for the safe transportation with due regard to the inherent nature of their goods and the climatic conditions; also for the proper packing, loading, stowing, bracing, stripping and description of freight; furthermore, for the complete, definite, reasonable and legible billing directions.

The attention of shippers should be called to the practicability of wrapping individual packages and of installing false floors or other portable dunnage in the cars as provided by the Classification or Tariff rules applicable, so that in conjunction with their lining of the car and their use of straw (unless authoritatively forbidden by quarantine or otherwise) or other like material as packing, the risk of subsequent loss or damage in transit during the cold weather season may be reduced to a minimum.

(b) *Supervision by Agents.* Agents at loading stations should supervise the

handling of all perishable freight forwarded from such stations; and at junction points the agents of the different lines should co-operate with each other.

II. Carriers' Right to Refuse Freight

(A) "Generally it may be said that if a common carrier has reasonable grounds for not receiving goods offered to it for transportation" it may decline to receive such goods. (*Moore on Carriers*, page 31.)

(B) There are goods which the "carrier is not bound to carry at all and there may be circumstances which will excuse him from carrying goods even of the kind which he is engaged generally in carrying, and which generally he is bound to carry. He may, therefore, lawfully refuse to accept the goods." (*Hutchinson on Carriers*, 3rd Edition, Vol. 1, page 152.)

(C) "It would devolve upon the party who insisted upon the carriers' liability for the refusal to show *from the nature of the employment, or from the usage of others similarly engaged or from the previous practice or course of business of the particular carrier himself, that the duty to accept was incumbent upon him.* . . . It is still competent for the carrier to show that although the goods are of the kind which carriers like himself are usually bound to carry, he has exonerated himself from the obligation to do so by public notice or *by his previous conduct in his business.*" (*Hutchinson on Carriers*, 3rd Edition, Vol. 1, page 153.)

(D) "So the carrier may show other reasons for his refusal which will legally excuse him. He may, for instance, lawfully refuse to accept them if they are *improperly packed*, or if they are otherwise *in an unfit condition for carriage.*" (*Hutchinson on Carriers*, 3rd Edition, Vol. I, page 153.)

(E) "It may be said that the authorities generally have recognized that it is not only the right but the duty of the carrier to decline shipments which are not so prepared or packed as to render them safe for transportation, and to establish reasonable rules and practices in this respect." (*In the Matter of Dunnage Allowances*; I. & S. Docket 354; 30 I. C. C., 542.)

(F) "The act itself, as we read it, does not contemplate the refusal of a shipment by a carrier under any circumstances. Such a right nevertheless undoubtedly exists; but it grows out of the necessities of each particular case. We have become accustomed, for example, to embargoes when the facilities of a carrier are already overtaxed by an unexpected volume of traffic, or its line has been interrupted by washout or other causes not within its control and beyond its power reasonably to anticipate and prevent. It seems to be agreed also that the carrier has the right to make the most stringent rules respecting the acceptance by it of traffic that is dangerous in character or contaminating to other traffic." (I. & S. Docket 172, 26, I. C. C., 685.)

(G) "Certain perishable freight may at times for sufficient reason be refused under proper tariff provisions or the Classification." (I. & S. Docket 76, 25 I. C. C., 444, Item 19.)

(H) "The right and duty of carriers to protect other freight from commodities that are likely to do damage when coming in contact with other things cannot be questioned. . . . That certain perishable freight should at times be refused for sufficient reason seems reasonable. . . . (I. & S. Docket 76, 25 I. C. C., 478.)

III. Shippers' Responsibility for Proper Preparation of Freight.

Shippers are solely responsible for the proper and adequate *preparation* of the freight in both carloads and less-than-carloads. (See notes.)

Note No. 1. The term "preparation" includes methods of growing or production, picking, sorting, grading, packing, wrapping, cold storage or other handling before loading or tendering the carrier for shipment, so as to permit

of safe transportation to destination, also use of standard or suitable and strong containers of proper design, as may be required with due regard to the nature of the exact commodity packed therein, whether in carloads or less-than-carloads, and so as to permit of the necessary circulation of air within the crates, etc., and around the products therein when the nature of the latter so requires.

Note No. 2. It is the duty of shipper to load products which are sound, free from infection and in fit condition to permit of safe transportation to destination. (As to fruits and vegetables, in many cases the alleged loss or damage in transit is attributable to the existence of plant diseases or other troubles which originated in the field, and which the carriers could not reasonably be expected to overcome by any temperature protective service in transit.)

Note No. 3. Proper and adequate preparation of freight by shippers of dressed poultry and other animal products, includes the gradual but thorough removal of all animal heat of such products before loading.

Note No. 4. In the case of mixed carloads of animal products or other perishable freight, some of which have been pre-chilled by shipper by the use of cold storage or otherwise, the term "proper preparation," implies that all the commodities in the car have been cooled down by the shipper to approximately the same temperature before loading, so as not to impair the refrigeration of the most perishable product in such mixed cars.

Note No. 5. The Federal Food & Drugs Act states that food in package form shall be deemed misbranded if "The quantity of the contents be not plainly and conspicuously marked on the outside of the package in terms of weight, measure or numerical count." This provision of the law is applicable to products of the farm, such as fruits and vegetables, if shipped in package form, as well as to manufactured foods.

Shippers of these products should see that bags, crates, boxes, hampers and boxes of other kinds bear a true, plain and conspicuous statement of the quantity of food in the package before being shipped in interstate commerce or otherwise brought under the jurisdiction of the U. S. (The enforcement of the Federal Food and Drugs Act is under the supervision of the U. S. Bureau of Chemistry, with headquarters in Washington, D. C., and branch offices in various cities.)

IV. Shippers' Responsibility for Proper Loading, Etc., in Carloads

(A) Shippers are responsible for proper and adequate methods of loading, stowing, stripping and bracing of freight, so as to permit of its safe transportation to destination, in carload quantities or when such services are not performed by carriers.

(B) "Ever since the inception of railroad transportation shippers have, generally speaking, loaded and their consignees have unloaded carload freight. The practice or custom arose naturally because it was the easiest, most economical and satisfactory way of doing the business. It is practically out of the question for railroads to provide men to load and unload carload freight at all points in the country. The shipper can load more satisfactorily and economically than any one else. He is able to possess himself of effective appliances, where they can be used, and to employ skilled men to properly load all carload traffic, whether shipped in closed or on open cars. For the same reasons consignees are the best fitted to unload shipments. For more than fifty years the loading by consignor and unloading by consignee has been a recognized rule of carload transportation and this rule extends to and includes commodities which yield to carriers the larger part of their revenues. With this custom, and as properly a part of it, there has always existed another custom, which is that shippers are required to secure loads for safe carriage. Because the shipper

does the loading he is best situated to fasten the load upon the car. He has the facilities and men at hand and can do the work more satisfactorily and economically than anyone else." (*National Lumber Dealers' Association vs. A. C. L. R. R.*, 14 I. C. C., 154; also 30 I. C. C. 542-543.)

(C) "The consignor loads in all cases where, for his convenience, the car is placed at his warehouse or on public team tracks. This practice has grown up not only because the work can be more satisfactorily performed by the owner, but also because it is impossible for the railroad companies economically to load cars at private warehouses or on those tracks where vehicles of the consignor or consignee come and go at the discretion of the owner. 25 I. C. C. 490." (*Atchison vs. U. S.*, 232, U. S. 199 (216).)

(D) "Under the common law as construed in the practically unanimous decisions of the Courts, a delivery of carload freight to a shipper having a private siding is made by shunting the car upon the switch clear of the main tracks. All services upon the siding beyond that point in placing the car for loading or unloading it at a particular spot convenient to the shipper are what may be called volunteer services in the sense that they are in addition to the main line haul and in excess of any obligation of services by the carrier at common law." (*Industrial Railways Case*; 29 I. C. C., 212 (223).)

(E) "We have in several instances approved of tariff provisions for additional reasonable charges for loading and unloading when done by the carrier. For such services and all other special services performed by it apart from conveyance, we think the carrier may properly make a reasonable charge, since in our view they are not accessorial parts of the transportation which Section 1 required the carriers to furnish." (*Dunnage Allowances*; 30 I. C. C., 538 (543).)

(F) "The service of loading, furnishing material and placing in the cars is an additional service over and above the transportation for which the carriers are entitled to receive reasonable compensation." (*Davies v. L. & N. R. R.*, 18 I. C. C., 54 (543).)

V. Shippers' Duty to Give Proper Shipping Instructions and Declare Kind of Temperature Protection in Transit

(A) Shippers are responsible for making a definite and reasonable request or declaration in writing at time of tendering carload shipments to initial carrier as to kind of artificial temperature protection, such as refrigeration, icing, non-icing, ventilation, etc., desired in transit as may be provided by the carriers' tariffs applicable. (*Providence Fruit and Produce Exchange*, 33 I. C. C., 294-296.)

(B) Shippers are responsible for giving reasonable, definite and legible shipping directions when tendering shipments, both carloads and less-than-carloads.

(See also Section No. VII, Protection of Perishable Goods in Special Emergencies.)

VI. Carrier's Non-Liability for Loss or Damage.

(A) The carriers are not liable for alleged loss or damage to freight when the proximate cause thereof is one of the exemptions of the common-law rule of carriers' liability, viz.:

- I. Acts of God;
- II. Acts of the public enemy.
- III. Acts of public authority or law;
- IV. Acts of negligence of shipper;
- V. Inherent nature of the goods.

(B) Carriers are not liable for alleged loss or damage to perishable freight when the carriers are not guilty of actional negligence.

(C) Carriers are not liable for alleged loss or damage to perishable freight when the proximate cause thereof is as follows:

I. Absence of any accessorial service not contemplated by the carriers' tariffs lawfully on file. A carrier is not liable for failure to furnish any service not contemplated by its legal tariffs. (*C. & A. vs. Kirby*, 225 U. S., 155.) Any alleged agreement which is not in accordance with lawfully filed tariffs on interstate commerce is unenforceable. (*A. T. & S. F. vs. Robinson*, 223 U. S., 173.)

II. Failure of shipper to load products which are sound, free from infection and in fit condition so as to permit of safe transportation to destination.

III. Failure of shipper to prepare shipment properly and adequately so as to permit of safe transportation to destination.

IV. Failure of shipper to use strong and suitable containers for freight in packages.

V. Failure of shipper properly and adequately to pack his freight and wrap individual packages as may be required by the nature of the commodities and the climatic conditions reasonably to be anticipated.

VI. Failure of shipper to perform properly and adequately his duty of loading, stowing, stripping and bracing carload shipments, or when such services are not performed by carriers in accordance with tariffs applicable.

VII. Failure of shipper to make a reasonable and definite request as to the kind of artificial temperature protection desired in transit and authorized by carriers' tariffs applicable. (See also Section VII, Protection in Special Emergencies.)

VIII. Failure of shipper to give reasonable, definite and legible shipping directions at time of tendering freight to initial carrier.

IX. Box car service for less-than-carload shipments in the absence of scheduled refrigerator car service. (*M. Longo Fruit Co., et al.*, 38 I. C. C., 487-489.)

(D) Carriers are not liable for alleged loss or damage to fruits, vegetables, fresh meats, packing house products, dairy products, butter, eggs, cheese, dressed poultry, fish, game or other perishable freight loaded by shipper when the carrier has reasonably complied with the shipper's reasonable request or declaration as to the artificial temperature protection desired in transit and authorized by carrier's tariffs.

(E) "It is true that the Defendants (the Railroads) in their tariffs undertake to supply refrigeration. But this cannot be interpreted as an offer on their part to overcome physical conditions and characteristics that are natural to the traffic. Nor can it be interpreted as an assumption of the burden of preparing the fruit properly for shipment. Some responsibility rests upon the shippers to improve the conditions under which their traffic is offered for transportation. The experiments conducted show that this can be done to the great benefit of the shipper and carrier alike and also to the benefit of the public." (*Extract from I. C. C. Opinion No. 1550, Case No. 3322*, decided April 11, 1911; 20 I. C. C., 627.)

(F) "Freezing weather, such as is likely to cause injury to fruit, vegetables, fruit trees and like property, is not deemed an act of God, but the carrier will not be liable for loss from such cause unless by some fault or negligence on his part." (*Cyclopedia of Law, Vol. 6*, page 381), *Vail vs. Pacific R. Co.*, 63 Mo. 421, 97 Am. Dec. 406; *Wing vs. New York, etc., R. Co.*, 1 Hilt. (N. Y.) 235; *McGraw vs. Baltimore, etc., R. Co.*, 18 W. Va. 361, 41 Am. Rep. 696; *The Aline*, 19 Fed. 875. (See also Section VII, Protection of Perishable Goods in Special Emergencies.)

VII. Protection of Perishable Goods in Special Emergencies.

(A) *Special Emergencies.*—When shipments are liable to any loss or damage by heat or cold, in direct consequence of special emergencies *which the shipper could not reasonably be expected to anticipate* it is to the interest of all the carriers to exercise extraordinary care and diligence to protect the property, and to prevent or diminish damages thereto.

In a general way, local agents, yard-men and all employes handling perishable freight, should use special care to protect the property in the proper manner, whenever cars are in *bad order*, or have been *wrecked*, or there is indication of *rough handling* or the freight has met with any *extraordinary or avoidable delay*.

The special care to be exercised by carriers' employes in such cases will apply regardless of whether or not the shippers have forwarded cars under "*Shippers' Protective Service*" with or without messenger, as may be authorized in the carriers' tariffs or classifications applicable.

(B) In *Cases of Doubt*, the first thing to do is to protect the property by all available means, so far as may be practicable, but, at the same time, the facts should be promptly reported to the nearest superior officer having immediate jurisdiction, and, if necessary, application made to General Office for special instructions. It is imperative that the service at all times be of such efficiency as will prevent loss or damage to perishable freight at any point.

Note.—This section does not, in any way, modify the current provision of Classification and Tariff rules applicable.

VIII. Quarantine Regulations and Restrictions.

(A) The rules and regulations governing the entry for immediate export of prohibited plants and plant products, effective on and after December 1, 1917, are contained in a bulletin, without number, issued by the Federal Horticultural Board of the U. S. Department of Agriculture, August 4, 1917.

(B) The Secretary of Agriculture, under authority conferred by Section 7 of Act of August 20, 1912, known as "The Plant Quarantine Act," did declare that it is necessary in order to prevent the introduction into the United States of the insect known as the Mexican fruit fly (*Trypeta ludens*) to forbid the importation into the United States from the Republic of Mexico of the following fruits:

- Oranges
- Sweet limes
- Mangoes
- Achras sapotes
- Peaches
- Guavas
- Plums
- Grape fruit

"Hereafter, and until further note, by virtue of said section 7 of the act of Congress approved August 20, 1912, the importation or entry into the United States for any purpose of the fruits hereinbefore named and their horticultural varieties is prohibited."

(Extracts from Notice of Quarantine No. 5 (Foreign), issued January 22, 1913, and Amendment No. 1 thereto, issued February 19, 1913, by the Secretary of Agriculture.)

(C) The Federal Horticultural Board, Washington, D. C., will upon request supply information regarding the approved method of disinfecting refrigerator cars on account of restrictive orders issued under the "Plant Quarantine Act."

(D) For complete information regarding quarantine rules and regulations of the U. S. Department of Agriculture, the various states and territories, the Dominion of Canada and the Republic of Mexico, applying on state, interstate and foreign traffic and governing the transportation and inspection of various commodities, including the following:

Bees and aviary stock.

Dairy products.

Meats

Meat food products

Nursery stock

see Agent E. B. Boyd's Circular No. 5-B of Western and Southern Railroads, supplements thereto and reissues thereof.

IX. Restrictions Against Coloring Green Citrus Fruits

(COPY)

F. I. D. 133

Issued April 6, 1911.

UNITED STATES DEPARTMENT OF AGRICULTURE

Office of the Secretary

Food Inspection Decision 133.

The Coloring of Green Citrus Fruit.

The attention of the Board of Food and Drug Inspection has been directed to the shipment in interstate commerce of green, immature citrus fruits, particularly oranges, which have been artificially colored by holding in a warm, moist atmosphere for a short period of time after removal from the tree. Evidence is adduced showing that such oranges do not change in sugar or acid content after removal from the tree. Evidence further shows that the same oranges remaining on the tree increase markedly in sugar content and decrease in acid content. Further there is evidence to show that the consumption of such immature oranges, especially by children, is apt to be attended by serious disturbances of the digestive system.

Under the Food and Drugs Act of June 30, 1906, an article of food is adulterated "if it is mixed, colored, powdered, coated, or stained in a manner whereby damage or inferiority is concealed." It is the opinion of the Board that oranges treated as mentioned above are colored in a manner whereby inferiority is concealed and are, therefore, adulterated.

The Board recognizes the fact that certain varieties of oranges attain maturity as to size, sweetness and acidity before the color changes from green to yellow, and this decision is not intended to interfere with the marketing of such oranges.

F. L. Dunlap,
Geo. P. McCabe.

Board of Food and Drug Inspection.

Service and regulatory announcements issued by the Bureau of Chemistry, United States Department of Agriculture, Washington, D. C., in the form of bulletins contain information regarding scope of the Federal Food and Drugs Act, also other valuable information, including definition of "immaturity," as applied to grape fruit and oranges.

X. U. S. Treasury Department Rules Covering Customs Seals

(A) "*Red in Bond*" seals must not be broken except under the immediate supervision of a Customs officer, unless wreck or other emergency necessitates transfer of lading.

(B) "*Blue in Transit*" seals placed on cars shipped from point to point within the United States, but passing through Canada (which may not be removed by Customs officer at final port of entry in the United States), may be removed (after car has re-entered the United States), by the carrier's employes or by the consignee, without incurring any liability.

(C) *Agents must examine* Customs seals or locks and if found broken or tampered with, car should be sealed with station seal and facts, including the old and new seal numbers, noted on way-bill. Agent at destination of way-bill will make report to the Chief Officer of the Customs, at the destination of the car.

Notes.—Government seals must not be broken for the purpose of furnishing *artificial heat or ventilation* to shipments in transit, except under the immediate supervision of customs officials. Shippers must understand that if all openings of cars are sealed, it will be *impossible to ventilate or heat contents in transit*, except at points where the supervision of customs officers is immediately available.

“ . . . The U. S. Treasury Department has concluded that it would not be advisable to authorize the transportation companies to remove customs seals to give attention to the heaters without the customs supervision . . . ” Extract from a special ruling of the Treasury Department, June 3, 1911, file 32,443.)

(The provisions on back of Uniform Bill of Lading relieve carriers from liability for loss or damage resulting from compliance with any law.)

For complete information regarding customs rules and regulations governing shipments of export merchandise, see agent E. B. Boyd's Circular of Western and Southern Lines No. 9-A, supplements thereto and reissues thereof.

XI. Manner of showing on Freight Bills Charges for Refrigeration or Icing

(A) In making out freight bills, it is proper to itemize in detail the amounts of ice used in icing or re-icing in transit, and to show by name the various icing stations at which such charges accrued, but only when or to the extent that such charges are made per ton or per 100 lbs. of ice or per 100 lbs. of salt, as distinguished from stated refrigeration charges in one amount.

(B) It is neither proper nor necessary to itemize on freight bills the amounts of ice used in icing or re-icing in transit or to show the various icing stations when the shipments have been handled under tariffs providing a stated refrigeration charge in one lump sum. In such cases the carriers are furnishing the ice as a single unit and the through refrigeration charges accrue in one lump sum.

The following is a legal opinion regarding this matter which was published in the *“Traffic World”* for June 15, 1912, page 1228:

“Properly speaking, it is not ice but refrigeration which the carriers furnish, and when the refrigeration charge is governed by a tariff that provides a rate per 100 pounds of freight loaded, it is not material how much ice the carrier used in performance of said service, and the shipper is not legally entitled to know anything concerning the same.”

Note.—When shipments moving under through refrigeration charges have been held at any point by order of shipper or consignee for reconsignment or awaiting disposition, thus necessitating extra re-icings, which under the through refrigeration tariff applicable may make the shipments subject to additional charges, for such extra re-icing, on basis of a rate per ton of ice, such extra items may be itemized in detail on the freight bill, but there should not be any itemization of the factors making up the through refrigeration charge, as such.

XII. Selling Freight at Destination

COPY

UNITED STATES RAILROAD ADMINISTRATION

W. G. McAdoo, Director General of Railroads

Washington, D. C., Oct. 1, 1918

General Order No. 34-A.

General Order No. 34 is hereby revoked and General Order No. 34-A substituted in place thereof.

Carriers subject to Federal control shall sell at public auction to the highest

bidder, without advertisement, carload and less than carload non-perishable freight which has been refused or is unclaimed at destination by consignees after the same has been on hand 60 days. Consignees, as described in the waybilling, shall be notified of arrival of shipments in all cases, and such notice shall contain provisions that after freight is unclaimed or undelivered for 15 days after expiration of free time at destination it will be treated as refused and will be sold without further notice 60 days from date of notice of arrival.

Consignors shall be notified when freight is refused or is unclaimed, as provided above, when the consignor can be determined from the billing or when shipments are marked with the consignor's name and address; such notice to contain provisions that unless proper orders for disposition are received on or before a specified date, not earlier than 60 days from date of arrival and notice to consignee, the shipment will be sold for charges without further notice.

Perishable freight may be sold in the discretion of the carrier whenever necessary to prevent waste, without notice except to consignee. Such reasonable effort shall be made to notify the consignee as described in the waybilling as the circumstances will permit.

Deposit in the mail of notices in accordance herewith shall be construed as sufficient notice to all concerned, and a record shall be made thereof by the employe who mails the same.

The place of sale of both perishable and non-perishable freight shall be determined by the carrier; the net proceeds, if any, after deducting freight and other legitimate expenses, will be paid to the owner on proof of interest.

Nothing herein contained shall affect the provisions for notice to consignor of unclaimed or refused shipments of explosives or other dangerous articles, or for telegraphic notice to consignees of unclaimed and refused shipments at his expense and on his request, or other special provisions for notice to consignors, where such provisions are contained in the storage rules of the carrier, or other rules contained in tariffs on file with the Interstate Commerce Commission, except that where notice of refusal is given to the consignor under such tariff rules it shall include the notice of sale after 60 days above provided for, and notice need not be repeated under this order.

(Signed) W. G. McAdoo,
Director General of Railroads.

Meritorious Service

Chicago Terminal

During September the following suburban trainmen and gatekeepers lifted card passes and commutation tickets on account of having expired or being in improper hands:

Conductor—	H. Richardson
Fred Hellberg	E. Ryan
J. M. Hall	Gatekeeper—
S. Granger	Eleanor Jacobs
W. Gerry	Daisy Emery
G. McBride	Margaret Parham
Flagman—	Freda Gross
J. Sedlacek	Margaret Ahern
W. P. LaGuess	Hester Sullivan
D. Eakins	Clarise Williams
W. Moran	Laura Strom
H. Boshell	Luella Osborn
P. V. Claus	

Illinois Division.

Conductor J. P. Mallon on train No. 1 Sept. 9 lifted employe's time pass account passenger not being provided with identification slip Form 1572. Passenger refused to pay fare and was required to leave the train.

Conductor F. A. Hitz on train No. 18 Sept. 13 lifted employe's time pass account being in improper hands. Passenger refused to pay fare and was required to leave the train.

Conductor D. S. Wiegel on train No. 24 Sept. 21 and No. 23 Sept. 23 declined to honor card tickets account having expired and collected cash fares. Passengers were referred to passenger department for refund on tickets.

Flagman F. C. Buchanan has been commended for finding and returning to owner pocketbook, which was lost on train.

Engine Foreman A. Liddell, Fordham, has been commended for discovering and reporting fire in telegraph poles along the right-of-way north of Hazel Crest, east side of track, Oct. 17. Fire was extinguished with very little loss.

Switchman Wm. Brow, Fordham, has been commended for discovering and reporting broken switch point on track 1 at Burnside, Oct. 28. Necessary repairs were made, thereby preventing possible accident.

Conductor A. J. Hoettinger has been commended for discovering and reporting two telegraph poles between Harvey and Hazel Crest, east side of track, on fire. Fire was extinguished with little damage to the two poles.

Car Inspector Wm. Lehnert, Kankakee, Ill., has been commended for discovering and reporting broken arch bar on E. J. & E. car 12689, extra 1627, Sept. 25. Train was stopped and car set out, thereby preventing possible accident.

Conductor I. R. Martin has been commended for discovering and reporting I. C. 123078, extra 1690, Oct. 10, improperly stencilled. Arrangements were made to have car properly stencilled.

Switchman C. P. Payton has been commended for discovering broken flange on R. L. 322675, while switching cars at Champaign Yard. Necessary action was taken to prevent accident.

Conductor A. J. Hettinger has been commended for discovering and reporting car improperly stencilled. Arrangements were made to have car restencilled.

Conductor A. Dietz has been commended for action taken when he discovered broken rail on north bound track, in protecting north bound trains and notifying section men to repair track. This action undoubtedly prevented possible accident.

Conductor H. C. McElroy has been commended for discovering and reporting car improperly stencilled. Arrangements were made to have car restencilled.

Mr. A. E. Burke has been commended for discovering and reporting three cars with no light weight stencilled on them. Ar-

rangements were made to have cars stencilled.

Agent J. M. Purtil, Paxton, has been commended for discovering and reporting car improperly stencilled. Arrangements were made to have car restencilled.

Brakeman J. C. Jacobs has been commended for discovered hot box on passing train and notifying the dispatcher to stop train at first point available.

Conductor Purdy has been commended for discovering and reporting I. C. 109252 with wrong stencil on ends, Sept. 27. Arrangements were made to have correction made.

Brakeman James Egan, Champaign, Ill., has been commended for volunteering to fire train 71, Oct. 28, when fireman was taken suddenly ill at Arcola, thereby preventing serious delay.

Wisconsin Division.

Conductor C. H. Shafer on train No. 216, Sept. 17, declined to honor card ticket account having expired, and collected cash fare.

Kentucky Division.

Conductor M. J. Keirce on train No. 302, Sept. 21, declined to honor simplex ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Springfield Division.

Train Porter H. Floyd has been commended for action taken in recovering shawl which was lost by a lady passenger while on train 19, Oct. 3.

C. P. Kileen, train 54, Oct. 8, has been commended for action taken when brakeman became sick at Springfield. This action prevented unnecessary delay to train.

Brakeman H. C. Tietz, Clinton, Ill., has been commended for volunteering to fire train engine 1538, Sept. 30, Patoka to Moweaqua, account of fireman becoming sick. This action prevented delay to train.

Minnesota Division.

Station Helper B. A. Laabs, St. Ansgar, Ia., has been commended for discovering arch bar broken on P. T. L. X. 1142, Oct. 21, train 592, and notifying conductor in charge of train so that car could be set out at St. Ansgar. This action undoubtedly prevented possible accident.

Division News

Indiana Division

The influenza epidemic seems to be on the wane. The last several weeks all churches, moving picture theatres, etc., have been closed, due to the rapidly increasing number of cases in this territory, and many deaths resulting from same. On Indiana Division, quite a number of employes were taken ill, and for

a while the situation became very serious, as there was a shortage of help in most departments, with steadily increasing cases, and different ones having to give up. Several employes died, and members of many of their families. Those employes who succumbed were: W. R. Dimmett, brakeman; Marcus Broom, brakeman; H. C. Zink, night round-

house foreman; John Wise, fireman, and Wm. Brimberry, caller—all of Palestine, Ill.; W. E. Robinson, agent, Sty, Ill.

Supervisor Bridges and Buildings J. J. Sekinger and chief clerk to road master, R. E. Laden, attended on October 10th at Chicago, the funeral of Mr. Sekinger's nephew, who was a victim of influenza.

Miss Flora Adrian of Master Mechanic Bell's office was called to Camp Pike, Ark., by the illness and death of her brother Willard Adrian, also an influenza victim.

Mrs. John Gerbin, wife of switchman in Mattoon yard, died after a few days' illness of influenza.

Sympathy is extended to all those who lost relatives the last few weeks, during the epidemic.

Sympathy is also extended to the family and friends of J. M. Borders, our well-liked passenger conductor on Indianapolis District, who died October 15th, of apoplexy at Durand, Okla., while on a leave of absence.

Master Mechanic J. A. Bell has been at home the last two weeks due to an attack of influenza.

Dispatcher A. H. Wallace and Operator C. F. Cochran of chief dispatcher's office were ill a few days; J. E. Lynch was the extra man up stairs. Also Lineman Berninger has just recovered from sickness and has returned to work.

Dispatcher P. G. Evans was away three days, being called to Noble, Ill., by illness of his mother.

Caller C. W. Lockhart has returned from a two weeks' vacation.

Passenger Conductor J. Trott and family have returned from a several weeks' trip through the West.

Timekeeper C. W. Stephenson just had a letter from his son W. L. Stephenson in France, with the Thirteenth Engineers. He reports all as being "very busy."

General Superintendent L. A. Downs was on the Division October 26th from Evansville to Mattoon.

Tom Wilson, waterworks foreman, is absolutely positive he had a real case of the influenza.

Pensioner A. D. Cullum of Griffin, Ind., made us a short visit one day this month.

On October 29th at 3:55 a. m. Evansville freight house was discovered on fire. The frame structure was entirely destroyed, very little damage being done to the brick building. There was not much freight in the freight house; five cars standing opposite being partly damaged. The blaze was of unknown origin.

Harry Summer, formerly file clerk in superintendent's office, who went to the Big Four Railroad a few months ago, has returned to the Illinois Central as caller in Mattoon yards.

Mikado engines are now being run between Centralia and Palestine.

Miss Harriett Bledsoe, stenographer in mas-

ter mechanic's office, has returned from a pleasant vacation spent in Petoskey, Mich.

Francis Hanrahan has accepted position in office of master mechanic as clerk.

Donald McLain, assistant accountant, has entered military service—now located at Camp Custer, Mich.

Garland Leach, piece work checker, has been transferred to Indianapolis as clerk to general foreman.

From letter received from Corporal C. R. Plummer, formerly chief accountant in Master Mechanic Bell's office, it would appear that he is in one of the front line armies under command of General Pershing.

Minnesota Division.

The two thousand one hundred and thirty employes of the entire Minnesota Division, under Superintendent L. E. McCabe at Dubuque, subscribed \$218,000 to the Fourth Liberty Loan, putting them over the top and over-subscribing their allotment, making an average of over \$100 per employee. Of the total \$40,000 is credited to the employes in Dubuque and Dubuque county.

The young ladies of the division offices raised fifty dollars from the sales of their war garden truck, grown during the summer. They purchased a fifty-dollar bond with it and as soon as the bond is received they will turn it over to the Dubuque Chapter of the Red Cross.

James Riley, formerly night ticket clerk at Dubuque, has entered the S. A. T. C. at Dubuque college, and is succeeded by Walter Rawson.

We hear that Frank Hardy, formerly assistant chief clerk in superintendent's office, has arrived in France with the 352 Machine Gun Company.

Mr. T. H. Callahan, chief clerk freight station, is confined at Mercy Hospital with pneumonia.

Conductor F. A. Bradford and Conductor M. O. Rice, Waterloo, have been granted leave of absence and have departed for California.

The superintendent's office force at Dubuque are in receipt of a fine long letter from Sergeant E. J. Riley. Ed's friends will be glad to know that he is now chief clerk to general superintendent "C" Line, T. D., Perigueux, France.

Mr. J. M. Beardsley, assistant engineer, has been unable to be at work the past week account illness.

Miss Hilda Blichmann has accepted position as stenographer in Maintenance of Way Department.

Assistant Accountant J. Hall has been quite ill with pneumonia, but is reported much better.

Supervisor J. W. Sims, Dubuque, has been granted leave of absence and is at present visiting in South Dakota. Mr. Sims is being relieved by R. J. Cosley, section foreman at Julien.

Miss Anna Brauhn, of the Times Journal

at Dubuque, has accepted position as assistant tonnage clerk. Miss Hilda Schwartz, former assistant tonnage clerk, is now with the accounting department.

William McFarlane, formerly file clerk, has accepted position as assistant yard clerk. Bill is succeeded by Miss Elsie Heitzmann.

Louisiana Division.

Effective October 1st, Mr. G. E. Patterson, who has been superintendent of the Louisiana Division since November 15, 1915, was transferred to Champaign, Ill., as superintendent of the Illinois Division. Mr. Patterson was so jovial and kind that he gained many friends while in the south and the employes in his own office, as well as on the entire division, while they wanted to see him promoted, disliked to have him leave this territory.

Effective October 1st, Mr. T. J. Quigley, who has been trainmaster on this division, and previously roadmaster, was appointed to succeed Mr. Patterson. All of the employes on the Louisiana Division are well acquainted with Mr. Quigley on account of his having been previously employed as both trainmaster and roadmaster, and were much pleased with his appointment to the position of superintendent.

Effective October 1st, Mr. E. L. McLaurine was appointed trainmaster to fill the vacancy created by the promotion of Mr. Quigley. Mr. McLaurine has been employed on this division for a number of years, having entered the service as a call-boy and worked his way up to the position of conductor. All of the trainmen were especially glad to receive notice of his appointment as trainmaster.

A great many of our employes are sad at this time on account of so many being off, due to sickness; most of them being confined to their home on account of the Spanish influenza, commonly known as the "Flu." Today we have 957 employes on the sick list as follows:

Enginemen	30
Trainmen	75
Yard engineers	6
Switchmen	10
Station employes	15
Clerks	40
Locomotive department	272
Car department	344
Road department	155
Office—Clerks	8
Dispatchers	2

Miss Katie Brown, chief clerk to trainmasters, has just returned from her vacation, which she spent visiting relatives in Little Rock, Ark. We regret to learn that she returned home with a good case of the "Flu" and on that account did not have a very good time while on her vacation.

Miss Loretta Wilhelmsen, car record clerk in superintendent's office, has returned to work after an absence of several weeks which she spent in New Orleans, where she went for treatment in the Illinois Central Hospital at

that point. She speaks well of the kind treatment which she received at the hands of our district surgeon and the nurses in our hospital at New Orleans.

Mrs. M. Cronin, who has been employed as record and tonnage clerk in the superintendent's office since it was transferred from New Orleans, November 15, 1915, has resigned to accept employment as time keeper in the terminal superintendent's office at New Orleans. The vacancy created by the resignation of Mrs. Cronin has been filled by Miss Mattie Butler, of McComb, Miss.

Miss Gladys Browder, car record clerk in superintendent's office, has been transferred to Division Storekeeper King's office, as assistant accountant.

The following employes from the superintendent's office have been victims of the "Flu": Mr. W. T. McGuire, assistant chief clerk; Mr. I. F. Tullis, chief clerk to the roadmaster; Mr. J. E. Cope, Jr., assistant accountant; Mr. J. B. Stamps, assistant accountant; Mr. Leigh Watkins, assistant accountant; Miss Nannie Middleton, stenographer; Miss Marie Wardlaw, car record clerk; Mr. Earl McGowan, assistant file clerk; Mrs. Ruth Guy Hennington, car record clerk; Mr. W. B. West, night chief dispatcher; Mr. W. B. Romaine, dispatcher, and Mr. Homer Wall, dispatcher.

Mr. J. P. Lacy, engineer on Louisiana Division, and Waterworks Foreman O. Marsalis, died during the past week from the influenza.

Mr. C. C. Clements, one of our oldest passenger conductors, accompanied by his wife, has just returned from San Diego, Cal., where they visited their son, who is stationed at Camp Kearney.

Mr. I. E. Hart, engineer on this division, left this week for Jersey City to visit his brother, who is reported as being seriously ill in one of the army camps at that point.

New Orleans Terminal

Mr. C. Bourgeois, Chief Accountant, New Orleans Terminal, has accepted position as Division Auditor, Memphis, effective November 1, 1918.

Mr. J. W. Jehle, Assistant Chief Accountant, New Orleans Terminal, has been appointed Chief Accountant to succeed Mr. C. Bourgeois.

Several clerks in Superintendent's Office, New Orleans, have been off, account of the Influenza, among whom are Mr. T. J. Lee, Mr. Robert Smith, Mr. Jos. Carey and Miss Caro Girault.

Mrs. M. Cronin, former Tonnage Clerk, Superintendent's Office, McComb, is now Timekeeper in Superintendent's Office, New Orleans.

One of the male clerks in Union Station, New Orleans, recently in conversation with other employes, said, "If this war keeps on, there won't be anything but 'SKIRTS' in this building."

Mrs. Mildred Stamp is now Clerk in the Roadway Department vice Mr. Wm. Lowe,

who resigned to accept position in the yards.

Mr. T. E. Lucas, Asst. Account, Superintendent's Office, New Orleans, recently enlisted in the Coast Artillery, and is now stationed at the Jackson Barracks.

Mr. Tolver Valeton, former M. C. B. Clerk, Car Department, is now Assistant Accountant, Superintendent's Office, New Orleans.

The Local Freight Department was severely hit by the "Flu" epidemic, for several days, there being on an average of 85 clerks sick, in the office proper and in the warehouses at Levee and Poydras. Conditions are gradually improving.

W. Curtis Reno, Chief Outbound Rate Clerk, is still confined to his home account sickness.

Letters were received recently by Agent Seiler, New Orleans, from Jas. B. Harvey, now 1st Lieutenant with 140th Field Artillery, Somewhere in France. Mr. Harvey was with the Washington Artillery on the Mexican Border and was the first one connected with the Freight Station to join the colors. He also received letters from the following, who are "Somewhere in France":

R. H. Blackwell with Company "D," 114th Supply Train.

M. G. Fischer with Supply Company No. 324.

W. J. Riley with the Headquarters Company, 151st F. A.

J. Stanley Mendelson, 114th Trench Mortar Battery.

Erwin D. Poncet connected with Base Hospital No. 24 also sent a postal to Agent, stating he was in the best of health, but working mighty hard in the Hospital these days. Mr. Poncet has been in France over a year and was the first one from the Local Freight Office, New Orleans, to reach "Over There." Mr. Poncet was one of the swift machine operators on the Bill Desk.

New Orleans Division

Train Master F. H. Anderson is recuperating from a recent attack of influenza, and will shortly be able to resume his duties on the Division.

Supervisor R. D. Day is seriously ill with pneumonia at his home in Baton Rouge, La.

Asst. Engineer Davis has been confined to his bed for the past few days having an attack of malarial fever. At this writing, however, he is reported as considerably better.

Road Master Brown's family were victims of the "flu" but have all recovered.

Our genial District Engineer, Mr. M. B. Morgan, paid us a visit the early part of the month. His visits are always anticipated with pleasure by the officers and employees of the New Orleans Division.

A great number of the Road Department employes have succumbed to the "flu," but happy to report no fatal results.

Master Mechanic Christy recently spent a day in Greenville attending one of Superintendent Dubbs' staff meetings.

Chief Clerk Lynch was Chairman of the Fourth Liberty Loan Committee for the office building and reports as a result of the canvass made 100 per cent subscribing.

We sincerely regret necessity of reporting the death of the beloved wife of our popular agent, Mr. W. L. Jacquith of Vicksburg.

Mr. E. R. McGinty has been advised officially that he has been assigned to the New Orleans Division, and will hereafter be a Resident Auditor. He has been furnished desk space in the Superintendent's office and is now busily engaged in the work of his Department.

The Accounting Department of the New Orleans Division have inaugurated a practice of holding a meeting for one hour each Tuesday for the discussion of Accounting subjects and other matter of interest to the Department and the office at large. It is expected that good results will follow.

Miss Daisy Beauchamp who has filled the position of Stenographer in the Superintendent's office recently resigned to accept a more remunerative position with the Alabama & Vicksburg Ry. She was succeeded by Miss Ernestine Smith.

Mr. Thos. M. Appleby was appointed Assistant Trainmaster of the New Orleans Division effective October 19th.

Mr. George McIntyre, one of the most popular passenger engineers on the Louisiana Division, recently spent the day in Vicksburg visiting friends and making new ones.

Mr. Jerry Cronin, our universally known and as well liked Traveling Engineer recently resumed his duties, after an extended leave of absence account of ill health. During his absence he visited many Western cities of interest. We are very glad to have him with us again.

Mr. Chas. Linstrom, who filled the position of Traveling Engineer in a most able manner during Mr. Cronin's absence, has returned to his regular position of Engineer.

Kentucky Division

Spanish influenza, now generally prevalent, made its advent in this vicinity first at Camp Zachary Taylor where many of our boys now are preparatory to spending the Christmas holidays A. D. 1918 in Berlin or any other of the easily accessible Kaiser cities. It is a matter of choice with the boys in khaki.

It is with profound regret that we record the death of Private George Gibney, aged 23, who died of Spanish influenza on October 12th at Camp Zachary Taylor following an illness of only a few days. He was the son of General Yardmaster G. M. Gibney. We extend sympathy to the bereaved family and friends.

Mike Baltes, crossing flagman, has resumed work after a few days' absence by reason of the death of his wife. We extend sympathy to members of the family in their sad bereavement.

The many friends of the very affable chief clerk, Mr. E. M. Shaughnessy, will be glad to learn of his restoration to health following a severe attack of the Spanish influenza.

Mr. Charles Reavy, for a number of years employed as gate tender at Main and 14th streets, has been promoted to position of check clerk.

Assistant Freight Foreman J. C. Glenn, having joined the colors, Chas. Schnell is appointed to succeed him.

After an absence of several days on account of illness, Miss Edmonia Dougherty has resumed work. Miss Edmonia has been transferred from the car record department and promoted to a desk in the accounting department.

Mr. Walter Smith is transferred from cashier's department and promoted to car record desk to succeed Miss Dougherty, promoted.

Mr. A. H. Morton, C. C. rate revising bureau, has reorganized his forces so as to work three unbroken eight-hour shifts in order that waybills may be more expeditiously handled by the departments. He reports splendid results.

Mr. Arthur Miller and Harry Shoenlaub, of the claim department, spent Sunday, the 13th, in Evansville, Ind., visiting relatives.

Mr. Wm. Heffernan, assistant claim clerk not unlike many others of our patriotic co-laborers, left October 3rd for Cincinnati where he entered the S. A. O. T. C. Prep. School. He is succeeded by O. S. D. clerk, Adolph Bruckhold.

First bill clerk, Martin Kilkenny, after an absence of a few days due to a minor surgical operation, is again at his desk. Mr. Kilkenny will leave in a few days to enter the Great Lakes Naval Academy to prepare for overseas duty.

Bill clerk, Allan Bruckert, is at his desk again after having been confined to his home a few days suffering from influenza.

Assistant Accountant J. L. Blandford was confined to his home the 7th suffering from a severe cold.

Car disposition clerk, Klinger Thomas, spent the Sabbath with his parents, Mr. and Mrs. W. S. Thomas at Central City, at which point his genial father is general yardmaster.

Inbound abstract clerk, Miss Virginia Dean, was absent the 9th instant as a consequence of a severe cold.

Miss Elizabeth Dean, statistician, was indisposed a number of days the first part of the month as a result of a slight attack of influenza.

Mr. Edward Metz, formerly settlement clerk, has accepted service with Mr. R. O.

Wells, Chicago, and has been transferred to that station.

Outbound abstract clerk, Miss Christine McGee, was absent the 9th and 10th instant on account of an attack of influenza.

Mr. H. L. Bard and family visited their son, Ivan, at Camp Bradley to minister their parting benediction prior to his embarkation within a few days for overseas duty.

Assistant cashier, D. H. Buechele, Jr., is at the wicket again following a mild attack of the Flu which confined him to his home a few days.

Mr. Walter A. Miles is on the job again after a few days' absence as a result of a slight attack of influenza.

The patriotism and unselfishness displayed by the members of the local freight organization here (to whom only this refers) is indeed gratifying to the author of this and must be equally so to the officers of the company.

It is a custom here long established to grant to every clerk a week's vacation with pay once a year, and while many felt the need of a few days apart from routine in which to recuperate and while none was denied this, the pleasing feature to me is none applied for it. Why? Because of the unalloyed patriotism to country and employer, they knowing intuitively that their services were more needed now than possibly ever before, that the avenues of transportation might be kept open to the ever increasing volume of traffic so necessary to the accomplishment of the unspeakably big undertaking we have before us, and which it is realized can be accomplished only by the hearty co-operation and assiduous application to duty by all forces. A duty? Yes—admittedly so, yet while I hope there are many such organizations, I venture the assertion that there are few such, if any, who so unstintedly contributed and directed their physical and mental forces in the proper channels at the psychological moment as did every member of this organization, the product of whose efforts is obvious, commendable and appreciated.

Trainmaster T. A. Downs held meeting of the Princeton Terminal Safety Committee, in his office 7:30 p. m., October 11th. Only two absent. Everyone came prepared to present and discuss Safety First suggestions and the meeting was quite interesting.

Mr. G. R. Newman, operator in "On" office, Princeton, is back at work after a few days' illness.

It is with profound regret we record the death of Operator F. M. McGregor, who died October 14, 1918.

Agent Wadlington and his entire force at Hopkinsville are suffering with influenza.

Miss Mabel Hoover, message operator at Princeton, is quite sick with influenza.

Miss Sudie Cash received a letter from

Traveling Engineer Pat Ryan, stating that he was getting along fine. He is now in "Toms" France.

Mr. J. K. Johnson, claim agent, is sick, he having influenza.

Dispatcher L. K. Butler is working a trick at Louisville now account sickness of some of the men.

Holmer Brelsford, former ticket clerk, who has been in Pennsylvania and Detroit the past year, is back with the I. C., having resumed his old job as day ticket clerk at Princeton.

Harry Blades, Jr., night ticket clerk, who has been at Great Lakes Naval Training Station, is back home, having received an honorable discharge.

J. W. Price, water works foreman, is on the sick list.

Chas. Eaker, former clerk in trainmaster's office, who is in the S. A. T. C. at Lexington, is home on the sick list.

A. S. Pitzer, dispatcher, who has been on the sick list, is back at work.

Paducah freight offices have subscribed one hundred percent to the Fourth Liberty Loan. We have twelve stars in our service flag—all blue. Of these the following are overseas: J. R. Magee, F. C. Sutherland, J. C. Loftus, H. C. Utterback, S. A. Whitlow, R. E. Pierce, C. H. Rhodes, A. M. Owen, J. T. Donovan, Jr.

Corporal Odell Hartz, formerly division clerk, now with the Quartermasters Department, Newport News, Va., was home on a furlough last week.

Ben Wilson, of the bill desk, volunteered and left for Camp Bull, September 18th.

H. T. Bell, formerly cashier, but now connected with Great Lakes Naval Training Station, was home recently, recuperating after a spell of influenza.

J. L. McMahon, receiving clerk, spent his vacation at Nashville, Tenn.

A. F. Roth, station accountant, is back from a trip to Atlanta, Ga., and Lookout Mountains.

Corporal R. E. Pierce, of the 327th Field Artillery in France, formerly receiving clerk, sent in his subscription from overseas, for \$1000 Fourth Liberty Bond, after paying for Third Liberty Bond from his pay.

"Sailing Days" have been established at Paducah outbound house. Shipments are now received for specified territory or stations on specified days.

Tobacco movement for export is heavy. Our fighting men must have tobacco.

A Red Cross Canteen has been established at Paducah Union Depot to provide comforts for our fighting boys leaving or passing through.

Major Richard Donovan, son of J. T. Donovan, agent at Paducah, is now in command of the Coast Artillery Garrison at Fort Mills, Corregedor, P. I.

Ninety-five percent of the colored truckers and stowers have subscribed for Fourth Liberty Bonds.

Paducah Terminal

Mr. Bert Griffith, formerly yard clerk at Paducah but for past year stationed on the "Mayflower," is back home on his first furlough. He is enjoying navy life and says there is nothing like it.

General Yard Master T. J. Danaher, who left for Denver, Colo., September 1st, for benefit of his health is improving and his friends hope he will soon be able to return to Paducah. Mr. J. B. Greet is acting general yardmaster in his absence.

Every conductor, flagman, brakeman, on Paducah district; every switchman, yard clerk and yardmaster and station employee, Paducah terminal, subscribed to Fourth Liberty Loan. Every station employee on Paducah district from Central City to Cairo subscribed to this loan, making total subscription \$36,250; total employees, 296. Paducah district "over-the-top" and one hundred percent American.

While everybody on Paducah district did their bit in subscribing to Fourth Liberty Loan, think Paducah Union Depot force should receive special mention. Twelve employees in ticket office and baggage room subscribed \$2,500.

Mr. Jess Hessian, former clerk to trainmaster, Paducah, has arrived safely overseas. He is with the 84th Division, Headquarter's Department.

Service flag has been hung in Trainmaster Thomas' office, Paducah bearing 22 stars, including one gold for Robert McCune, former yard clerk at Paducah, who was killed in France, July 18, 1918. Flying flag for switchmen, flagmen, yard clerks and brakemen from Paducah.

Chicago Terminal

One Hundred Percent on the Fourth Liberty Bond for employees under Superintendent Passenger Service. Quite a record, and Messrs. Hilgartner and Bernard are wearing a broad smile these days.

At present there are about 20 cases of "Flu" among what is usually the healthiest class of employees on system.

Our women agents and gatewomen have suffered considerable, even our loyal stenographer, Mrs. Marion Pressler, has been in the hospital for the past two weeks, but is recovering and we expect to see her smiling face among us in a few days.

Flagmen Hardy and Ashton will leave in a few days for the coast to seek adventure and health. "Soup" says he needs a "rest."

Ticket Clerk Thelma Thomas was compelled to take a 90-day "leave" and go West for her health. She has the best wishes of all her co-workers who hope to see her return fully recovered.

Flagman John Price and Mrs. Price both on sick list.

With great sorrow we learn our loyal agent, Miss Blanche Rubottom, has passed away after brief illness.

Gatewomen Mrs. Hester Sullivan has been patient in hospital for past two weeks, but will resume her work in a few days.

West Pullman with J. H. Griff at wheel has gone "over the top" on the Fourth Loan, just as he did on the Third, and he had one "plus" for good measure.

Ruth Jones, gatwoman marooned at Wichita Falls, Tex., account of influenza quarantine, hopes to be home soon.

St. Louis Division

The young ladies employed in the local freight office at East St. Louis are knitting an afghan for the Red Cross which it is expected will be completed within the next few days. This is a very patriotic cause and all who have not done so are urgently requested to join in this noble work and do all possible to help the Red Cross in providing comforts, quilts, afghans, etc., for the men in the service of our country. No doubt the majority of the larger stations are doing similar good work, and in the event they are not, they certainly would be helping along the cause by commencing at once and doing everything possible for the benefit of the Red Cross.

Mrs. Grace Riegart, stenographer to the chief clerk, E. St. Louis freight station, has left the office for Ft. Worth, Tex., where she has joined her husband who is stationed at that point with Uncle Sam's forces. We wish both of them all happiness and success possible.

John Lembeck, correction clerk in the inbound department, E. St. Louis, received his call to the colors and left for Fort Worth, Tex., on Monday, October 21st. Lembeck is the thirty-fourth clerk in the local freight office who has been called to the colors. We are reluctant to lose him, but he has our best wishes.

Miss Sula Putcamp has accepted the position of file clerk in the roadmaster's office, Carbondale.

Miss Florence Sill has been employed in the roadmaster's office to fill the vacancy made by Miss Bernice Hess' resignation to accept position of clerk to trainmaster at Carbondale.

Rodman R. E. Addington has enlisted in the Marine Corp and has left for Paris Island, Carolina, to enter into training.

Miss Clergy, supervisor's clerk at Pickneyville, who has been in Chicago hospital for past two weeks, is now able to be at home.

M. L. Foley, file clerk, and Harry E. Goetz, assistant accountant of the division office force, have resigned to enter the University of Chicago for an eight weeks' military training.

Harry A. Grandstaff, clerk to chief dispatcher, is in Los Angeles, Cal., on a three

months' leave of absence on account of his health. Fred M. Hobbs takes his place.

Dispatcher Patrick Brennen and wife have returned from Sturges, Miss., where they were called account of the illness of Mrs. Brennen's brother who is located at Camp Pike.

L. R. Colp, assistant timekeeper, division office building, has resigned to enter Tank Corp service.

W. D. Brotherton, formerly cashier at Benton, Ill., has been transferred to a clerical position in the superintendent's office.

J. Watts Brown, who has been in civil service sometime, returns to service as assistant accountant at Carbondale.

Chas. Clayton, clerk in superintendent's office, expects to be called to aviation service soon.

Frank Crouse, assistant accountant, is ill with the "flu."

Mrs. C. S. Scott, wife of Dispatcher Scott, passed away October 18th at Carbondale after an attack of influenza and pneumonia. The sympathy of entire division is extended to Mr. Scott and little four year old daughter in their loss.

Local Freight Office South Water Street, Chicago.

The following is a list of men who have left the Local Freight Office to serve their country and fight against autocracy. In one sense of the word we are all serving our country when we work for the government, loan our money to the government, and Hooverize on food and clothing, but we are not giving our lives, the greatest sacrifice in the world. These boys have left their homes, parents, wives, sweethearts and friends to fight for democracy and everlasting peace, and we sincerely hope that every one of them will come back victorious.

Car Record Clerks Army

Serg't John J. Gleason, Co. E, 108th Engineers, A. E. F. France via N. Y. Corp. Edward F. Meara, Black Hawk Div. A. E. F., France.

Corp. Lindsay H. Carr, 469th Engineers, A. P. O. 717, Car Record Office, D. G. T., A. E. F. France.

Pri. J. Mulvihill, Black Hawk Div. A. E. F. France—

Pri. Henry Geary, Co. K, 41st Infantry, Camp Funston, Kansas.

Pri. J. C. Landers, Cavalry, A. E. F.
France via N. Y.

Pri. Harold Humphrey, 13th Engrs.
A. E. F. France via N. Y.

Pri. Wm. O'Heron, Co. H, 35th Inf.
Nogales, Ariz.

Pri. James Ferguson, Co. A, 13th
Inf. A. E. F. Siberia, via San Fran-
cisco.

Pri. Wm. J. McNichols, Infantry,
Camp Grant.

Navy

Pri. R. R. Bristol, Hampton Road,
Va.

Pri. James E. Mulhall, Co. 31, 12th
Regt. Grt. Lakes, Ill.

Marines

Pri. Thos. E. Allen, Paris Island,
S. Car.

Accounting Department

Army

W. T. Pennington

Raymond Hawley

E. A. Perryman

E. H. Belk

Howard Haney

P. G. Diamond

T. S. Belk

J. Jennecke

E. B. Rich

W. R. Coon

R. C. Smith

Chas. Fear

W. P. Ellis

H. G. Sonnen

Wm. Murphy

T. J. O'Connor

Navy

C. H. McReynolds

J. T. Noonan

D. Glienna

Marines

C. W. Favorite

Out-Freight Department

Army

Leonard Gradle, Aviation Corps,
France.

Edward Finnerty.

Charles Lahoda, Texas.

Carroll Rider, 131st Inf. France.

Wm. Hamling, San Antonio, Texas.

E. J. Kelley, France.

Thomas O'Connor, France.

Frank Barr, France.

Wm. Shoop, France.

James Ewing, France.

Wm. Flora, Aviation, France.

Albert Lecuyer, France.

Joseph White, France.

L. J. Frechette, O. T. C., St. Viators'
College, Bourbonnais, Ill.

Navy

Charles Dobschutz, U. S. Naval
Corps, European Waters.

Armin Kehle, Virginia Beach Rifle
Range, Va.

Xavior Gadbois, Great Lakes, Ill.

John Mulderig, Transport.

W. L. Wray, Yeoman School, Nor-
folk, Va.

Donald Wynne.

Robert Johnson.

Marines

Wm. Cashion, Paris Island, S. C.

In-Freight Department

Army

Frank Fitzgerald.

Wm. Langon.

H. Altman.

Navy

John Fitzgerald.

Tom Kavanaugh.

J. O'Brien.

Claim Department

Army.

Louis A. Kahn (Murph) Infantry.

Ed. Broderick, Signal Corps.

Chas. J. Huck, Artillery.

A. E. Rozene, Aviation.

W. A. Richter.

J. E. Maher (Shamrock), Machine
Guns.

J. E. Murphy (Spuds) Artillery.

Frank Noonan, Infantry.

J. A. McMahan, Quartermasters.

Peter Doblesky, Ordnance.

Jas. McNamara, Ordnance.

Geo. Russell, Ordnance.

Louis A. Endres, Infantry.

C. M. Carbaugh, Infantry.

Wm. K. Murphy, Aviation.

W. E. Sweeney.

Michael Curtin, Infantry.

John Furling, Motorcycle Squad.

Navy

W. J. Bannon.

W. C. Dwyer.

Marines

A. R. Roman.

Cashier's Department**Army**

M. J. Murphy.

M. J. Bowling.

G. M. Phelps.

Joe Chmatal.

G. H. Brodrick.

Navy

J. Carey.

Jas. Henry.

Marines

W. B. Ronan.

C. A. Sublett.

H. P. McMullen.

Submarines

Garvey L. Cavanagh.

Freight Houses

One hundred men in the service.

Local Freight

R. O. Wells, agents, is kept very busy now days with committee meetings. The employes hope the committee is conferring on a new raise in wages.

Mr. T. N. Sublett, assistant agent has been endeavoring to have the local freight come out ahead on the Fourth Loan Drive.

During Mr. O. H. Clark's illness, Mr. David Leer has taken his place in the agent's office. Mr. Clark is recovering.

Terminal superintendent A. M. Umshler paid us a visit October 18th.

October 11th, the B. of R. C. entertained the members and friends at a banquet and dance at Randolph Hall. The evening would have been a howling success if the men hadn't been so shy about dancing. Nevertheless, we were glad they joined us in the "Eats." Lyons and Seidell came up to the hall after the banquet to get some cake for the outfreight night billers but up to the present time the billers haven't seen the cake. Now who is guilty?

Mr. O. H. Remmert, chief clerk outfreight has returned from an extended vacation, part of which he spent at Anderson, Ind., Dundee, Ill., and Milwaukee, Wis.

Miss DeDish of the outfreight entertained a seclusive set at socials and musicals. Why not invite us all Eva?

Murph:—"How far East would you go to start going West?"

Gibbons:—"Berlin."

When Froelich is late to work,
Or has a gloomy day,
And tickets are very heavy
And things don't come his way.
If he makes an error in rates
And sits around and pouts,
Just remember my dear friends,
It is due to the "Cleaners at his house."

Out-freight department went over the top in the Fourth Loan Drive with \$5,200.00.

We extend our sympathy to Earl Douse of the claim department on the loss of his brother, sister-in-law, and their two children.

John Keveney has been on the sick list the past month.

Our indoor baseball team seems to be all out by the showing of their recent practice game.

New shelves have been placed on the east side of the claim department.

Subscriptions for the Fourth Liberty Bonds from the claims department amounted to \$5,300.

Three cheers for Jas. Murphy, former clerk of the claim department, who went Over the Top with the famous Blackhawks.

John Walsh and wife are spending their honeymoon at Salt Lake City.

Tom Collins and John Carney, our worthy claim clerks struck a new leaf October 1st.

R. Callahan makes his appearance quite early of late.

Know ye all men present that Mr. R. Muldoon, carding clerk of the in-freight department is now known by the name of "Gaboon."

Miss Gertie Rosenberg is at home ill. We hope she has not been influenced by the Spanish.

Mrs. Perry has been in Texas with her soldier husband for some time.

It is true the men of the In-freight and Claim Departments liberally sub-

scribed to the Fourth Liberty Loan as well as the Plus Loan, and in all probabilities their hands must stretch deeply into their pockets before reaching the little silver pieces; nevertheless, it is very essential that we again call upon them for assistance and beg of them to donate as much as possible to the "Shavers' Club." It is sad to say after so many years of successful progress these well known "Hair Faced Men" must admit of their bankruptcy.

Come along boys and contribute as freely as possible before the next election or we may get into a terrible wrangle with the John J. Mackey of the Claim Department, and Charlie Kavanaugh of the In-freight Department, being mistaken for Wonderful Senator Lewis.

Anyone wishing to join the good work will kindly submit their contributions to John Henry, In-freight Department, originator of the "Shavers' Club" or better "We won't shave."

Mr. Joseph Schronski, Chief Clerk of the In-freight night force spent his vacation at Ringwood, Ill., hunting wild game and mushrooms.

Mr. Kelly of the In-freight night force was unfortunate enough to lose \$33 in a most peculiar manner. Mr. Kelly's distrust in placing money in banks led him to place his money in his shoe prior to retiring.

Mr. Kelly's mother unaware of the fact that her son's shoe contained his small fortune traded the shoes to a peddler for a new broom.

Moral: A Cent in the Bank is Worth More than \$33.00 In a Shoe.

The In-freight Department's subscriptions for the Fourth Liberty Bonds amounted to \$5600.00.

While there isn't much important news from the Car Records, since the girls have been hired as record clerks the work is 100 per cent over the top.

Ed Keebler, our general clerk has added to his already handsome personality a stiff white collar and tie. Why?

Mr. Schendel returns at noon hour

with an arm full of books from the Public Library such as "Life of Salt Water Fish," "Animals I Have Known" and "Anderson's Fairy Tales."

It don't make a bit of difference,

No matter what issue's at stake,

Be it signin' for bonds or Y. M. C. A.,

Or a flower collection to take.

You'll not find 'em better or stronger

If from here to far Hongkong you went,

You'll find that our Local Car Record Force

In strength is 100 per cent.

Wm. P. Whalen.

Car Record Loan subscription amounted to \$4200.00.

Walter Sheehan of the Accounting Department has been pricing Ford cars.

Accounting Department subscribed \$9100.00 to the Fourth Loan.

Miss Lillian Hackenbrock has taken a ten day leave for a trip to Columbus, Ohio, where she was to become the bride of Corporal Thomas J. Fullem, October 19th, at Columbus Barracks. The employes of the Cashier's Department wish to extend their heartiest congratulations to both Lillian and Corporal Fullem.

After having been quarantined with a bad case of the "flu", Miss Delia Dolan has returned to her duties in this office.

Mr. Burke has also returned after a short illness.

Our good friend and former co-worker, Garvey Cavanagh, now of the United States Navy, Submarine Base, New London, Conn., paid us a short visit.

Mr. W. B. Ronan, of the United States Marines called on us a short time ago, after having made three trips across. Mr. Ronan looks fine and makes *some* Marine.

Private M. Murphy, now with the American Expeditionary Forces in France, states in a recent communication that he expects to get the Kaiser real soon. "Good for you, 'Murph. Go to it!"

Miss Dolan has been promoted from adding machine operator to collection clerk. We also have in our employe another new collection clerk, Mr. F. Westall.

Miss Florence Sheridan has spent two weeks at the west coast, due to the death of a near relative. However, we expect to have her with us again in the near future.

Miss Elsie Morgenthaler accepted a position with Mr. Kemp at the Stock Yards, the vacancy being filled by Miss Lavina Busch.

The Cashier's Department now boasts of eleven stars on its service flag and claim the record for Fourth Liberty Bonds at this station. The department consisting of twenty-seven employes has subscribed \$4450.00.

Who said the Cashier's Department thought they were "just it"? Certainly we do and you would too if you saw our new lights and desks.

Superintendent of Freight Terminals Leahy, together with a few of his assistants, consisting of assistant agent at Chicago, Mr. T. N. Sublett, general foreman, Mr. L. J. Tiernan, general yardmaster, Mr. C. S. Beals, and a representative of the chief special agent's office, Mr. Charles Thayer, roundsman, made an inspection of all merchandise and perishable cars loaded at the Chicago freight house on the nights of October 11th and 12th respectively; trains 53 south, 73 south, 51 and 53 west being inspected on the night of October 11th and trains 79 south, first 51 south and second 51 south on the night of October 12th. These cars were inspected after they were switched away from the freight house and lined up in train order out in the yard between Jackson street and Twelfth street, a good deal of switching having been performed before the inspection was made, putting in extras and throwing out bad-orders, etc. There were about two hundred cars all told inspected, and we found them 97½ per cent perfect, only taking exceptions to about five cars, which Mr. Leahy felt might have been broken

down a little better. However, there was no damage to any of them.

It must be conceded by all that this was a remarkably good showing and speaks well for the loading and stowing at Chicago.

The freight houses and team tracks subscribed \$36,900 to the Fourth Liberty Loan.

Springfield Division

Clarence May, assistant accountant, has been promoted as assistant chief clerk to Superintendent J. W. Hevron.

Ralph Mann, former assistant chief clerk has accepted the position of claim clerk, with headquarters at Clinton.

Henry Peters, former claim clerk on this division, has accepted the position as claim clerk on the Illinois division, with headquarters at Champaign.

I. E. Fosnaugh has accepted a position as clerk in the office of Superintendent Hevron.

H. E. Shelton has been appointed claim agent on the Springfield division, vice H. C. Fisher.

Miss L. Reiser and Miss Nora Banks called on friends in Springfield Sunday.

Miss Clara Hoyt of the superintendent's office, was a business visitor in Bloomington Saturday afternoon.

Miss D. Morrison of the superintendent's office, visited home folks in Orona Sunday.

Clarence May has returned to work in the superintendent's office after being off on account of sickness.

Mr. Roy Warrick, traveling auditor out of Chicago, visited in the superintendent's office at Clinton.

Mr. George Morris, baggageman at Clinton, was absent from duty account of illness, being relieved by C. J. Conroy.

Mr. Guy Preston, night baggageman, at Clinton was absent from duty account of illness, being relieved by Bernard Murphy.

Mr. H. Bonney, operator at Moweaqua, called on friends in Clinton Sunday evening.

Mr. C. D. Roby, operator, was an East St. Louis visitor Wednesday evening.

Mr. J. W. Hevron was in Centralia the last of the week.

Mr. W. A. Golze, trainmaster, spent several days on the Clinton district last week.

H. E. Hilbrant, employed as switchman in Clinton Yard for the past several years, died of influenza October 13th, 1918. Mr. Hilbrant was very popular among his fellow employes and he will be missed from their ranks.

Brakeman Chas. Thorp has returned to work after spending several weeks' vacation with his parents in Crookston, Minn.

H. Kippenhan, yard master, Decatur, has returned to work after taking his annual vacation. On account of the "flu" epidemic Mr. Kippenhan decided not to do any traveling and enjoyed his vacation at home.

Passenger Flagman E. A. Rambo is confined to his home in Gilman, suffering with an attack of rheumatism.

Mrs. H. B. Robinson, wife of switchman, has gone to Hot Springs, Ark., for benefit of her health.

Word has been received from Rupert I. Murray, formerly a passenger flagman on Clinton district, that he has arrived

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Stop and think of this when you want real high grade **Jewelry** at the **right price**. I invite your personal inspection of my stock and a rigid investigation of my methods. Should you wish to purchase a very fine **Diamond** allow me to compare quality and prices as all I ask. I guarantee every **Diamond** I sell to be absolutely **perfect** or money refunded. Let me tell you about my high grade railroad watches and quote you prices.

Safety First and I. C. Buttons, gold only, \$1.00 each.

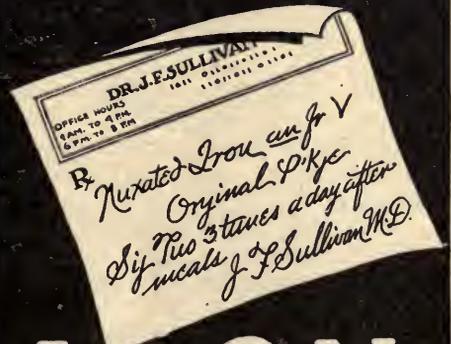
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"Nuxated Iron helps put astonishing strength and energy into the veins of men and bring roses to the cheeks of pale, nervous, run-down women," says Dr. James Francis Sullivan, formerly physician of Bellevue Hospital (Outdoor Dept.) N. Y. and Westchester County Hospital. "I prescribe it regularly in cases of depleted energy, anaemia and lack of strength and endurance. There is nothing like organic iron—Nuxated Iron—to quickly enrich the blood, make beautiful, healthy women and strong, vigorous, iron men." Satisfaction guaranteed or money refunded.

safely oversea. His address is Battery A 326 F. A., American E. F., France. Murray says he is feeling fine and likes army life better every day.

Conductor Chris. Cully has returned home after spending a few weeks with relatives in Pennsylvania. Mr. Cully was called to Pennsylvania on account of serious illness of a nephew.

Engineer F. E. Miller and wife have been called to Montgomery, Ala., on account of serious illness of their son, Joe, who is in army camp.

Assistant Yard Master R. W. Clemons has returned to work after being out of service several weeks, suffering with influenza.

Clinton Shops

Mr. and Mrs. H. L. Needham are enjoying a two weeks' vacation in Ohio and Missouri.

Miss Glenna McKinney, accountant in the master mechanic's office, has returned from a ten days' visit with relatives in Wichita, Kansas.

Mr. H. O. Brittin, chief clerk to the master mechanic, made a business trip to Chicago.

Miss Madaline Bradley, stenographer in the storekeeper's office, has returned to her work after being confined to her home in Vandalia for the past ten days. Mrs. Carrie Botkin worked in Miss Bradley's place.

Miss Clara Day, assistant timekeeper in the master mechanic's office, has returned to work after a week's illness.

Mr. F. S. Bogan, car foreman, has returned from a two weeks' vacation in Missouri.

Miss Ella Hickman, invoice clerk in the storekeeper's office, has returned from a ten days' vacation trip with relatives in Louisiana.

Miss Mable Thomas, timekeeper in the car department, has returned to her work after an illness of two weeks.

George C. Glenn, line stock clerk in the division storekeeper's office, has entered military service at Camp Grant. Mr. Meyers has taken the place made vacant by Mr. Glenn.

Mr. Hervey Getzendanner has accepted a position as clerk to the general fore-

man, made vacant by Dan Gallagher who has entered military service at Peoria.

Mr. W. A. Skinner, division storekeeper, made a business trip to Decatur yesterday.

The division storekeeper's office will commence work on their annual inventory.

D. T. Hess, night roundhouse foreman, and family are enjoying a ten days' vacation visiting relatives in Memphis, Tenn. Mr. Otis Putnam is acting as night roundhouse foreman in Mr. Hess' absence.

H. A. Lovenguth, furloughed machinist apprentice stationed at Camp Halobird, Md., spent a ten days' furlough with his parents.

Elmer Roberts, carpenter, has entered the Illinois Central Hospital at Chicago for treatment.

Road Department

Rodman K. C. Luke has returned to work after a two weeks vacation.

Extension of north end Ambay Yards was completed and put in operation this month.

Lieutenant H. D. Walker, formerly instrument man on the Springfield division, has arrived safely over seas.

Miss Alice Cheek, clerk to Supervisor Cheek at Springfield, is seriously ill with influenza.

Mr. Jim Cravens has accepted position as section foreman in the new North yards at Clinton, vice L. Linderman, resigned.

Mr. W. E. Russell, roadmaster, has been out on the line, looking after company interests.

Miss Edna Burke was absent for a short time on account of illness.

Mississippi Division

There has been a general epidemic of influenza over the entire Mississippi Division this month, which has crippled the service in all departments. There seems to be but few escapes. Employes who were not sick themselves were off on account most of their families being stricken.

At Winona, Miss., the epidemic seemed to be most fatal. The following deaths in the Transportation Department:

J. W. Holmes, Warehouse Clerk, Winona, died Oct. 1st. Had been in the service since November, 1917.

S. W. Baskin, Night Clerk at Winona, died Oct. 15th. Had been in the service since September 1st., 1916.

L. D. Goolsby, Agent, Coldwater, Miss., died Oct. 15th.

Mr. Goolsby was one of the Mississippi Division's most reliable and competent agents, employed Jan. 6th, 1914, as Operator.

Chas. P. Shaw, Flagman, Water Valley District, died Oct. 19th.

Mr. Shaw was a Water Valley reared boy and was highly thought of by all; employed as flagman May 13th, 1911.

James L. Trimble, Conductor, died Oct. 20th; employed as flagman Aug. 21st, 1906. Volunteered in military service in the Navy January 15th, 1918. Quote the following from the Commercial Appeal of Oct. 21st:

"James L. Trimble, 30 years old, well known to thousands of Memphians and loved by all, passed away at the Baptist Memorial Hospital Sunday morning. The direct cause of his death was meningitis following illness contracted in the Naval Officers, Training School at Chicago.

Shortly after the declaration of war, young Trimble enlisted in the Naval service at New Orleans. Those in charge there soon recognized his ability and he was sent to Chicago to undergo training in the officers' school located there.

He fell a victim of influenza, but owing to his robust constitution the seriousness of his illness was not evidenced to such a degree as to cause alarm. He returned to Memphis about two weeks ago to recuperate, but his health was undermined to such an extent that complications followed, and he was sent to the hospital, where he lost the fight for life.

"Jimmie" Trimble, as he was familiarly known to his associates, was one of the best known conductors on the Illinois Central Railroad prior to his volunteering to fight for his country.

He was an active member of Al Chymia Temple and took a prominent part in all affairs of the local Shriners, enjoying a wide acquaintance throughout the south.

His father is superintendent of the Binghamton Car & Foundry Works.

Loftis Bros. & Co.

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Our Diamonds are distinctive in beauty, of great brilliancy, set in the latest fashionable Solid Gold Mountings.



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Diamond Ring

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MEN'S FAVORITE DIAMOND RING
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The Best Gift of All

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We are offering wonderful values in Diamond Rings, special for Christmas presents, at \$25, \$50, \$75, \$100, \$125. Credit terms, one-fifth down, balance in eight equal amounts, payable monthly. See Catalog.

Suggestions for Christmas Presents

Diamond Rings, Solitaires	\$25 up	Diamond Cuff Links	\$ 5 up
Loftis Solitaire Diamond		Diamond Scarf Pins	8 up
Cluster Rings	75 up	Wrist Watches	15 up
Diamond La Vallieres	10 up	Watches, gold filled	15 up
Diamond Brooches	7 up	Cameo Rings,	
Diamond Ear Screws	25 up	Diamond-set	12 up
Diamond Studs	10 up	Vest Chains, solid gold	12 up

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EVERY ARTICLE IN OUR CATALOG is specially selected and priced **unusually low** Whatever you select will be sent prepaid by us. **You see and examine the article right in your own hands.** If satisfied, pay one-fifth of purchase price and keep it, balance divided into eight equal amounts, payable monthly. **Splendid bargains in 25-year guaranteed WATCHES on credit terms as low as \$2.50 A MONTH.**

To the Cash Buyer: While our prices are lower than the cash prices of other concerns, we make a discount of eight per cent for cash in full in advance, or on delivery.

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THE NATIONAL CREDIT JEWELERS
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 STORES IN LEADING CITIES

The family are direct descendants of Greenwood Leflore, the last of the big Choctaw Indian chiefs.

The remains were forwarded to Grenada, his former home, for internment."

The following deaths in the Road Department:

J. E. Meeks, Section Foreman, Durant, died Oct. 20th.

Mr. Meeks was employed as Section Foreman in November, 1912, was promoted to position of Extra Gang Foreman, and in early part of October went with his force of men to Stithton, Ky., to assist in track work in connection with government cantonment. He was stricken with influenza and only lived a few days after returning home.

He was a foreman of exceptional ability and well thought of by all his associates.

The following deaths in the Mechanical Department:

Nearly fifty per cent of the shop force have been off on account of the influenza epidemic.

Bester Holcomb, Coppersmith, died on Oct. 5th. Was a Water Valley reared boy and a member of a large family of that connection.

Russell Bennette, Machinist Apprentice, died Oct. 9th. Was the elder son of J. G. Bennett, Chief Clerk to General Foreman Car Department, and a promising young man.

Tennessee Division

Mr. T. J. Smith is acting chief dispatcher, Jackson, Tenn., during the absence of Mr. F. E. Allen, account of illness. The many friends of Mr. Allen will be glad to see him able to resume his duties.

General Yard Master, T. J. Travis

of Fulton is able to be back on duty, hustling cars after several days' illness with the "Flu."

Miss Kathleen Lovier, stenographer in Maintenance of Way Department, superintendent's office is improving after undergoing an operation for appendicitis at Riverside Hospital, Paducah.

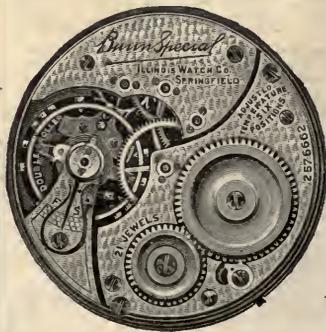
Mr. H. T. Snow has resigned position of chief clerk to trains masters to accept other services at Monroe, La. Mr. Snow is succeeded by Mr. J. I. Williams formerly stenographer on same desk. Position made vacant by Mr. Williams' promotion is being filled by Mrs. W. R. Hales.

The fellow employes and many friends regret very much the sad death of Sam Caldwell, clerk superintendent's office which occurred Sunday evening, October 20th, after short illness of influenza.

Miss Marjorie Alford, clerk superintendent's office has just received letter from her father Lieut. R. M. Alford from somewhere in France stating that he is well and happy, but railroading over there is not the same as on Tennessee Division. Lieut. Alford was formerly employed as train dispatcher, Fulton.

Miss Alva Mae Price has recently accepted position as stenographer superintendent's office. Miss Price was formerly assistant secretary Fulton Commercial Club.

M. L. Parrish, stenographer superintendent's office is the proud daddy of a 10-lb. girl, who arrived October 11th. In spite of Mr. Parrish's youthful smile, he is looking very much older since the young lady's arrival, and



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See the Bunn in your own hands before you decide. Examine it carefully. If not satisfied, send it back. You incur no obligation. First, you must be satisfied. Only then do you accept the watch and pay only \$9.00 and the balance only \$4.50 monthly until the CASH PRICE of \$45.00 is paid. You don't miss the money—only a few cents a day. You wear the watch while you pay—without Red Tape—without Security—without Disagreeable Features of any kind. Send your order TODAY. Let us tell you how we can fight the Watch Trust.

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his countenance resembles that of a typical father.

Mr. J. S. Willingham, accountant and Joe Albritton, time keeper, superintendent's office have returned to work after a short attack of influenza.

Tennessee Division went "Over the Top" in the Fourth Liberty Loan Drive with total subscriptions of \$251,105.00. One hundred per cent of employes subscribing with an average of \$90.81. The young ladies of the superintendent's office set an example for the men to follow in volunteer subscriptions.

Mr. W. P. McAdams, chief accountant Fulton is confined to his room with the "Flu." The office force hope to soon see him return to his duties.

Mr. C. E. Tribble and Mr. R. H. White formerly employed as time keeper, superintendent's office, have recently enlisted with Uncle Sam's forces. Mr. Tribble is now located at Camp Hancock and Mr. White at University of Tennessee, Knoxville.

Construction of New Round House, Fulton, is progressing nicely. When same is completed it will be one of the most up-to-date on Southern Lines. Ten stalls being added with all new facilities. General Foreman Huddleston is very grateful for the prospects of a new office which is to be fitted up complete with new furnishings. In keeping pace with this line of progress, Mr. Huddleston has employed a young lady as clerk, Miss Gladys Linton of Fulton being the fortunate young lady.

Mr. F. B. Wilkinson, agent, Jackson, Tenn., has returned to work after several days, illness with the "Flu."

Our efficient embargo clerk, Mr. D. C. Ligon has just notified all concerned that a very drastic embargo has been placed against importation of the influenza, any signs, germs or symptoms thereof to the Tennessee Division.

Memphis Terminal.

Car Distributor, W. E. Foster, in terminal superintendent's office, has returned for duty, after being off several days, a victim of the "Flu."

Master Mechanic W. H. Watkins has been absent from duty past sev-

eral days, account being one of the many here sick with the "Flu."

Barnum & Bailey Circus, moving in three sections enroute to winter quarters, at Cairo, Ill., passed Memphis, morning October 13th, having arrived over Y. & M. V. from Baton Rouge, La.

Assistant Chief Clerk J. C. Miles, Stenographers Mrs. Irene Payne, and Miss Katherine Tansey, of terminal superintendent's office, are at this time



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COMBINATION WORK SUIT
THE MOST CONVENTIONAL WORK SUIT IN THE WORLD

NOTE carefully the *exclusive patented* features in the circles above. Found only in the **SENSIBLE** Work Suit. They mean *everything* to your comfort, safety and convenience. Popular in price. Popular with Railroad men.

Live Dealers sell the **SENSIBLE** Work Suits at a popular price. Don't accept substitutes.

Write for Descriptive Booklet 10.

We also make the **SENSIBLE** for Women and Boys. Patented (6-8-16) in U.S., Canada and other countries.

A Christmas Suggestion: Why not buy a **SENSIBLE** for father, husband, brother or son for a Christmas present.

Johnston & Larimer
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Desk 10. Wichita, Kan.



F. C. Huntington, Supt Northern Pacific Ry. Co. Dilworth, Minn., says of the

MONROE

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"I find the time consumed in figuring the average rates in the time book with the use of the Monroe is reduced 75 per cent."

Book of Facts on Request.

MONROE CALCULATING MACHINE COMPANY

Henry H. Doty, Central Division Mgr.

330 W. Monroe Street, Chicago

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absent from duty, account "Flu" victims. This office has been pretty hard hit by the "Flu," and we are hoping some one will happen around with a preventive, whereby, the few remaining may be made immune.

Memphis terminal employes subscribed freely to Fourth Liberty Loan subscription, and it is expected at close of campaign Memphis terminal will, as usual, show good result.

The employes of the I. C. shops at Memphis were very patriotic in their support to the Fourth Liberty Loan. Nearly every employe added one or more bonds to those already subscribed for. The need to support our Government was so ably presented by General Foreman W. F. Lauer, J. W. Higga-son, chief car inspector; H. L. Arnold, general car foreman, Nonconah, and W. A. Carter, coach foreman, Memphis, that \$130,000 was subscribed during the campaign. We were proud to see their subscription the largest given by any industry, and therefore headed the list.

Barney Crutchfield and Paul Hockersmith who were personal injury and assistant distribution clerk in Master Mechanic Watkins' office, left October 15th, for Paris Island, S. C. to enter training for the marines. Their positions will be filled by two young ladies who give fair promise of being the right "Man" for the job.

We understand since "Flu" has been in our midst that some of our men have decided that housekeeping is not all its "cracked up to be." For further information address F. J. Thebold, chief clerk, M. M. Office, G. L. Thompson, chief accountant, M. M. Office, and G. S. Gaden, roundhouse foreman, Nonconah.

Mr. Raymond Weir, assistant chief clerk to master mechanic, who has been seriously ill is not doing so well.

After many months the master mechanic office force are now enjoying their new furniture, as one young lady clerk said, "Anticipation was all right, but she certainly was enjoying the Realization."

General Superintendent A. H. Egan, Mr. Hardwig Peres and Mr. Israel Peres made very inspiring talks to

the employes on Thursday, October 17th. As a result many new subscriptions for Liberty Bonds were turned in by the men. A good speaker is always appreciated and welcomed.

The new office being built for the general foreman is almost completed, and is a very neat up-to-date building. It is placed at the entrance gate, and when finished the men will be required to check in and out here, which will be an improvement over the old place.

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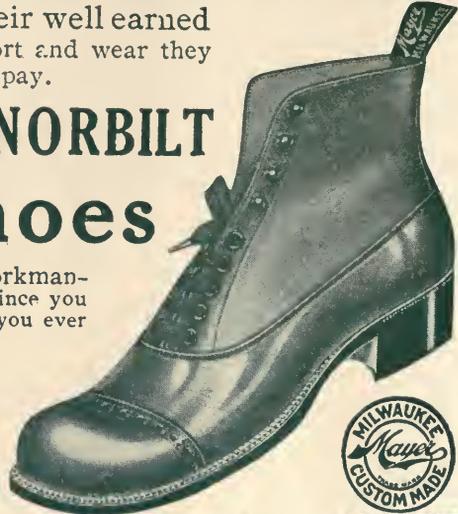
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C. E. Patterson, Superintendent, Illinois Division.

Mr. G. E. Patterson entered the service of the Illinois Central Railroad in the capacity of telegraph operator at Charter Grove, Ill., May 8th, 1889; in June, 1890, was appointed Agent and Operator at Laclede, Ill., and later served as Agent at Farina, Kinmundy, Rantoul, Gilman, Mattoon, Champaign and Kankakee. In October, 1903, he was appointed Division Agent in charge of the Illinois Division; September, 1904, was appointed Inspector of Weights; in August, 1905, was appointed Train Master of the Freeport District with office at Freeport; May, 1906, was transferred to position of Train Master of the Amboy District; August, 1907, was appointed Train Master of the Chicago District with office at Kankakee; July, 1913, appointed Superintendent of the Springfield Division; in November, 1915, appointed Superintendent of the Louisiana Division with office at McComb, Miss.; October 1st, 1918, was appointed Superintendent of the Illinois Division with headquarters at Champaign, Ill.

ILLINOIS CENTRAL Magazine

Vol 7

DECEMBER, 1918

No. 6

United States Railroad Administration

Washington, Nov. 1, 1918.

GENERAL ORDER, No. 51

The majority of railroads under federal control have already made announcement with respect to the preservation of seniority rights for employes who have entered the military service of the Army and Navy, and have indicated that, so far as practicable, preference in re-employment or re-instatement would be given to soldiers and sailors when mustered out of the service.

(1) In order that as nearly as practicable there shall be a uniform treatment of this matter, the following general principles will govern:

(a) In the case of an employe having established seniority rights, so far as practicable, and where the employe is physically qualified, he will be restored to such seniority rights.

(b) In the case of employes who do not have seniority rights under existing practices, a consistent effort will be made to provide employment for them when mustered out of military service.

(c) Upon railroads where the assurances given on this subject have been more specific than the provisions of paragraph (1) hereof, such assurances shall be observed.

W. G. McAdoo,
Director General of Railroads.

United States Railroad Administration News From Washington

October 21, 1918.

Director General W. G. McAdoo has completed a survey of operations at the six North Atlantic seaports—(New York, Philadelphia, Boston, Baltimore, Newport News and Norfolk)—the reports of the Regional Directors of the Eastern Territory disclosing interesting and encouraging changes in conditions. Much of the data has been compiled by A. H. Smith, Regional Director at New York.

Accumulations of export freight in railroad terminals at the six North Atlantic seaports were reduced on October 1st to 18,796 carloads, of which only 5,383 carloads were on wheels. Last December the export accumulations totaled 44,320 carloads—approximately 2,000,000 tons—with 12,552 loads standing in cars.

Month by month, as the congestion was brought down, the quantity handled went up. September export tonnage was more than double that of last December, January or February.

The comparative figures record the removal of all obstructive congestion which last Winter almost paralyzed operations, limiting and imperiling the flow of supplies overseas.

They mark also a revolutionary transformation in railroad conditions and methods affecting the seaports. Perhaps no single development has had a more vital bearing on this country's war efforts nor brought greater relief and satisfaction to the responsible war leaders of both America and the Allies.

Capacity Doubled; Danger Removed

How the freight capacity of the ports—so dangerously clogged last Winter—has more than doubled in seven months, is shown by the railroad records.

In September, just past, the export, in addition to bulk grain and coal, was 1,517,795 tons. Last December it was 682,563 tons; in January only 588,988 tons, and in February 616,651 tons. The past month's increase was 122 per cent over December, 157 percent over January and 146 percent over February.

Last month's record was 69 percent greater than September of last year, and 281 percent more than September of 1914, when the world-war began. In all of the past six months the export tonnage handled by the railroads has exceeded 1917, the increases ranging from 8.45 percent for April to 84.22 percent for July.

The trans-shipment of record-breaking tonnage at the ports has proceeded so smoothly under the new system throughout the past few months that the menace of a break in the "bridge to Pershing" appears to be definitely removed.

Accumulation Removal Continuous

The month-to-month shrinkage in the masses of stalled freight reflects the constant "a la Foch" hammering campaign by which the Federal railway operators attacked this barrier.

A "De'Inquent Bureau" was established through which all "s'lacker" shippers and consignees were followed up and compelled to dispose of accumulated freight and cease misusing railroad facilities for storage purposes. The rule that the vitally-important railroad machine should be used to transport freight, not to hold it indefinitely, was enforced at all points.

The railroad records divide the export freight accumulated at the ports into three classes: (1) In cars; (2) On piers and in warehouses; (3) Unloaded on the ground.

The periodic accumulation figures for all ports are:

	December	March	June	September	October	Percent of Decrease
In cars	12,552	7,018	9,334	6,370	5,383	67.11
On piers, etc.	8,349	7,000	6,321	5,116	5,064	39.34
On ground	23,419	16,701	12,250	9,080	8,249	65.64
Total.....	44,320	30,719	27,905	20,566	18,796	57.59

For New York alone, which handles more than 60 percent of all North Atlantic exports, the figures show striking improvement, as follows:

	December	March	June	September	October	Percent of Decrease
In cars	8,069	3,188	5,454	3,239	2,745	65.98
On piers, etc.	4,832	3,557	3,180	2,862	1,919	60.28
On ground	13,687	9,729	7,311	5,537	4,914	64.09
Total.....	26,588	16,474	15,945	11,638	9,578	63.97

The Serious Danger Removed

Congestion of the seaports when the railroads passed under Federal control last Winter constituted a serious menace and hindrance to the whole war effort of the nation. The overcrowding of the terminals necessarily caused such inefficiency and restriction of the capacity of port facilities that at times operations were threatened with virtual paralysis. The 44,320 carloads—approximately 2,000,000 tons—of freight piled up at terminals wholly inadequate for the tremendously increased business made a steady flow of traffic at high speed and full utilization of the facilities for transfer from rail to ship an impossibility. Yard tracks were occupied to their extreme limit by the 12,552 freight cars being misused for storage and thereby being held out of needed moving service. Cars under load were backed up on sidetracks for miles inland, until in desperation railroad officers arbitrarily dumped cars of non-perishable freight out upon the ground to release trackage space and rolling stock. In the harbor lighters were delayed for weeks at a time with loads because the congested conditions prevented the prompt making up of composite cargoes.

On January 6th there were 213 ocean-going steamers lying idle in New York harbor awaiting either cargo or bunker coal for the trip to Europe, although at this period shortage of bottoms was acute and the U-boat menace at its height.

So serious was the situation at this period that the late Lord Rhonda, Food Controller of England, sent his memorable message to Washington that "Unless America can increase in January the quantity of supplies sent in December I am unwilling to guarantee that the allied nations can hold out."

All Previous Records Far Exceeded.

The records show that railroad facilities for export have not been forced to their extreme limit at any time during the past six months, although the tonnage, except for August, has increased each month. In August there was a slight falling off from July due to reduced shipments of steel to supply increased demand for these materials in essential war industries at home and also because of diversions to South Atlantic and Gulf ports which shortened the rail haul on lumber, tobacco and other commodities.

Excluding United States Government war freight, which under the new system is accorded preference over all other traffic and exempt from the regulations imposed upon other freight, and excluding also bulk grain and coal, the railroads' deliveries of export in carloads at North Atlantic ports for the past six months averaged daily 1,085 cars in April; 1,348 in May; 1,351 in June; 1,480 in July; 1,232 in August and 1,553 in September.

The tonnage of the exports for these months of 1917 and 1918, again excluding bulk grain and coal and United States Government freight last year, when the latter tonnage was very light, was as follows:

	April	May	June	July	August	September
1917	1,001,603	915,786	1,007,226	822,439	1,079,942	897,547
1918	1,086,307	1,407,598	1,290,351	1,515,155	1,389,923	1,517,795

Comparison of these months with the same months of the preceding five years shows the following percentage of *increases* in 1918:

	April	May	June	July	August	September
Inc. over 1913.....	112.12%	180.93%	153.52%	240.74%	212.49%	248.90%
Inc. over 1914.....	139.59%	233.57%	177.88%	287.92%	321.55%	281.62%
Inc. over 1915.....	58.73%	126.87%	59.42%	143.73%	108.88%	128.94%
Inc. over 1916.....	23.68%	50.03%	11.92%	61.20%	34.12%	56.72%
Inc. over 1917.....	8.45%	53.70%	14.29%	84.22%	28.89%	69.08%

The extent to which war requirements have monopolized the services of the

railroads to the seaports is shown by the shipments of last month. The 1,651 cars, exclusive of United States Government war supplies, included only 215 carloads of commercial export; 779 carloads were for account of the French, British and Italian Governments; 47 carloads for the Belgian Relief Commission and 610 carloads were grain and grain products for the U. S. Food Administration.

Transportation Needs Fully Met

No shortage of railroad transportation for war activities or essential industries existed during the Summer months; in fact, the capacity of the carriers for months has been in excess of the traffic offered. Export tonnage hauled in September was 9.2 percent greater than in August and all lines serving the North Atlantic seaports declared themselves able to handle more freight.

The situation has disclosed some shortage in *production*. The chief factor has been the extraordinary demands for steel, both at home and abroad, which even the great efforts of that industry have been unable entirely to fill.

Special efforts were put forth by the railroads throughout the Summer to secure a greater steel tonnage and form a "bank" at the seaboard upon which Winter levies could be made, but the accumulations of metal unloaded on the ground at the seaports have steadily been reduced because of insufficient current production.

Food supplies have moved from the West to the seaboard in quantity and at a speed never before known in railroad history through a preferential system of handling. The past fortnight all previous records were exceeded, three times in the transportation of foodstuffs. Shipments of live stock, dressed beef, provisions and other perishables eastward from Chicago on October 8th aggregated 1,318 cars. The highest previous record for one day was 1,259 cars on October 5th. The average was 1,143 cars daily for that week. The increased movement of food by the railroads has fully kept pace with the rapid increase of our expeditionary forces abroad, and the requirements of the allied peoples. With the large crops and increased canning production the carriers will be in position to enter the Winter fully able to meet additional demands.

In July the railroads throughout the country loaded over 87,000 cars of grain, compared with 31,000 cars for the same period last year, or an increase of 56,000 cars in the crop movement in 1918. Approximately 135,000,000 bushels of wheat were moved from the farms during July, of the total crop of 900,000,000 bushels.

The *domestic* freight traffic to the seaport cities, with the tremendous increase in all activities at these points, has grown at a rate approaching that of the exports. For the six weeks ended September 26th total deliveries at one port alone amounted to 115,363 carloads, an average of well over 3,000 cars delivered per day. At another port the same six weeks showed 46,080 carloads of domestic freight on wheels and at another the total was 19,488.

Revolution in Methods.

The Director General, upon the advent of his administration, found conditions in a chaotic state, particularly at all of the Northern Range of Atlantic Ports, due principally to lack of co-ordination between the Allies, our own Government and commercial interests. Results have been accomplished first, by the appointment of traffic men in the War Department, Navy Department, Fuel Administration, Fuel Oil Administration, Food Administration, Shipping Board and War Industries Board. These men were formerly high traffic officials of various railroads and have brought into use their experience of former days in establishing traffic departments to take over all tonnage moving for their respective departments. By co-operation with each other they have avoided shipments account of one department from conflicting with shipments for another.

The Director General, in conjunction with the Secretary of War and the Secretary of the Navy, has appointed the Exports Control Committee, whose duties are:

To inform itself as to the probable amount of freight which must be exported for the prosecution of the war.

To determine how this war freight can best be routed through the various ports.

To decide how much of other essential export traffic has to be handled.

To determine the amount of local traffic necessary for each port.

The Committee has authority to select the port to which specified freight shall be transported for trans-shipment overseas and is responsible for the distribution of all exports to facilitate the handling at, and avoid the congestion in, any one port.

The prevailing close co-operation between our Government, and the interests of our Allies has also very materially assisted in avoiding congestion at the ports.

The change wrought in conditions at the railroads' seaport terminals involved a revolution in methods of the entire freight service system, enforced by the Railroad Administration through Eastern Regional Director A. H. Smith immediately upon the advent of Government control. The outstanding features were placing the operations of all railroads at the ports under direct management of a single joint committee and the fixing of responsibility for prompt unloading and removal of freight at the seaboard terminals upon the consignee, together with the absolute regulation of the quantity by subjecting all carload shipments to permits.

For natural reasons shippers in the interior formerly rushed orders to the seaports as rapidly as possible, regardless of the ability of the local consignee to take them from the cars, or the presence of a steamship prepared to load them for export. Great quantities of material were brought into the ports and held standing in cars while speculators waited for the most advantageous prices, tying up rolling stock sorely needed by other shippers. The railroads under private management had insufficient powers to prevent such abuses and there was no centralized machinery to ferret out and stop such operations, scattered over a dozen lines.

The new system provides that the *receiver* of the freight shall procure at the station of delivery a permit which has to be forwarded to the shipper before the receiving road will furnish a car, the consignee being compelled to show his ability to remove the freight promptly on arrival and the receiving station being given an opportunity to withhold or delay his recommendation of a permit in case his facilities already are congested. The applications for permits for all stations on all lines entering the seaports are assembled and passed upon by a single committee, containing a member from each individual line, this concerted action serving to prevent any delinquent consignee from shipping by another road when unable or unwilling to remove accumulations on another.

This gives the central authority prompt and absolute control of the character of the traffic handled, allowing service to the essentials in the order of their importance and prevents accumulation of freight through bad practices and absence of united action. This controlling Freight Traffic Committee of the North Atlantic ports has both an export and a domestic division, and its operations have been thoroughly co-ordinated with those of the Army Transport Service, the Shipping Board, the Quartermaster's department and other agencies of the United States Government, as well as with the Traffic Executive representing the French High Commission, the Italian Ministry of Shipping and

the British Ministry of Shipping, the Belgian Relief Commission, in addition to the various steamship lines handling commercial business.

Storage space has been provided at and near the seaports sufficient to hold reserve supplies for prevention of delay to steamships and to fill special calls for necessary commodities. Meats and perishable foodstuffs, as well as flour, have been run in solid trains on fast schedules timed to make perfect connections with vessels in New York harbor. Switching has been minimized and both man-power and time conserved by the assembling of all those classes of freight handled in great bulk at important gate-way points in the interior, to be run through in solid trains. Many railroad-owned piers have been turned over to the export service for direct loading from car to hold of those smaller steamers able to utilize these berths. All tugs, lighters and car floats owned by the railroads have been placed under a single management and this floating equipment, of which there was a great shortage, is allocated to the most pressing needs and thereby kept in constant service.

War Coal Tonnage Hauled.

Coal exports for war needs, excluded from the foregoing figures, formed a large part of the railroads' gross tonnage. For the seven months, January to July inclusive, 10,915,337 tons were shipped overseas, an average of more than 1,000 carloads a day. General Pershing has just cabled orders for a very large amount during the ensuing year. This is in addition to the vast supplies continuously needed to bunker steamships in American ports, and coal the railroads must bring to the seaboard for war industries and domestic consumption.

October 29, 1918.

Because of the shortage of labor due to the influenza epidemic it has been found necessary to change from November 1st, 1918, to December 1st, 1918, the effective date for the plan adopted by Director General McAdoo for combining the sleeping and parlor car rate and the additional charge for the occupancy of space in sleeping or parlor cars.

October 29, 1918.

P. F. Finnegan, who has been actively connected with the Railroad Administration in Washington as Assistant in the Division of Traffic, will return on the 1st of November to the Baltimore and Ohio Railroad as Traffic Manager of its Western lines, to fill the vacancy caused by the death of the late Mr. C. L. Thomas.

Mr. Finnegan was born in 1877, and entered the service of the B. & O. Railroad in the Transportation Department in Chicago, on May 1st, 1895, changing over to the Traffic Department on October 1st, 1900, in which department he worked his way up to the position of General Freight Agent on May 1st, 1911.

Mr. Finnegan was selected to help in the organization of the Division of Traffic of the Railroad Administration by reason of his experience and activity, and carries back with him to the service of his railroad the advantage of his six months' experience at headquarters of the Railroad Administration.

In addition to his duties as Traffic Manager of the Western Lines of the Baltimore and Ohio Railroad, he will be Chairman of the Cincinnati District Freight Committee, who are charged with consideration of, and recommendation on, all matters of freight charges arising in that territory.

October 30, 1918.

Director General McAdoo today issued the following comparative statement of the traffic handled by the railways under Federal Control during the week ending September 21st, 1917 and 1918, at twenty-five of the more important

railroad termini of the country. The purpose of the statement, which will be issued regularly hereafter, is to provide the public with information which will assist them in measuring the business activity of the United States as shown by the traffic handled and at the same time give them an idea of the efficiency or inefficiency with which the railroads are functioning, in so far as the car loading is concerned. The subjoined statement is noteworthy in that it shows an increase of 5.30 percent in the tonnage and a decrease of 0.20 percent (or one-fifth of one percent) in the cars used to carry this increase in the tonnage.

The average car load this year is 36 tons as against 34.1 tons in 1917.

COMPARATIVE STATEMENT OF TRAFFIC HANDLED WEEK
ENDING SEPTEMBER 21ST, 1918.

	CARS		TONS	
	1917	1918	1917	1918
Atlanta	2,153	2,071	58,055	57,332
Birmingham	4,795	5,207	199,086	241,282
Boston	8,678	7,835	137,641	161,407
Buffalo	8,406	8,699	291,916	315,801
Chicago	49,368	49,480	2,043,298	2,085,268
Charleston	1,646	844	19,360	40,314
Cleveland	4,822	9,827	306,163	367,844
Duluth and Superior.....	29,366	28,102	1,301,451	1,227,966
Galveston	1,120	1,397	26,864	34,259
Hampton Roads	11,435	14,223	500,687	604,061
Kansas City	7,827	10,031	173,033	244,084
Los Angeles	2,258	1,464	44,276	34,779
New York	28,571	25,547	685,342	678,802
New Orleans	4,283	4,803	129,668	142,992
Omaha	3,794	4,311	119,283	145,877
Portland	1,855	2,394	39,776	62,935
Philadelphia	20,251	15,373	543,883	485,004
Pittsburgh	8,860	7,857	264,070	275,048
Seattle	2,083	2,446	60,012	76,641
St. Louis	12,390	12,892	413,229	451,423
San Francisco	3,551	2,526	109,166	71,475
Savannah	2,096	1,656	32,226	38,547
Tacoma	966	1,282	25,511	38,495
Twin Cities	12,700	12,420	316,543	375,368
Toledo	10,718	10,807	492,325	517,801
Total	243,992	243,494	8,332,864	8,774,805
Increase				441,941
Decrease	498			
	=0.20%			=5.30%
Average tons per car.....			34.1	36.0

November 1, 1918.

The final reports received by Director General McAdoo from the various regions, submitting complete returns for the Fourth Liberty Loan, show that railroad officials and employes in the United States subscribed a total of \$184,868,300, as compared with a total of \$106,655,450 subscribed by them to the Third Liberty Loan, or an increase of \$78,212,850 in the Fourth Loan.

These subscriptions are entirely separate from those made by the railroad corporations. Details follow:

Region.	Number subscribers.	Percentage employes.	Amount subscriptions.	Amount per subscriber.
Administration				
Headquarters (Wash.).....	1,014	100.	\$ 502,000	\$495.10
Eastern	532,173	96.	54,697,200	102.00
Southwestern	170,333	99.1	21,487,650	126.00
Central Western	307,546	96.69	36,082,850	120.58
Pocahontas	48,954	87.23	4,380,550	89.48
Southern	184,035	78.	16,253,200	88.00
Allegheny	291,985	94.86	23,611,100	80.86
Northwestern	248,165	97.92	27,853,750	112.24

STATEMENT OF CARS OF GRAIN LOADED, 1918.
Week Ending as Follows :

t	Eastern District		Allegheny District		Pocahontas District		Southern District		Northwest District		Cent. West District		Southern District		Total	
	1917	1918	1917	1918	1917	1918	1917	1918	1917	1918	1917	1918	1917	1918	1917	1918
Carried forward.....	62,461	78,273	5,963	5,379	966	1,194	8,297	10,725	88,534	116,715	86,143	127,384	34,806	60,103	287,170	399,770
Oct. 5.....	4,900	5,724	382	338	55	51	621	854	11,610	15,747	6,236	7,666	2,345	2,420	26,149	32,800
Oct. 12.....	4,744	5,851	425	469	52	68	515	684	11,471	15,480	6,314	7,848	2,252	2,685	25,773	33,085
Oct. 19.....	3,665	4,970	453	601	73	85	642	723	10,615	15,230	6,301	7,362	2,340	2,459	24,089	31,430
Oct. 26.....	3,619	4,244	456	436	87	80	755	691	10,960	13,229	6,639	7,359	2,478	2,210	24,994	28,249
Total.....	79,389	99,662	7,679	7,223	1,233	1,475	10,830	13,677	133,190	176,401	111,633	157,619	44,221	69,877	388,175	525,334

November 2, 1918.

A report was received today by the Director General from the Car Service Section of the Railroad Administration on the quantity of coal of all kinds loaded by roads for week ended October 19, 1918, as compared with the same period of 1917. A summary of the report follows:

	1918.	1917.
Total cars, bituminous	199,382	173,883
Total cars, anthracite	33,603	41,277
Total cars, lignite	3,621	3,967
Grand total cars, all coal.....	236,606	219,127

A summary of reports for week ended October 26, 1918, based on actual reports from most roads, but with the results of some roads estimated, follows:

	1918.	1917.
Total cars, bituminous	192,529	187,939
Total cars, anthracite	32,059	41,747
Total cars, lignite	3,416	4,148
Grand total cars, all coal.....	228,604	233,834

Increase of 1918 up to and including week ending October 26, 1918, over same period of 1917, 724,978 cars.

November 4, 1918.

Director General McAdoo announced today that among the 100 per cent railroad organizations in the Fourth Liberty Loan Campaign, were the offices of B. L. Winchell, Regional Director of the Southern Region, and R. H. Aishton, Regional Director of the Northwestern Region. These offices made 100 per cent subscriptions early in the campaign.

November 6, 1918.

Director General McAdoo today authorized the following:

In order to accommodate as far as possible, shippers in keeping in touch with their freight, B. L. Winchell, Regional Director of the Southern Region, with the approval of the Railroad Administration, has just been issuing a plan in the Southern Region which it is hoped will meet this situation.

A central organization in Atlanta has been established which will maintain records of the interline car loads passing the Southern Region border line gateways, as well as certain interior junction points.

For instance, if a carload of freight from New York for Memphis, is overdue at destination, the Memphis merchant to whom the shipment is consigned, can call up the Freight Service Bureau at Memphis for information as to the car's whereabouts, and communication with the central office of record at Atlanta, ordinarily will develop the facts without delay.

The local freight service bureau will be expected to show solicitude as to the transportation necessities of shippers.

November 8, 1918.

indicating the increase in efficiency of freight operation under unified control, the railroads during the month of August, 1918, handled 2,000,000,000 tons of freight for a distance of a mile, more than was handled during the month of August, 1917, an increase of 6.7 per cent. This fact is brought out in the monthly report made to Director General McAdoo by the Operating Statistics Section of the Railroad Administration, which shows in tabular form and also in graphic charts the principal factors influencing freight train and freight car efficiency. The figures also show that this gain in the volume of traffic handled was accomplished by obtaining more intensive use of each unit of operation, because while the total traffic moved, measured in ton miles, increased 6.7 per cent, the mileage run by freight trains to handle this business increased only two-tenths of 1 per cent. The number of tons of freight per train was increased 6.6 per cent, from 684 tons to 729 tons, and the number of tons carried by each loaded car was increased from 27.8 to 30.1, or 8.3 per cent.

There was a slight decrease of 1.7 per cent in the percentage of loaded car miles, which is attributed principally to the preponderance of eastbound traffic, and there was a decrease of 3 per cent in the average mileage per car per day, but the net result was an increase in the ton mileage per car per day of 3.3 per cent for the railroads as a whole. Separate figures are also given in the report for each region and district, the New England District showing an increase in the ton mileage per car per day of 15.5 per cent. The New England District also showed the greatest increase in the volume of business moved—14.2 per cent over the corresponding month of the previous year.

November 8, 1918.

Director General McAdoo today decided that signal supervisors and assistant signal supervisors shall be considered as officials, and that therefore their compensation shall be fixed by the Director General upon the recommendation of the Regional Directors.

November 14, 1918.

Director General McAdoo announced today a report from the Exports Control Committee for the month of October shows that arrivals of carload export freight at North Atlantic ports (inclusive of bulk grain and coal) during the month totaled 45,210 cars while deliveries were 42,655 cars, resulting in an increase of freight on hand, principally due to recent arrivals of United States Government freight. The situation is the same in South Atlantic and Gulf ports, there being a slight increase at those ports. Arrangements have been made for a proper distribution of ocean tonnage to take care of this movement.

The estimated tonnage of export freight, including U. S. Government freight

but exclusive of bulk grain and coal, handled during the month of October, compared with October export tonnage of previous years, is as follows:

With October, 1913,	177.5% increase
With October, 1914,	166.4% increase
With October, 1915,	70.0% increase
With October, 1916,	27.1% increase
With October, 1917,	57.2% increase

The average daily delivery of cars of export freight at North Atlantic Ports, April to October, 1918, inclusive, was as follows:

Port	April	May	June	July	August	Sept.	Oct.
Boston	100	98	76	92	64	26	88
New York	680	814	845	932	741	712	1,029
Philadelphia	105	184	123	128	154	147	160
Baltimore	124	122	140	156	105	109	113
Newport News	24	106	104	103	76	147	145
Norfolk	22	24	63	69	92	107	112
Total	1,055	1,348	1,351	1,480	1,232	1,248	1,647

There was a decided increase during the month of October due to the rapidly increasing volume of freight for account of the United States Government.

U. S. Government freight on hand at all North Atlantic ports on railroad operated terminals, as of November 5th, was as follows:

Army,	4,540 cars
Navy,	54 cars

Total, 4,594 cars

The total arrivals for week ending November 5th, inclusive, were:

Army,	6,999 cars
Navy,	63 cars

Total, 7,062 cars

Over 4,000 cars for the U. S. Government were under load at New York at one period last week. There is ample storage space at the seaboard and the closest co-operation is being given by the War Department and the U. S. Navy Department in the matter of prompt disposition after arrival. To show the enormous increase in the movement, the deliveries to all North Atlantic ports during September were about 13,000 cars, while for October they were over 20,000.

The provision program for account of the French Government calls for the movement of 14,000 tons via New York and 1,000 tons via Boston; while the program of the Italian Government calls for 40,000 tons via New York, during the month of November. Provisions on hand as of November 7th amounted to 176 cars, of which 56 cars are for account of the Commission for relief in Belgium.

Frozen beef on hand as of November 7th amounted to 60 cars. As of possible interest in this connection, permits covering approximately 1,000 cars, or 15,000 tons, were issued during the past week by the North Atlantic Committee.

NORTH ATLANTIC PORTS:

BOSTON. Six vessels are now loading at Boston terminals, and with the enlarged ocean shipping program from Boston, there should be no difficulty in clearing promptly the various lots of freight on hand and arriving.

NEW YORK. In addition to vessels loading grain at railroad terminals a steamer is loading at West Shore Railroad Terminals. Two steamers also arrived on the 6th and docked at West Shore Railroad Terminals on 7th instant to take on dead weight cargo.

The Belgian Relief Commission have two steamers at Erie Railroad Terminal loading, which were reported last week, and also have a steamer which arrived on the 7th to take 4,000 tons of supplies. They are also negotiating for an additional steamer to load 10,000 tons of Belgian Relief supplies.

PHILADELPHIA. Conditions at this point are sub-normal.

BALTIMORE. The operating conditions on Baltimore & Ohio Lines West, reported last week, have improved sufficiently to warrant lifting of restriction against movement of traffic. While there is a present lack of ocean tonnage account of the British and Italian Governments, assurances are given that ample ship space will be available shortly. Six vessels account of the French have been allocated for November which will take care of the barbed wire, of which 80 cars are on hand at P. R. R. terminals.

NEWPORT NEWS AND NORFOLK. The conditions at these points are improving slightly. Among the cars on wheels are 132 cars of billets, account French Government, which are being worked off on American transports. The cars on wheels also include 62 cars of flour, which will be unloaded to piers.

Southern Ports

SAVANNAH shows little change in situation. One steamer cleared during the week with British munitions, and advices indicate that two additional steamers have been scheduled to call during November for British cargoes. Also two steamers have been scheduled by the Italians for cotton movement.

BRUNSWICK. At Brunswick there has been a slight increase in the accumulation of export freight. The British, however, have allocated enough tonnage for Brunswick to take care of the accumulation.

FERNANDIA. The movement of phosphate rock destined to Sweden has been active from this point.

JACKSONVILLE. There has been limited activity in connection with the handling of export traffic. The British have assigned tonnage for November movement to take on cotton and munitions accumulated at that point by the British Government.

PENSACOLA. Conditions sub-normal.

MOBILE. There has been little or no activity in connection with the handling of munitions.

GULFPORT. The lumber movement has been active as usual, and conditions may be considered normal.

NEW ORLEANS. There has been considerable activity in connection with the handling of munitions. Eleven ships cleared during the week moving a large quantity of freight from carriers' facilities, all of which assisted the latter in their efforts to promptly release equipment carrying the large volume of export traffic which is moving into New Orleans at this time under permits.

PORT ARTHUR. There has been no activity in connection with the handling of munitions. It is, however, of interest to know that the Allies have allocated for this port over 165,000 tons for November, which will be principally lumber and grain.

GALVESTON. There has been some activity in connection with the handling of munitions. Two vessels with general cargo cleared during the week and two additional ships are in port taking on cargoes for account of the British and

Italian Governments. There is a slight increase in the accumulation of loaded cars containing export traffic, but the local people advise that they have the matter well in hand and that there is no occasion for alarm. The Allies have allocated a considerable tonnage for November movement.

TEXAS CITY. There has been little or no activity in connection with the handling of munitions, the principal loading having been grain.

Grain Situation

The grain situation as of October 31st showed the following:

	Stock in Elevators or Boats	Held in Cars For Unloading
Portland, Me.	45.6%	.0%
Boston	77.3%	19.5%
New York	89.3%	12.2%
Philadelphia	71.6%	31.9%
Baltimore	81.6%	5.5%
Newport News	72.3%	9.0%
<hr/>		<hr/>
Total for North Atlantic Ports.....	77.7%	13.5%
New Orleans	101.9%	.9%
Galveston	63.4%	2.6%
Port Arthur	69.5%	1.1%
Texas City	79.2%	.3%
Mobile	1.1%	.0%
<hr/>		<hr/>
Total Gulf Ports	86.1%	1.4%
Grand Total North Atlantic and Gulf Ports.....	80.5%	9.6%

These figures represent the percentage of the working capacity of the elevators and, aside from the New Orleans situation, indicate a normal condition. The allocation of vessels on hand and due will take care of the movement.

Assistant Manager Lahey, of Inland Traffic, U. S. Food Administration, is giving special attention to the clearance of about 2,000,000 bushels of Rye, which have been in the elevators at Philadelphia, New York and Baltimore for some time. He advises that arrangements for clearance of oats which have been in Philadelphia elevators for British Ministry of Shipping have now been made, and steamer was due at Philadelphia on the 7th to take 500,000 bushels. The oats in Baltimore elevators account U. S. War Department are now being taken out. An additional vessel has been ordered into Baltimore for grain.

In connection with the movement of grain and grain products generally, statement was made that there would probably be a very material increase in the shipping program for flour, and it is contemplated that there will be a very heavy movement of flour within the next two or three months. It is indicated that about 275,000 tons of flour per month may have to be provided for to move from all Southern and North Atlantic Ports.

At New Orleans two ships are in port and one reported overdue, with total grain allocations of 246,000 bushels. The stock in elevators is 6,133,000 bushels, and no permits for additional grain into New Orleans have been issued except a small lot from the St. Louis territory by barge.

At Mobile the M. & O. grain elevator is practically empty, but on application from the Food Administration permits were issued during the week for 200,000 bushels of grain to move from the Omaha District in connection with the Missouri Pacific and Mobile & Ohio Railroads. The ship allocations under present program seem to justify the operation of this elevator continuously.

At Texas City one vessel took on a solid cargo of grain, clearing 187,000 bushels during the week.

At Galveston the export grain movement is inactive. No ships are in port and our advice will indicate that only eight ships have been scheduled to call during November, with total grain allocations of 560,000 bushels. There are approximately 2,000,000 bushels of grain in the elevators and about 800,000 bushels en route from interior points under permits.

At Port Arthur there are approximately 300,000 bushels of grain in the elevators. The large allocation of ships by the Allies will no doubt clean this up.

November 14, 1918.

Director General McAdoo today issued the following comparative statement showing the traffic handled by the railways under federal control at twenty-five of the more important railroad terminals of the country during the twenty-three days ending October 14, 1918.

The purpose of this statement, which is being issued weekly, is to provide the public with information that will assist them in measuring the relative business activity of the country as indicated by the comparison between the tonnage handled this and last year at the points named.

The statement in the form submitted comprises only a few of the more important cities of the country. Others will be added to the list as rapidly as arrangements can be made for the compilation of the figures. It is hoped that the information will be useful as a partial index of the country's business expressed in terms of cars and tons that will complement and supplement the statements issued by the Federal Reserve Board and the Clearing Houses of the United States in which the volume of business is reflected in terms of dollars.

The subjoined statement is noteworthy in that it shows an increase of 6.13 per cent in the tonnage, as against an increase of only .23 per cent in the number of cars used to carry the increased tonnage.

Comparative Statement of Traffic Handled 23 Days, Ending October 1, 1918.

	Cars.		Tons.	
	1917.	1918.	1917.	1918.
Atlanta	7,617	7,489	197,668	211,179
Birmingham	16,047	15,920	664,394	691,737
Boston	29,097	25,027	429,181	473,458
Buffalo	26,429	25,735	927,518	931,810
Chicago	155,899	156,809	6,027,182	6,352,070
Charleston	3,334	5,475	88,070	183,128
Cleveland	30,504	34,096	1,149,320	1,336,680
Duluth & Superior.....	80,892	89,335	3,576,881	4,046,549
Galveston	4,533	4,410	84,669	101,799
Hampton Roads	35,882	45,191	1,493,576	1,863,135
Kansas City	24,565	32,382	554,666	768,124
Los Angeles	6,001	5,559	140,539	135,418
New York	92,852	84,223	2,219,105	2,262,372
New Orleans	15,034	14,928	467,185	432,140
Omaha	13,219	13,074	434,261	445,887
Portland, Ore.	6,627	7,761	152,923	198,839
Philadelphia	66,517	46,885	1,819,457	1,547,232
Pittsburgh	26,535	26,066	847,876	942,385
Seattle	28,358	30,059	929,964	1,012,274
St. Louis	17,966	20,195	574,543	674,266

San Francisco	11,081	8,476	345,880	259,190
Savannah	6,023	5,987	100,165	111,005
Tacoma	3,096	4,327	96,029	140,520
Twin Cities	42,533	43,031	1,087,119	1,288,020
Toledo	34,433	34,431	1,544,790	1,134,412
	<hr/>	<hr/>	<hr/>	<hr/>
Total	785,074	786,871	25,952,961	27,543,629
Increase		1,797		1,590,668
		= .23%		= 6.13%
Average tons per car.....			33.	35.

November 16, 1918.

Director General McAdoo today announced his award, effective October 1, 1918, with respect to telegraphers, telephone operators, excepting switchboard operators, agent-telegraphers, agent-telephoners, towermen, levermen, tower and train directors, block operators and staffmen. The award affects between sixty and seventy thousand railroad employes, and involves increases approximating \$30,000,000 per annum.

All rates of wages paid as of January 1, 1918, prior to the application of General Order No. 27, and exclusive of all compensation for extra services, are first reduced to an hourly basis, which is arrived at in case of monthly paid employes by dividing the annual compensation by the number of regularly assigned working days for the year 1918; and then dividing the daily rate thus obtained by the regularly assigned or established number of hours constituting a day's work, exclusive of the meal hour. The hourly rate for weekly and daily paid employes is arrived at similarly.

Rates thus obtained, where less, are first advanced to a basic minimum of 35 cents per hour and to this basic minimum, and to hourly rates which are above the minimum, 13 cents per hour is added.

Eight consecutive hours, exclusive of the meal hour, constitutes a day's work, and overtime will be paid at the rate of time and one-half. There has been no consistent practice on the several railroads with respect to this item. On the majority of railroads there has been in effect, however, varying rates for overtime, some of which were less, and in instances, more than the time and one-half rate.

The award does not apply to cases where individuals are paid \$30 per month or less for special service which only takes a portion of their time from outside employment or business, and in the case of employes who are paid upon a commission basis or upon a combination of salary and commission, not including express or outside commissions, the Board of Railroad Wages and Working Conditions are instructed to make individual recommendations when properly presented.

Appeal is provided for in case of individual grievance.

The Director General has for consideration, and will announce some time next week, an award covering compensation for exclusive agents who are not telegraphers.

November 16, 1918.

The President today signed a proclamation taking under federal control the American Railway Express Company and placing it under the jurisdiction of Director General McAdoo. The proclamation is effective at noon Monday, November 18.

UNITED STATES RAILROAD ADMINISTRATION.

W. G. McAdoo, Director General of Railroads.

DIVISION OF OPERATION—Mechanical Department.

Statement of Locomotives shipped for the period Oct. 1 to Oct. 31, inclusive.

November 11, 1918.

Works	For period Oct. 1 to 5			For week Oct. 6 to 12			For week Oct. 13 to 19			For week Oct. 20 to 26			For period Oct. 27 to 31			
	Road	No.	Type	Road	No.	Type	Road	No.	Type	Road	No.	Type	Road	No.	Type	
American	P.&O.C.	15	USRA Mik.	G.T.-N.E.	10	USRA Mik.	N.Y.C.&S.E.10	10	USRA Mik.	C.&A.	3	USRA Mik.	Rutland	2	USRA Mik.	
	P.M.&Y.	10	USRA Mik.	L.&N.	13	USRA Mik.	L.&N.	6	USRA Mik.	Frie	7	USRA Swit.	H.V.	1	Mallet	
	C.&O.C.	1	USRA Swit.	Chi.It.	5	USRA Swit.	C.&O.	5	Mallet	T.&P.	11	USRA Mik.	Erie	1	Mallet	
	P.Term.	2	Switcher	C.&O.	4	Mallet	Erie	5	USRA Mik.	W.&L.E.	3	USRA Mik.	Sou.	11	Mallet Mik.	
	W.P.A.	1	USRA Swit.	Erie	2	USRA Swit.	W.Pac.	5	Mikado	H.V.	3	Mallet	Erie	5	Mallet Mik.	
	P.L.W.	1	Santa Fe	L.V.	5	USRA Mik.	Chi.It.	7	USRA Swit.	Erie	4	USRA Mik.	N.Y.C.	2	Mallet Swit.	
	V.&M.	1	Mallet				C.&A.	4	USRA Mik.	Chi.It.	4	USRA Swit.	P.L.W.	1	Santa Fe	
	L.&N.	1	USRA Mik.				W.&L.E.	4	USRA Mik.	Rutland	4	USRA Mik.	C.&N.W.	2	Mikado	
	A.&W.P.	1	USRA Swit.							P.L.W.	1	Santa Fe	W.&L.E.	2	USRA Swit.	
	Erie	1	USRA Swit.										A.C.L.	2	USRA Swit.	
	C.&O.	1	Mallet													
			35													28
	Baldwin	Sou.		1 Mallet	P.&R.		1 Consolid.	P.&R.		2 Consolid.	Penna.		1 Mikado	P.&R.		1 Mallet
		Ill. Cent.		1 Mikado	St.L.-S.F.		1 Santa Fe	P.R.R.		1 Mikado	C.C.C.&St.L.		3 USRA Mik.	C.C.C.&St.L.		2 USRA Mik.
		L.E.&W.		2 USRA Mik.	A.T.&S.F.		1 Mikado	C.C.C.&St.L.		2 USRA Mik.	U.Pac.		1 Mikado			
A.T.&S.F.			1 Mikado	Gr.N.		1 Switcher	A.T.&S.F.		1 Mikado	St.L.-S.F.		1 Santa Fe				
U.P.			1 Mikado	C.B.&O.		1 Mikado										
Gr.N.			1 Mikado	C.C.C.&St.L.		1 USRA Mik.										
P.R.R.			1 Mikado													
C.C.C.&St.L.			3 USRA Mik.													
A.C.L.			1 Mikado													
			12													3
Lima																
Ill. Cent.		8	Mikado	Ill. Cent.		9	Mikado	Ill. Cent.		9	Mikado	Ill. Cent.		5	Mikado	
		55				54					62				36	

In addition to the above the American Locomotive Company shipped 29 miscellaneous domestic locomotives and completed 14 foreign locomotives, and the Baldwin Locomotive Works shipped 1 miscellaneous domestic and completed 299 foreign locomotives.

THE SOCIETY OF PAROCHIAL MISSIONERS.

Rev. Horatio Gates, D. D., General Parochial Missioner,
355 Oakland Avenue, Milwaukee, Wis.

For Wisconsin, Minnesota, North Dakota and Michigan (Upper Peninsula).

November 18, 1918.

6992

Hon. W. G. McAdoo,
Director General of Railroads,
Washington, D. C.

My Dear Mr. McAdoo:

I notice as I travel thru the North West, the poster which asks for suggestions, complaints or in re the Railway Service and its employes.

In the years that I have been traveling over a large territory and meeting the railroad men daily and personally * * * * and I must say that for hearty good fellowship, devotion to duty and a manly performance of the same, they cannot be surpassed.

The Conductors and Brakemen of the passenger service can stand the same test. They have the more trying life. There are many using the railways and traveling about who are not adapted to travel. Some people leave home with a "grouch" and add to it another for every mile traveled. This accumulation they seem to delight in emptying upon the conductor or brakeman, and are never happy unless they can. In these days, it is from this class that most of the complaints come, not from the many whose duties require them to live on the roads many days in the year.

* * * * *

In my work I use the lines of the North Western, the Omaha, the "Soo", the C., M. & St. Paul, the Great Northern and G., B. & Western—and I have never yet witnessed anything but that was gentlemanly and considerate toward the public on the part of the employes of these various systems. My work, too, as a clergyman and missioner has been in many cases among the families of these men. I know their home life, its trials and discouragements, its successes and its pleasures, its ambitions and its devotion, I have stood with them at the font of Holy Baptism, I have married off their sons and daughters, I have gathered with them in worship, and with them at the open grave—and to my mind, there is much true heroism in their lives and a keen sense of the obligation of duty well done. They are, as we are, human, with all that now implies and I can say as a much experienced missionary, that the railways, which you are so ably and acceptably administering, may well be proud of the men who form its efficient working force. They have risen patriotically, here at least in the North West, which is the part I personally know, to sustain your hands and the hands of the Government, and to carry out the policy of our Great President and his able advisers.

I have the honor to remain,

Most truly yours,

(Signed) Horatio Gates.

November 16, 1918.

Dear Mr. Gates:

Please let me tell you how deeply I appreciate your kind letter of the 8th of November, telling me of the attitude of railroad employes throughout the north-west, an attitude with which you are so familiar because of your long association with these splendid men.

It makes me more than ever proud of the railroad employes of the United

States when I receive such disinterested and impartial testimony, and from such a high source. Throughout my experience as Director General of Railroads, it has been immensely gratifying to me to discover such loyalty, patriotism and devotion to the interests of the Government and to the service among railroad employes generally.

I hope to have the pleasure of meeting you personally some time. With all good wishes and assurances of my genuine interest in the great work you are doing, I am,

Cordially yours,

(Signed) W. G. McADOO.

Rev. Horatio Gates,
355 Oakland Avenue,
Milwaukee, Wisconsin.

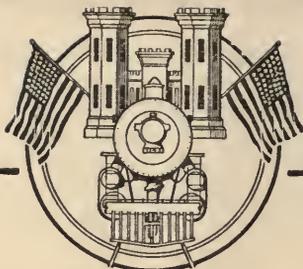
There is every indication that Liberty Loan bonds, issued during the war, will greatly rise in value with the establishment of peace. In 1888 a \$100 United States bond, bearing 4 per cent interest, sold in the open market for \$130. In 1901 it brought more than \$139. The most conservative will agree that Liberty bonds are sure to go above par in value, now that the Allies have brought the war to a victorious end.

The shrewd and unscrupulous, the birds of prey in finance, realize the worth of Liberty bonds, and are using every effort to secure them from those who are uninformed in financial matters. Their favorite method is to offer stock in wildcat companies—stock that is absolutely valueless—in exchange for Liberty bonds. Some of these get-rich-quick schemers offer to lend their prospective victims money, wherewith to buy the goldbrick stock, taking Liberty bonds as security. This, of course, is only a thinly disguised attempt to obtain Liberty bonds for worthless stock.

The United States owns some 5,000,000 acres of oil lands and 53,000,000 acres of coal lands, the title to which belongs to the Federal Government. Since all owners of Liberty bonds are part owners of this Government, it would be palpably foolish of them to exchange their Liberty bonds for oil or coal stocks of doubtful value.

Before disposing of his bonds, the holder thereof would do well to consult a banker. Such consultation will not prosper the fake stock concerns, but it certainly will prosper the bond holder.





Letter from Private Howard Turnbow Co. A, 53rd Engineers

Gievies, France,
Sept. 20th, 1:30 p. m.

Dear Friend Claud:

Yours of the 8/23rd reached me today almost 5 weeks en route and I must say your letter was very much welcome for a letter from a friend in the States is more welcome than a month's pay, for I have no use for money for I get everything a person could want for and I think we have it on you people in some things, for instance we get pure white bread three times a day and I must say it is better than any I ever got at home, we were quite surprised today at dinner for we had some genuine old home made biscuits and butter, the second time I've seen a biscuit since I left dear old V. Burg. I wish I had time to write and tell you all of my experiences and what I have seen over here, the chance is well worth it and I have never regretted a minute that I have spent in the Army, there is one thing I have learned to do, that is how to work regular and I must say there is no laying off in the Army. I have wanted to write and explain a few things to you about how they railroad here but it seems as though I could not ever get my wits together. I will now fully explain. Our engines are the size of the nine hundreds there, they have no pilots as the large bumpers on each side prevent it as you could not make a coupling, at that there is a pretty safe way when you go to make a coupling, the coupling consists of an hook and eye. The French cars have no air and only two wheels at each end and they are called wagons not cars. The French don't savay air for when we get Uncle Sam's cars in our trains we usually have air. and you have got to watch

the French for they will cut it out on you. I remember a few days ago we were making a running switch of some cars and you ought to have seen them make their getaway for they were afraid we was going to spill cars everywhere. We hardly ever carry over 750 tons and you may know at that we have a pretty good job, about that many tons it will usually take from 40 to 50 cars. We have two brakemen; all they have to do is to set up brakes. We have no switches to throw as there are switch tenders, and when you pull into a town if there is any work to do the Shaf-de-Gar, we call him Stationmaster, has his helpers and all you have to do is to sit down and wait for him to tell you when to go.

You ask me to tell you why the caboose is next to the engine. That is the French law they have and I am glad of it, for if we had it on the rear I couldn't get enough rope in France to reach to the engine. The rope is so called the conductor's brake valve, it is attached with the bell of the engine and when there is an emergency stop you want to make just pull the rope. I am enclosing you a picture which will speak for itself. I have everything showing but the French railroad watch. I forgot to have it out. The lantern consists of a green, red and white lens, a white light swung across the track is a go ahead signal, a red swung across is to back up, a red up and down is a stop, the green is to use when you make a coupling for you to display toward the engineer to let him know you are in between. The flagging rule is about the same as ours and there is no way for you to get hit as only one train is allowed in a block. We have a red and white checker board which means



HOWARD TURNBOW.

stop and a green and white is a caution leading up to the home signal, which is like ours. The horn you see is carried by the conductor and when you pull into a town before you can move your engine you first get a whistle signal from the Shaf-de-Gar, then I blow my horn, then the engineer blows his whistle once and the way we go at that you will have to hand it to these people for they are sure safe, and another thing the road crossings all have big steel gates and a watchman at every one. The roadbeds can't be beat for the ditches and mostly all the cuts are walls of stone. They have three tunnels on my division and I must say some of the prettiest work a person would want to look at. All bridges are made of marble and stone. I

could write here all day about what all I've seen but guess I had better close for the censor may not enjoy reading such a long letter. I'm sorry you didn't wait and let me write you a better letter to be published. You can have this one and the picture put in the I. C. Magazine if you like and I'll send you another. You spoke of Wille and the Black Cat. I well remember that place and I've wished a million times I was there for I have had some good old times there. My girl was working in the cafe and when I return we are going to tie the knot for the Army has learned me a thousand and one things. I forgot to mention that I now weigh 180 pounds and hope I'll continue in my health. Well Claud I'll close for this time and I'll write you again soon. I am glad we got a good raise but I am a little shy as to me going back to work there for I didn't get anything to show that I didn't quit. I wired him that I wanted a leave during the period of war and I don't think they would treat me that way especially when I am over here doing my bit for I am on continuous duty from 3 days and nights to 5. I wish you would see the Secretary of the B. of R. T. there and get him to write to Secretary M. A. Thompson of Lodge 305, 1126 South-Cherry street, Pine Bluff, Ark., and get my card exempting me from dues for the period of the war as I have been unable to hear from him. Well I must close for I have been called out, so hoping you and all the boys of the good old Y. & M. V. are enjoying the best of health and don't forget me with another letter. I got your letter written to me at Camp Pike. Here's hoping to hear from you again soon, I am as ever faithfully,

Your Friend,

HOWARD.

Prvt. Howard Turnbow, Co. A, 53rd
Engrs., American Ex. F., A. P. O. 713,
via New York.

Letter From Sergeant Paul J. Ryan, Reg't Hdqts., 23rd Engineers

Somewhere in France,
October 10, 1918.

Dear Division Office Bunch:

That long, and I can't tell you how welcome, letter of yours received some little time ago, and for a bunch of real interesting stuff it surely takes the cake. It made me feel as if a real live friend had paid me a visit.

Due to my negligence in keeping up my diary, I can't recall the date of my last letter to you, so I don't know just where to begin. Anyway, about June 1st we moved to a new camp, in the woods as we call it, slept 20 nights in "pup" tents, a few nights in a barracks and then moved to a small city about six miles away. We stayed there for quite awhile, this regiment being in charge of the post. We are again in the woods. After living in town with no reveille or taps, sleeping on cots, which, although not very swell, having only ropes for springs, were much better than these double-decked affairs with springs made of four inch boards and eating at a mess where most of the time we had real plates we didn't have to wash, it was a little hard to come back to the real army life again, although we knew it was coming.

The town at best was dead, occasionally a Frog show which we couldn't understand, or Wild West movies which we saw about four years ago in the States. It's funny the impression some of the Frenchmen get of us from seeing those pictures. They think we're all bronco busters and cowboys, and I guess they were surprised to find us at least partially civilized. I was in a movie not long ago while down in Southern France on my leave of absence, and as it happened, they were showing old Doug Fairbanks in "A Good Bad Man." As you perhaps remember from seeing the picture, it is rather wild and woolly, and every little while a Frenchman sitting behind us, who undoubtedly had been imbibing in a wee bit, as the Irish say, would let out a wild yell. He seemed to be doing it for our benefit as we seemed to be the center of attraction,

being the only Americans in the house. Maybe he thought we would become excited and whip out our artillery and start plugging away at the villain on the screen as they sometimes do in the movies. Well, we have plenty of the heavy artillery stuff but, of course, wasn't carrying it just then.

Our leave was a dandy. There were four of us in the party and we covered a lot of territory, considering that we made the round trip in thirteen days, and weren't overburdened with francs. We spent two days in gay Paree and it's surely a great old town—rather too dark at night. We hiked and hiked, in fact, we did little else. Taxies were out of our line, for we were like the farmer who first visits the city, we stopped and looked at everything, even the girls. Classy! You're right, they are. We saw many things of interest in Paree—Napoleon's Tomb, the Arch of Triumph, the famous Notre Dame Cathedral, the Palace des Invalides and many other places of history. We were allowed to enter the church which was struck by a shell from the big gun on last Good Friday morning, killing about 75 persons and injuring many others. We saw the spot where the Swedish minister and his wife were slain, their blood having soaked into the stone floor. The shell did a lot of damage when it exploded inside, pieces of it flying in every direction. However, most of the deaths were not caused by the people being struck by pieces of the shell itself, but by falling stones of enormous size which made up the arch that was struck. At the Palace des Invalides we saw many guns and a few planes captured from the Germans.

We were supposed to take our leave at Nice, so at about nine p. m., of our second day in Paris we boarded the train and began our long and tiresome journey. It took us about thirty hours to make the trip. Before the war, the Frenchmen tell us, it was a thirteen hour ride. We lived real French style—brought our eats with us. At the Y. M. C. A. Hotel, where we stopped while in Paris, we purchased sand-

wiches and cookies which brought us through nicely.

Arrived in Nice about three a. m., went to a hotel tired and sleepy and rolled into a REAL BED with a feather tick. "A Grand and Glorious Feeling," is the only description. In the afternoon we went bathing in the sea. It was great—my first time in salt water. That evening we signed up for an auto trip given by the English Y. M. C. A. and early next morning, despite the fact that it was raining, we started out on a trip that I wouldn't have missed for a lot of money. We had a wounded French soldier for a driver and believe me, he was a speed demon. We climbed a mountain about 3,500 feet high and the way he went around some of those bends would make your hair stand on end. After reaching the summit and looking around a bit, we went down to Monte Carlo on a cog railway. It was our privilege, as American soldiers, to visit the famous Casino there, which we did and a more wonderful, I might say gorgeous place, I never expect to see. They were very obliging, taking us through places which in peace times we could never hope to see, unless we were the possessors of beaucoup francs. The beauty of the theatre was amazing. It was not very large, but then I don't suppose the Prince, who had his special box right in the center, allowed "just ordinary" persons to enjoy themselves there. From the Casino we went over to Monaco and went all through the Prince's museum. Many wonderful things there. We didn't have time to visit his palace, which is also open to American soldiers, for we wanted to go to Mentone to say that we had stood on Italian soil. We caught a tram, rode about an hour, walked a little ways, crossed a bridge and beho'd, were in the land famous for its spaghetti. There was a time when I thought I would experience a great feeling of awe to be literally in both of these old historic countries at once, but to save my life, the only way I could feel was "perfectly natural" and mighty hot and tired. We thought we would take a little stroll over into Italy for a distance of a half a mile or so, but the French negro guard

couldn't see it that way, so we turned back. Another little ride on the tram and we were back in Monte Carlo. Up the mountain again we went on the old chug chug railway, to where our auto awaited us. Pretty soft eh? I think we shou'd have had a valet too. The ride down was even prettier than going up, for we took a different route, but not so exciting for we went slower. Quite a little day, was it not?

The next morning we rolled out about ten a. m., paid our hotel bill and started for Cannes, a very pretty little city about 25 miles from Nice. By the way, when you come to pay your hotel bill, you are surrounded by a couple of waitresses, the chambermaid, the elevator boy or girl, whichever it happens to be, and in fact by everyone who works in the hotel, and under some circumstances you might believe they were awfully sorry to see you leave and were there to bid you a fond farewell and Godspeed. But not so in France. Why are they there? For their little tip, of course. When you look them all over and note their number, then take a mental check of said francs in your pocket and discover that you have been on leave only six days with seven more to go and have already spent more than half your roll, you begin to wonder whether it would be best to make a dash for the street without paying at all, or pay your bill and go straight back to camp without enjoying those other precious seven days. But we did neither. We paid the darn thing with its ten per cent war tax to boot, tipped those who actually gave us service and were on our way.

Cannes was surely made for vacationists, especially when they happen to be soldiers. There is a club there for soldiers which is the most homelike place, outside of home, I have ever been in. It is in King Edward's old winter home where he spent many years and in the now reading room was where he did his big gambling. No women, so they tell us, were ever allowed in that room during his time there. Some time ago some very kind, and I presume rich women, one of them a Baroness, decided that it would be an ideal place for just such a

club as they have there now, and they surely could have made no better choice, for besides being a fine building, it is but a short distance from the best beach in southern France. They gave us suits, towels, robes free, in fact, everything was free there except cigarets and they were not expensive, a franc and a half for fifty. "Are you going to have tea this afternoon?" was a familiar query and the response was always "Yes". And besides the tea they gave us bread, butter, jam and cookies.

My first day in the water there will always be remembered by yours truly. A big wave nearly knocked me silly. Oh, of course, maybe it wouldn't have to hit very hard at that. Anyway, I was standing out a nice distance and when the rollers came in I'd just jump up so my head would be over and everything was going fine. But once, just once, for I didn't stick around to see if any more were coming, a nice big wave came gliding up and BROKE with me under it. I saw what was coming, but it was too late to dive under it but I did try to jump high. Not high enough, sorry to state, and it came down BANG, and after turning me for about three back flyings and scraping me on the nice little rocks on the bottom, it rolled me part ways up the bank and receded—perfectly satisfied. And I too was satisfied; satisfied that I wou'd never again try to jump over a breaker.

On our second day there, several of us with a Y. M. C. A. man visited a very interesting person, Lady Paget. The tea, the ever-present tea, was also there and we enjoyed it immensely. And what do you think, we had some real cream puffs. We had to go out and look over the chickens and rabbits, walked all about the place, picked ripe figs and grapes and listened to war talk. There was a re-

tired English officer there who had been wounded twenty-eight times. He was a real Cockney, and you know to have to listen to them talk rather gets on your goat, but he proved to be quite interesting. It was very funny to hear him relate some of his experiences. All in all, it was a well spent afternoon.

The balance of our time there was spent in getting up late in the morning, bathing in the sea and having tea. We were sure never to miss the latter. Everyone there treated us absolutely fine. I could not praise those women there, who are devoting their time to make things pleasant for the boys who are a long long ways from home, too highly. A vacation spent there is 100 per cent real.

The trip back was much the same as going down except that we were fortunate enough to have seats instead of having to stand in the aisle. We arrived in Paris about seven p. m., stayed at the Y. M. C. A. Hotel that night, where we saw a couple of two-reelers of Bill Hart, and left the next morning for HERE. A sad awakening? Yes, you bet it was. But we're back in the swing again now and looking forward to another such trip that will give us as much enjoyment, that is, if the war doesn't end too soon.

I am enclosing last week's issue of our Regimental newspaper. We are all quite proud of it.

It is growing quite late, nearly time for Taps. Again I must thank you all for your letter which I certainly appreciated.

I hope you will all write me again VERY SOON.

With kindest personal regards, I am as always,

Sincerely yours,

PAUL.

Letter from Sergeant L. B. Gray

Sept. 17, 1918.

Dear Bunch:

Although you people are very lax about answering mail. If you are that way in regards to business the whole bunch of you ought to be fired. Why don't some one write? Or don't I know anyone there any more?

But I am in a lonely office tonight on guard duty and I cannot help but think of the office back home, therefore I thought I would scribble a few lines.

This is indeed some life I am leading. If some one had told me when I used to stroll in the office at eight thirty that I would be getting up at six a. m., rushing to breakfast and then go to the office at seven thirty why I would have called the party a prevaricator. But that is what I do, but at the present post my lot is not hard. We get fine "chow" and sit at a table and have our meals served to us. The sergeants have their special table.

We are away up in the air here. Several hundred feet above sea level or should say thousand feet, and the climate I think is going to be wonderful.

Of course, I haven't been here long enough to form a good opinion as yet.

Not much excitement. Once in a while the alarm sounds to beware of an air raid, but we go right on working. Why we can hear the guns booming all the day long, but Ha! Ha! doesn't bother us in the least. The surrounding country is beautiful and I had the good fortune to ride several miles in an automobile and the view I got as I wound around the mountains. The view was grand, seeing the small houses of grand architecture on the sides of the mountains. Small gardens. Well, of course, I am no artist or I could cover this page with my rantings.

Sure would like to hear from you all. As this is a mighty lonesome place I feel tonight as I imagine some of the operators do in those jerk water towns back in the states, but he is lucky. I would trade you can bet.

Well, bunch, write please.

Your Friend,

L. B. Gray.

Sgt. 1st L. B. Gray, Post Ord. Det.,
A. P. O. 704, Amex.

Letter from Louis Lynn, Formerly of Clinton, Ill.

With the American Expeditionary Forces, France, October 12, 1918.

Mr. J. W. Hevron,

Superintendent Illinois Central Railroad Company, Clinton, Ill.

Dear Sir: Being an employe of the Illinois Central at Clinton under your supervision, and enlisting and coming to France, I feel that you would be interested in the work that the Illinois Central men are doing over here.

You can find plenty of men from the Illinois Central here, so if you are in France and in the transportation service you have many fellow employes here with you and are not lonesome.

I am connected here with the railway work that our army is doing in France. It is a very interesting work and it is one class of service that is wholly responsible for the welfare of our army and all have the provisions to transport to the many different regiments or divisions, which is no little work.

Accounts have to be kept between the French government and our own and it is a very hard task where you transport as much freight as we are transporting at the present time.

The French government is very obliging to us and renders us every assistance they can in order to expedite the food stuff and supplies to our army.

Their cars are very small, and, of course, the task of furnishing an army as large as ours is here is no little matter in the railway work.

We have men of many years' experience in this work and I can say that I believe that we are meeting the demands of our army in every way that they wish.

Everything seems plentiful here for our soldiers and I can truthfully say that I know every American soldier here feels very grateful to the Americans back home for the support that you are giving us.

Of course, we are making a sacrifice, and we are willing to do so, but without your assistance we would fail and I believe that this is the sentiment of every American soldier in France.

You can see by the information that you receive that the boys are doing their bit and doing it cheerfully, and seem to think nothing about it and just merely talk about what is their duty to their country.

There is no question but what the American soldier has shown that there is none his equal and when the real information comes to you I think that you will wonder how they did the many brave deeds they did, nevertheless it is true.

My duties here bring me in close touch with the operating department of the railway and I have been able to accomplish at least the fundamental parts of the French railway system. Their equipment is in excellent condition; also their roadbeds, and their power is in very good shape, and, with the assistance of the American rail heads, they are doing business on a large scale. We mix and mingle with them and many of us boys can go out and work with the French crews and converse with them just like back home, and the only reason for this is that the average American can adapt himself to anything he cares to.

Their system of railroading is not a great deal different from ours, although they have a few ways that seem strange, or, I might say, seem unnecessary to the average American, but I think their way of railroading is a better paying proposition than the railways in America. From the fact that their cars are little is no reason that their ways of railroading is not good, but that seems to be the opinion of most Americans. I think that the cars are large as they necessarily need be when everything is in normal condition over here. There are many strange things to be considered in regard to small cars: For instance, men push most all cars around at a station and they have small turn tables at every station and no switching. They are small so that they will not be of such weight as this would cause them to be made bad order in switching and all switching or making up of trains is done on what they call a "butte," which represents our "humps." They can and do switch cars as fast over their humps as we do and will say that they never make a car bad order in this operation. In fact, I have only seen three bad orders since I came over here, other than what was made by our own men.

I have had charge of yards here and I find that the slow, steady grind that the French have is as good as the "hurry-up" system that some people have, for it is much easier to tell why you did not forward a car than it is to tell why you destroyed it with its contents.

The part of the French system that I do not like is the part that gets their train over the road. They delay their trains too much and for no reason, and I have inquired into this and I find that if you live up to the French railway rules it is absolutely unnecessary to have a wreck by collision. They have no such thing as a train order and it is all done by block system and their blocks are perfect. They only have three signals to work with and they are proceed, stop and back up.

They seem to do very well with no more signals than this, and of course it seems so very much different from ours that the boys laugh and comment to themselves, also to the French, but the French are good fellows and just laugh. I have seen some French crews that have Americans working with them use some signals that the Americans use.

They carry a red flag with which they give all signals and they say that they

carry this in order for the engineer to be able to see them plainly and not mistake their signals. They surely do things just as they should.

Their waybills are very much different from ours, but I do think that they have a very good system, for it provides all the information that you could possibly care for, and as it is in four distinct parts, you can tear off each part and send to the different offices that are required to have a record of the waybills. It is a little more trouble to make out, but when it is finished you have made four distinct reports and all you have to do is to separate them.

Their railways are wholly military and everything is done in accordance with government instructions. There is no waste in merchandise or grain of any kind and the railroad never pays for any damages to freight and they never have to pay for the death of a trespasser.

When you eliminate these things for the railways you have rendered quite an assistance, for I know in America that these bills are very large.

The fuel they burn in their locomotives is a much better grade than what we have, and it takes so little, and the work is so easy in firing an engine that they employ women as firemen, or chauffeurs as the French call them.

They use the telegraph with the Morse code and it is so simple that a child can understand it.

If you fail to do certain things that are essential to the work that you are doing you are discharged without ceremony.

The French railway employes in the transportation department are all bound together in a union similar to our own, and I have had many of them tell me that they were going to strike for better wages at the expiration of the war, which they think will end in a few months.

The French people are very cheerful, considering the length of time they have been at war, and when one stops and thinks of the many soldiers that France has lost, you can imagine how many homes are in mourning for loved ones lost.

I have personally talked with hundreds of soldiers from the front and they can give you good information, and all will tell you anything that you ask, and I am afraid that America will have left many, many soldiers on the bloody battlefields of France.

I have attended school here in France and have traveled over most all of France, and I think that I have a fair knowledge of some of the ways of this country.

I am now in the southwestern part of France and engaged in railway work, as my division was transferred to this class of work.

I will not tell you just what kind of work I am doing for it would not pass the censor, and I would like to write only that information that will be allowed to be delivered to you.

I have visited Paris, Tours, Angers, Le Havre, Bordeaux, Perigux and some cities near the front line, and I hope for the opportunity to go to the trenches and at least have the life of one Bouche to my credit.

But if I fail to get to do so I am going to do my very best in the work that I am engaged in, as it will help the boys who do have that privilege.

Every American soldier in France would like to go to the front and wherever you see soldiers in small groups talking and are where you could hear their conversation you hear the words, "Well, I would like to go to the front, and the captain says that he is trying to get General Pershing to let him take his company to the front and relieve some other company that has been there a while."

This is the spirit that the American soldiers in France have, and I can truthfully say that the morale of the American army in France is good.

I have written you a lengthy letter and it is very hard to write a letter contain-

ing information that you would enjoy reading and yet get by the censor, so I will close and give you another letter in the future, as I have a typewriter here in my office.

LOUIS LYNN,
Company C, 504th T. C., A. P. O. 794, American
Expeditionary Forces, France.

N. B.—The American soldiers' best friend is the American Red Cross and the Salvation Army. Tell all the boys to put \$1 in the Red Cross box and they will have made a soldier glad. Thank the Red Cross in Clinton for me and tell them that their great work is being highly appreciated by THEIR soldiers.

Progress of World Feeding From the United States

The following table shows the increase over normal in exports of foodstuffs by the United States since it became the food reservoir for the world on account of the war:

	Total Exports				
	3 Pre-war Average	1916-17 Fiscal year	1917-18 Fiscal year	July, 1917 to Sept. 30, '17	July, 1918 to Sept. 30, '18
Total beef products, lbs.....	186,375,372	405,427,417	565,462,445	93,962,477	171,986,147
Total pork products, lbs.	996,230,627	1,498,302,713	1,691,437,435	196,256,750	540,946,324
Total dairy products, lbs.	26,037,790	351,958,336	590,798,274	130,071,165	161,245,029
Total vegetable oils, lbs.	332,430,537	206,708,490	151,029,893	27,719,553	26,026,701
Total grains, bushels	183,777,331	395,140,238	349,123,235*	66,383,084	121,668,823
Total sugar, lbs.	621,745,507	3,084,390,281	2,149,787,050	1,108,559,519	1,065,398,247

*Wheat harvest, 1917-18, was 200,217,333 bushels below the average of the three previous years.

QUICK MOVEMENT OF CAR.

Agent Harry Have at Reevesville calls attention to I. C. 89697, which reached his station containing coal at 5 p. m. October 1 on train 391, too late to be unloaded that

evening, but started unloading the car at 6 a. m., October 2; car made empty at 9 a. m., same date and placed in train 775 at 9:35 a. m., same date, for spar loading at Golconda.



Construction of Dam, Princeton, Ky., 1917-1918

By Mr. O. T. Dunn, Assistant Engineer in Charge

TO provide an adequate supply of water for trains operating through Princeton, Kentucky, and for locomotives housed there, it was necessary to conserve a portion of the annual rainfall of the immediate neighborhood for use during a dry period which occurs in that section almost every year. The water supply has heretofore been obtained from a small creek running through the town, from which water was pumped to storage tanks.

Almost every year the flow of water in this creek stopped entirely for about two months, usually the months of August and September. In such cases, it became necessary to haul water by train from the Tennessee River, twenty-five miles away, and to overcome this, it was decided to form a storage reservoir, or lake, by constructing an earth dam at some point close to Princeton, and pump through a pipe line to the tanks at the station.

About two and one-half miles southeast of Princeton, on the Evansville-Hopkinsville line, a prospective site for dam and reservoir was found, but owing to the cavernous nature of the surrounding country, it was considered wise to first build a small dam to test the bottom of the proposed lake, and determine if there might be any leakage through the surrounding hills which would prove the location unsatisfactory for the purpose.

At the proposed location the general character of the soil is clay, underlaid with limestone, which outcrops as bluffs in a great many places, also forming deep caverns, of unknown depth, and caves,

one of which, known as Raccoon Cave, is adjacent to the reservoir site.

With this purpose in view, the Railroad Company bought, in the fall of 1907, about 248 acres of land and along the southern boundary constructed an earth dam, or embankment, 10 feet high and 600 feet long; but before same was completed and test made, a heavy rain washed 90 feet of the new fill away.

Nothing more was done towards completing the test dam until the fall of 1914, when the gap washed out in 1907 was refilled and a spillway, 90 feet in length, was cut in the hill at west end of the dam. But again, before the spillway was complete, a heavy rain washed out the 90 feet of new fill. The gap was immediately refilled and another spillway 50 feet long, was constructed in the hill at east end of dam, all of which was completed September 1.

On September 7, a light rain filled the reservoir, covering almost 25 acres of land. A gauge was placed and readings, taken daily for thirty-two days, showed no leakage.

On the morning of October 9, a heavy rain over this water shed caused the water in the reservoir to raise until it was passing out through both spillways. Even then, it continued to raise in the lake at the rate of one inch per minute, until it went over the top of the earth fill between the spillways and washed out about 90 feet of the fill, or about 1,000 cubic yards.

As a result of this test of the reservoir site, the project was considered practicable, and a start was made to design an earth dam with concrete spillway

sufficient to take care of the sudden excessive rains which occur on this water shed.

Two streams feed this reservoir, the larger of which, known as Eddy Creek, passes through a rather narrow valley, with steep slopes of bare rock, making the approach to the reservoir a swift current.

The water shed of this stream is about 3,050 acres. The smaller stream, with a water shed of about 550 acres, passes through fairly flat land.

Another source of supply for this reservoir is from Raccoon Spring, which flows from the cave mentioned above. This stream is thought to drain about 200 acres, and in time of heavy rains a considerable flow of water will enter from this cave. When the lake is full, the mouth of this cave will be completely submerged, and just what effect this may have on the water level in the lake is, as yet, undetermined. It was thought there might be some leakage from the reservoir through this cave, but that remains to be seen, and only time can show.

The dam is located just below the junction of the two main creeks and about 1,200 feet down stream from Raccoon Cave, at a point where the adjoining hills are only 600 feet apart, about 2,000 feet south of the Illinois Central Railroad track.

The rainfall statistics for Paducah, Kentucky showed the detail run-off records for the Tennessee and Cumberland rivers, and these were used for the purpose of designing the dam for Princeton. The mean annual rainfall is shown as 44.2 inches, or 4,620,000,000 gallons, for this water shed, and the run-off for this mean rainfall is 2,298,000,000 gallons. For the driest year, 1887, 27.69 inches rainfall, the run-off was 1,550,000,000 gallons.

By calculation, the maximum probable flood flow from this water shed is 1,680 cubic feet per second, and this agrees fairly well with the flood flow calculated from an observation on the ground at the time the test dam broke in 1914. A spillway 200 feet long would carry this vol-

ume of water at a depth of 1 foot 9 inches over the crest.

The earth fill of the dam, as finally decided on, was to be 20 feet high, 8 feet wide on the top, with slope of 2 to 1 on down-stream side, and on up-stream side, to the water level, 6 feet below the top; and from this point to the bottom a slope of 3 to 1. The earth fill was to be sodded on down-stream side with Bermuda grass to prevent erosion, and protected on upstream side with not less than 8 inches of rip rap.

For the entire length of the earth fill, extending down into the ground for a depth of 10 feet, a concrete core wall is provided, two feet thick, to prevent seepage underneath the dam.

At the west end of the dam the underlying rock is nearer the surface than at the east end; furthermore, at the west end the rock is of limestone of the best quality, while at the east end of the dam the outcropping of the rock in the side of the hill shows sandstone; for these reasons the concrete spillway, 200 feet in length, was located at the west end of the dam.

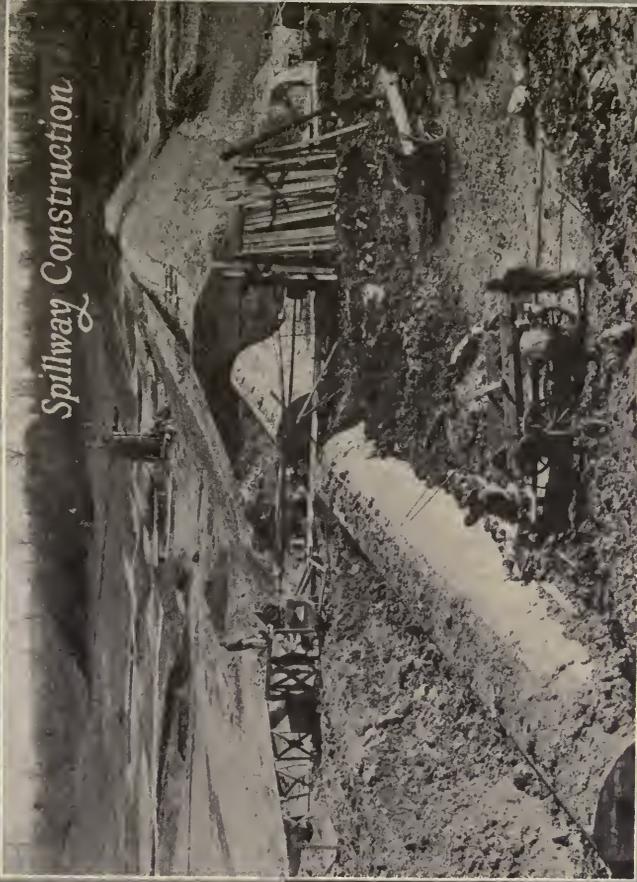
On account of the property line below the dam at the spillway being quite close and parallel to the line of the dam, it was necessary to plan to convey the flood water, after same passed over the spillway, along a millrace, parallel to the line of the dam, to the creek which originally crossed the line of the dam about the center of the earth fill. Along this millrace the toe of the earth fill of dam, also a levee constructed between the railroad company and the adjoining property, are well protected by rip rap.

An 18 inch cast iron pipe line extended through the earth dam, with valves in valve-pits at each end, and a foot-bridge, 80 feet long from the top of dam to valve-pit in the lake, gave access to the valves, which are designed for the purpose of furnishing water to farmers down the creek, for watering stock in time of drought.

The underlying foundation material at the dam site was found to be mostly clay, varying in thickness, overlying an irregular bed of limestone. At the west end, where the spillway was located, the

New Dam
at
Princeton Ky

Spillway Construction



Dam Complete, June 6 1918



Core Wall

limestone rock came to the surface and then varied in depth from 10 to 30 feet below the surface of the ground, until, at the east end, the outcropping of rock showed sandstone of a fine grain and white to gray in color. This sandstone is composed chiefly of silica, and the purest beds of this would be suitable for glass making, while some of the coarser beds could be crushed for building sand.

The rocks in this region appear to belong chiefly to the Mississippian age, and are a series of sandstones, shales and limestones. The limestones of this series occur in beds of 10 to 50 feet, or more, in thickness, are of a steel gray to white in color, and contain characteristic marine fauna, by which the individual beds may be distinguished, even where only one appears at the surface.

In excavating for our concrete core wall, we went to such depth as would insure being in a good clay soil which appeared impervious to water. On the east side of the creek there was more sand in the soil than on the west side of the creek, and just east of the creek, about 9 feet below the surface there was encountered a water-bearing seam of gravel, 12 or 14 inches thick, and the bottom of the core wall was carried down 2 feet below this into a good blue clay. In the creek bed the bottom of the core wall was 15 feet below the surface, at which point we struck rock.

For the purpose of planning the construction of the work, all the information at hand showed the rainfall for this section to be less during the months of August, September and October, and work was started by the contractor the first week of August.

The test dam was to be embodied in the new fill and, on account of the gap therein at the creek, it was considered best to plan the building of the earth fill from each hill towards the creek, and when these two sections were completed and the spillway was far enough along, to concentrate all the force on filling the gap at the creek before a rain might come and wash away the unfinished fill.

The first work towards construction was the clearing and grubbing of the



GENERAL VIEW OF DAM, SPILLWAY AND RESERVOIR, PRINCETON, KY.

entire dam site of all vegetation, and the top soil was removed for a depth of one foot from the test dam, and to a depth of four and five feet from the ground adjoining the test dam on up-stream side.

Borrow pits located within the reservoir site furnished a very good material for the new fill and, as fast as the core wall was completed, the grading outfit began building the new earth fill. This fill was made by hauling from the borrow pits to the dam in wheel scrapers, each pulled by two mules, and at times each team handled as much as 40 cubic yards per day. The specifications required the filling material to be placed in the dam in layers of 6 to 8 inches in thickness, and the rolling of each layer as placed by the teams, with a roller weighing 200 pounds per lineal inch, and in addition to this, the travel of the teams and wheels of the scrapers over the fill helped to compact this to a considerable extent.

By December the first, concrete core wall was all in place and by December 5, we began filling in the gap at the creek with earth. The bad weather had set in about November 23, with rain and snow, and on December 8, a snowfall of 18 inches, unknown for this section, stopped all team work in the borrow pits for the winter.

From this time on until spring, the only work that could be done was the excavation of the spillway hill. The material in this hill was exceedingly difficult to excavate. It contained a very hard red clay, mixed with flint rock, varying in size from a half inch to three inches; also near the surface were large pieces of limestone rock which made it impossible to use a plow, and it was necessary to use dynamite, working with a vertical face, as in a rock quarry. The excavation of this hill was the last thing completed and proved difficult to handle. In this hill there was flint rock, limestone, and a fine grade of soapstone of a bright yellow color streaked with red; also clay varying in color from deep red to blue, and two or three small pockets of pure sand of a bright yellow color; and the face of the excavation, as

it was worked, showed many different kinds of material of all colors.

The winter proved to be the severest known in western Kentucky, about four feet of snow falling between November 23 and February 5, with open weather the last part of February and March, which permitted the pouring of concrete.

The grading outfit started to work again March 16, and on the night of April 1, a rain flooded our borrow pits within the reservoir site and this water was held in the reservoir by closing the valve in 18 inch pipe. On April 19, a heavy rain filled the reservoir until water passed through a 25 foot opening, left in the spillway for this purpose, to a depth of two and one-half feet. This rain put the water up to within about two feet of the top of our unfinished earth fill in the gap at the creek, and caused considerable uneasiness for a short time.

On May 15, the last of the concrete in spillway was completed and on May 22, the last of the grading was finished. There then remained the finishing of the rip rap, sodding, and the excavation of the spillway hill, and this was all completed on the afternoon of June 5. That night a heavy rain filled the lake to top of spillway and the water ran over the crest.

It is estimated that the water in the reservoir covers 60 acres of land, containing 168,000,000 gallons. The average annual consumption at Princeton is about one hundred million (100,000,000) gallons.

On the edge of the lake, at the track, is a pump house containing two pumps, driven by crude oil engines. These pumps force the water through a 10-inch cast iron pipe line, 15,000 feet long, to the elevated tanks at Princeton, of which there will be three, and which in turn deliver the water to the six pent-stocks furnishing service to the trains.

The Contractor building the dam was Jos. E. Nelson & Sons, of Chicago, while T. S. Leake & Company, of Chicago, constructed the pump house and pipe line.

The development of this water supply station is an interesting example of the tremendous increase in railroad traffic and consequent increased consumption of water.

Water for our locomotives was first obtained from a private pumping plant. In 1862 our first pumping station was constructed at Princeton, and consisted of a single acting fly wheel pump, with a capacity of about 125 gallons per minute, the water being pumped through a 3-inch line to a 35,000 gallon tank located near Eddyville Street crossing of the Paducah District main line. This station, together with a similar station at Kuttawa, was for many years operated by one pumper who usually arrived at Princeton about 9:00 a. m., to do the necessary pumping, and left Princeton for Kuttawa about 2:30 p. m., to operate the latter station.

With the increased demand for water, a larger pumping station was constructed and a 6-inch pipe line laid from the pumping station to the site of the new 50,000 gallon tank, located opposite the old Passenger Station, with water columns located on the main line of the Paducah and Evansville Districts. The pumping at this time was performed by gasoline engine. This station was destroyed by fire about the year 1901 and

was replaced with a steam plant of larger capacity. The size of the pumps and boilers was increased about 1903 and again in 1905, at which time duplicate units were installed.

In 1893, the consumption of water was about 900,000 gallons per month, while the present consumption amounts to about 9,000,000 gallons per month, an increase of 1,000 per cent in 25 years.

In the year 1900 it became apparent that the available water supply was insufficient, and in 1904 an effort was made to secure water from wells, and just south of the old pump house, on Eddy Creek, a 10-inch well was drilled to a depth of 900 feet, but no water was found. A thorough investigation was made of every possible source of supply in the vicinity of Princeton, particular attention being given to the possibility of obtaining a supply of water from springs, of which there are a large number within a few miles of the city, but these were found to furnish an insufficient quantity of water. As a last resource, it was decided to construct a storage reservoir and, after considering several locations, the site for the reservoir described in this article was selected and the necessary ground purchased about the year 1905.

Chicago, October 5, 1918.

Messrs. L. A. Downs, W. S. Williams, J. J. Pelley, A. H. Egan:

Attached you will please find copies of letter of Sept. 25 from the Supt. Water Service, together with two statements attached: Statement No. 1 showing the relative amounts paid for water in four years ending with 1917, at each of the larger stations where the bills are in excess of \$100, and statement No. 2, showing the estimated loss in money and fuel where various size leaks exist under pressure heads of 40 lbs. and 80 lbs., respectively.

In regard to statement No. 1.

Northern Lines

Analysis of this statement shows what appear to be excessive increases at the following stations:

Chicago Terminal:

This shows an increase of approximately \$9,000 for 1917 over 1916. There has been no increase in rate at this station and while there may have been some increased consumption, the Supt. Water Service and myself feel that the increased of business has not been sufficient to justify this large increase. I feel

that there is entirely too much waste on the Chicago Terminal and if the local officers will take a hold of this matter and follow it up conscientiously, we feel satisfied that a very material reduction can be made in this waste. The Supt. Water Service will be very glad to render any assistance possible and co-operate with the local officers to bring about an improvement.

St. Louis Division, East St. Louis:

There is an increase of about \$800 for 1917 over 1916. It is felt that this can be very materially reduced if closely followed up.

Western Lines

Wisconsin Division, Freeport:

This station shows an increase of nearly \$800 in the cost of water for 1917 over 1916, an increase of almost 100 per cent over the fiscal year 1915. No city water is used for locomotives at this point and the increase would appear to be entirely uncalled for. This has been the subject of more or less correspondence but we do not seem to get the desired results. I wish that Mr. Williams would handle this matter personally with the division officers of the Wisconsin division with the request that they take hold of this matter and see if we cannot bring about a substantial reduction at Freeport.

Council Bluffs: The cost for city water shows an increase of over \$1,000 for 1917 over 1916, an increase of nearly 35 per cent. It is hardly possible that the increase in business will justify the additional cost of water and a campaign should be made towards making a reduction at this station.

Southern Lines.

New Orleans Terminal:

The cost of water on New Orleans Terminal shows an increase of \$2,000 in 1917 over 1916. There has been no increase in rate at this station and while there may have been some increased consumption, the Supt. Water Service and myself feel that the increased amount of business has not been sufficient to justify this large increase. We feel there is entirely too much waste on the New Orleans Terminal and if the local officers will take a hold of this matter and follow it up conscientiously, we feel satisfied a very material reduction can be made. The Supt. Water Service will be very glad to render any assistance possible and co-operate with the local officers to bring about an improvement.

Louisiana Division, Jackson, Miss.:

The cost of city water at this station shows an increase of \$600 for 1917 over 1916. Numerous waterway surveys at Jackson have indicated that more or less waste exists at this point and it is felt that if the local officers will give the matter their personal attention the cost of city water may be materially decreased.

An analysis of this statement would indicate that very good results have been brought about at quite a number of stations and among these may be mentioned Centralia, Louisville, Paducah, Central City (in the face of increase in rates) and Memphis.

Statement No. 2 is presented in order that all concerned may have some idea of the importance of the waste resulting from small leaks. The equivalent of a 3/8 stream left open may waste 1,000 gallons of water in 45 minutes at a cost of \$200 per month, with water at 20 cents per M gallons, and will waste a thousand pounds of coal a day, or 15 tons per month. A stream of water of this kind in one individual place would seem insignificant, but by taking them in the aggregate over the entire line, it runs up into large sums of money.

Please handle this matter with all concerned on your respective divisions with

a view of bringing about improved conditions, so far as waste of water is concerned.

A. F. Blaess,
Engineer Maintenance of Way.

Chicago, Sept. 25, 1918.

Mr. A. F. Blaess:

Referring to your letter of the 17th inst. relative to continuing our campaign against waste of water.

I am attaching hereto a statement showing the cost of water for the fiscal years 1914 and 1915 and calendar years 1918 and 1917, this statement showing the cost of water only at points where our bills are in excess of \$100 per month. The twenty-four (24) points mentioned represent 80 per cent of our total expense for city water. The statement as presented represents the total cost for water during the periods mentioned as taken from city water bills. You will note that without considering the heavy increase in business and numerous increases in city water rates our campaign against waste has effected a saving of \$69,523.66 on the face of bills rendered in the three years past.

By referring to my statement showing the cost of water during the fiscal years 1914, 1915 and 1916, compared, you will note that the saving in the two years, after making adjustments on account of changes in rates, etc., was \$84,916. Thus it will be readily seen that our saving in the cost of city water alone in the past three years has been over \$100,000, this saving being accomplished without any expenditures whatever.

In addition to the saving in the city water we have effected decided economies in the use of water pumped by our own facilities. To accomplish the desired results, however, requires constantly keeping the matter before the attention of all concerned, and during the past year I have not had the time to devote to the prevention of water waste that it should have.

I am attaching a table showing the manner in which water may be wasted and the cost of waste, as well as the loss of fuel used in pumping the water. I believe that this table should be printed, preferably in two colors, and a copy placed in the hands of everyone on the railroad, also I believe it should be printed in the magazine.

I heartily agree with you that this is a matter of such great importance that it should be given widespread publicity, as while we have effected a great saving through the prevention of water waste there is a tendency at the present time to go backward.

G. R. Knowles,
Supt. Water Service.

Office Supt. Water Service. Comparative cost of city water at 24 stations where monthly bill exceeds \$100:

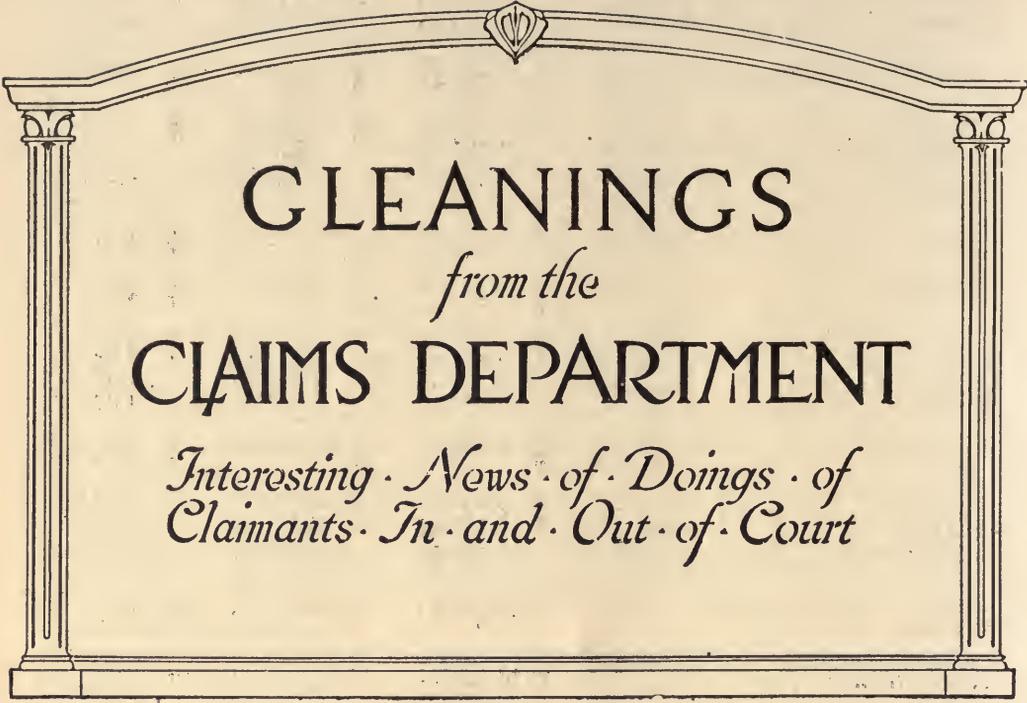
	1914.	1915.	1916.	1917.
Chicago	\$ 48,120.26	\$ 40,125.49	\$ 36,793.03	\$ 45,420.08
Effingham	4,735.33	4,395.85	6,261.67	5,484.10
Hawthorne	2,417.12	1,877.52	1,309.35	1,800.25
Illinois Division	\$ 55,272.71	\$ 46,408.86	\$ 44,364.05	\$ 52,704.43
Centralia	\$ 19,251.56	\$ 15,052.46	\$ 12,252.12	\$ 14,353.39
East St. Louis.....	8,821.42	7,574.03	7,248.81	8,048.18
Belleville	1,911.91	2,895.29	2,955.02	2,029.05
Mounds	4,376.15	3,406.91	3,765.04	4,607.69
Cairo	4,761.06	3,992.49	3,756.25	3,910.16
St. Louis Division.....	\$ 39,122.10	\$ 32,920.18	\$ 30,977.24	\$ 33,948.47

Decatur	\$ 2,474.64	\$ 2,465.22	\$ 2,621.62	\$ 2,653.66
Springfield	2,643.88	1,918.22	2,058.85	2,890.14
Springfield Division.....	\$ 5,118.52	\$ 4,383.44	\$ 4,680.47	\$ 5,543.80
Evansville	\$ 1,587.29	\$ 1,362.91	\$ 1,232.46	\$ 1,866.75
Indianapolis	1,811.18	1,581.88	1,926.01	1,698.58
Mattoon	2,848.00	3,570.34	4,036.96	3,717.03
Indiana Division.....	\$ 6,246.47	\$ 6,515.13	\$ 7,194.43	\$ 7,282.36
Freeport	\$ 1,980.38	\$ 1,881.36	\$ 2,891.16	\$ 3,654.55
Council Bluffs.....	\$ 1,629.63	\$ 2,753.05	\$ 2,891.16	\$ 3,881.47
Storm Lake.....	1,376.21	1,803.16	1,817.56	1,836.74
Rockwell City.....	1,290.98	1,173.19	1,242.01	1,225.79
Iowa Division.....	\$ 4,296.82	\$ 5,729.40	\$ 5,950.73	\$ 6,944.00
Louisville	\$ 6,184.74	\$ 4,274.02	\$ 3,473.91	\$ 3,891.49
Paducah	11,264.41	10,519.25	8,344.69	8,142.51
Central City.....	3,872.82	3,509.70	3,202.42	3,770.19
Kentucky Division.....	\$ 21,321.97	\$ 18,302.97	\$ 15,021.02	\$ 15,804.19
New Orleans.....	\$ 13,104.29	\$ 13,649.14	\$ 13,222.06	\$ 15,181.37
Canton	2,901.70	2,438.95	2,139.54	2,920.43
Jackson	6,619.42	6,313.99	6,481.66	7,074.29
Louisiana Division.....	\$ 22,625.51	\$ 22,402.08	\$ 21,843.26	\$ 25,176.09
Memphis	\$ 14,553.60	\$ 6,156.86	\$ 6,364.80	\$ 7,035.25
Grand total.....	\$170,538.08	\$144,700.28	\$139,287.16	\$158,093.14

Railroad Men Handle 14-Inch Guns on Railroad Mountings

Lieutenant-Commander D. C. Buell, of the United States Navy, well known to railroad men as director of the Railway Educational Bureau, of Omaha, Neb., has just returned from an interesting expedition to France where he had charge of the erection and putting into service of a mobile battery of 14-inch naval guns on railway mounting. This battery has been in active operation on railway lines at the front and has wrought considerable destruction back of the German lines, as described in a statement, authorized by the Secretary of the Navy, published in the *Railway Age* of November 7. Lieutenant-Commander Buell has been connected with the Bureau of Ordnance of the Navy since last February. He was in Washington to offer his services in connection with the fuel conservation campaign when he happened to hear that a rail-

road man was needed to supervise the construction and later the erection of the mounting and equipment for the big guns. Within a few hours he had enrolled in the navy as a lieutenant and he was allowed four days in which to arrange his business affairs at Omaha before reporting at the Baldwin Locomotive Works at Philadelphia. He was later promoted to lieutenant commander, in recognition of his services in expediting the work; and he was sent to France, with 200 railroad men, whom he selected from among the enlisted men at the Great Lakes Naval Training Station, to mount the guns, make up the trains of cars which accompany them, and organize the forces. This work was done at the locomotive erection shop operated by the Nineteenth Engineers (Railway).—*Railway Age*.



GLEANINGS

from the

CLAIMS DEPARTMENT

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

NO MORE LAW SUITS CAN BE BROUGHT AGAINST THE RAILROADS.

Director General of Railroads W. G. McAdoo, on October 28, 1918, in General Order No. 50, directs:

"That actions at law, suits in equity, and proceedings in admiralty hereafter brought in any court based on contract, binding upon the Director General of Railroads, claim for death or injury to person, or for loss and damage to property, arising since December 31, 1917, and growing out of the possession, use, control, or operation of any railroad or system of transportation by the Director General of Railroads, which action, suit, or proceeding but for Federal control might have been brought against the carrier company, shall be brought against William G. McAdoo, Director General of Railroads and not otherwise; provided, however, that this order shall not apply to actions, suits, or proceedings for the recovery of fines, penalties, and forfeitures.

"Subject to the provisions of General Orders numbered 18, 18-A, and 26, heretofore issued by the Director General of Railroads, service of process in any such action, suit, or proceeding may be made upon operating officials operating for the Director General of Railroads, the railroad, or other carrier in respect of which the cause of action arises in the same way as service was heretofore made upon like operating officials for such railroad or other carrier company.

"The pleadings in all such actions at law, suits in equity, or proceedings in admiralty, now pending against any carrier company for a cause of action arising since December 31, 1917, based upon a cause of action arising from or out of the operation of any railroad or other carrier, may on application be amended by substituting the Director General of Railroads for the carrier company as party defendant and dismissing the company therefrom.

"The undersigned Director General of Railroads is acting herein by authority of the President for and on behalf of

the United States of America, therefore no supersedeas bond or other security shall be required of the Director General of Railroads in any court for the taking of or in connection with an appeal, writ of error, supersedeas, or other process in law, equity, or in admiralty, as a condition precedent to the prosecution of any such appeal, writ of error, supersedeas, or other process, or otherwise in respect of any such cause of action or proceeding."

The foregoing is a very important order in that no suits can be brought against individual railroads in the future, but must be brought against the Director General. In other words, the railroads lose their identity and the Director General of Railroads becomes responsible for any negligent act of which they may be guilty, resulting in death or personal injury, or loss and damage to property. Thus there will be no suits against the railroads during Government control, but all suits must be brought against the Director General, which, of course, means against the Government.

MORE NECESSARY NOW THAN EVER BEFORE TO CONSERVE LIVE STOCK.

Assistant General Manager Clift has called upon all trainmen, enginemen, station agents, section foremen and others to co-operate unrelentingly in the Government's plan to conserve live stock, which means to conserve food, in a circular letter reading as follows:

"The Government Food Administration directs attention to the fact that the drain upon our food resources will increase during the next twelve months. Our Government is not only compelled to supply food to more than two million soldiers overseas, and continue to supply food to the populations of France, Belgium, Italy and Serbia, but it must now help to feed the populations of Russia, Austria-Hungary and Germany. If it were necessary to conserve meat during the period of active fighting, it is now more necessary than ever because of the great shortage of food throughout

the world and the additional responsibility which has been thrust upon this country of helping to feed the populations of the countries with which we have been at war. Therefore, the Government Food Administration directs attention to the great waste of food occasioned by live stock killed on the waylands of the railroads and in effect says that in the interest of humanity this must be stopped.

"The State Councils of Defense in the states of Alabama, Kentucky, Louisiana, Mississippi and Tennessee have agreed to co-operate with the Government in waging war against permitting live stock to run at large in towns and villages and in outlying districts where they are exposed to the danger of being struck by locomotives on railroad tracks.

"All trainmen, enginemen, station agents, section foremen and others are earnestly requested to co-operate in this laudable work of the conservation of live stock and to assist in building up a healthy public sentiment against the evil of permitting live stock to be exposed to the danger of being struck by trains.

"The employes of each division of the railroad are called upon to exercise greater care to avoid striking stock than ever before, to report stock found between fences, and especially to report gates left open.

"The State Councils of Defense will appoint local representatives in each community and it is desired that the officers and employes of the railroad maintain close touch with these representatives, rendering them all possible aid in the discharge of their voluntary duties. Among these duties, and of great importance, will be to urge the passage of local and municipal stock ordinances where none are in effect, and to see that they are enforced where they are now nominally in effect. This work should be advanced in every legitimate way.

"The division officers and employes are requested to write to the executive officer of the State Council of Defense and give him the names of towns and villages where the killing of live stock by the railroads can be reduced by the

adoption and enforcement of ordinances; likewise, the names of towns and villages where ordinances are now in existence, but are not being enforced. They are also requested to seek the co-operation of local newspapers, civic improvement and war work clubs, teachers of public schools and all others who are in position to assist in the movement to reduce the unnecessary waste of live stock occasioned by the stock coming in contact with locomotives and trains.

"Officers and employes are requested to suggest to the executive officer of the State Councils of Defense names and addresses of suitable persons to serve as local representatives of those organizations. This may be done by writing to either of the following named gentlemen:

"Mr. Lloyd M. Hooper, Chairman, Montgomery, Ala.; Judge Edward W. Hines, Chairman, Louisville, Ky.; Mr. John Marshall, Secretary, Baton Rouge, La.; Mr. W. H. Smith, Chairman, Agricultural College, Miss.; Major Rutledge Smith, Nashville, Tenn.

"Faithful compliance with all of these requests will be required."

AFTER HALF A CENTURY OF SERVICE.

After fifty years of continuous service with the Illinois Central Railroad Company, Mr. J. T. Tait, Claim Agent, Dubuque, Iowa, passed from the active list to the non-active list, or the "Honor Roll," on November 1, 1918. This change in the status of Mr. Tait was not because of any let-up in his capability or in his good health, but was entirely on account of the rules of the Pension Department, which require an employe to be pensioned when he reaches the age of three score and ten. We are happy to say that Mr. Tait retains his vigor and high spirits and we regret our separation from him in the daily contact of business, in which we always found him alert, willing and efficient. We shall miss his wise counsel and advice and the strong support which he always rendered the department and the company. Perhaps no man ever connected with the Illinois

Central enjoyed a larger acquaintance and more friends than did Mr. Tait.

Mr. Tait was born at Cold Springs, N. Y., on the 13th day of June, 1848. He started to work for the Illinois Central as a clerk in the office of the superintendent at Amboy, Ill., in October, 1868. In July, 1892, he was appointed claim agent at Dubuque, Iowa, and held that position continuously till November 1, 1918, on which date he was pensioned. In this position he reflected great credit



JAMES T. TAIT.

upon himself, the claim department and the company, and wherever his lot may be cast in the future, he will carry with him the love, confidence and esteem of every member of the claim department and of thousands of officers and employes of the railroad.

Claim Agent Charles D. Cary, of Kankakee, in a letter addressed to General Claim Agent H. B. Hull, writes of his former co-laborer, Mr. Tait, as follows:

"Just 426 years after Columbus discovered America, Jim Tait retired from the service. There is nothing especially significant about this so far as Columbus is concerned, the odds are all in favor of Mr. Tait.

"Of all the men I have met and known among my immediate associates on this

earth, treasured high in my memory, will remain pleasant recollections of this kindly genial character. It has been refreshing to have known Mr. Tait. He filled his station in life with honor and credit. He had a deep self-respect, this maintained for him universal esteem, a reputation for integrity and justice. Estimated by comparison with his contemporaries, measured by the limitations which he overcame, his career cannot be considered otherwise than as extraordinary and of singular and unusual distinction. God made him small in stature, but spacious in heart and purpose.

"I hold no brief for my good friend, but whereas the pay-roll is to be slackened in his behalf, I would supplant its limitations with interlineations of gratitude to a servant who gave the best of his life in the best of his years. His retirement comes to me with deep regret, and removes from the claim department the dean of the corps.

"I shall hope obscurity will spare him and that in a reflective mood he shall conclude with reminiscences of his life, and perchance, he might extend to me the honor of the preparation of the title page. Casually, I might suggest 'Idle Hours' or 'Sixty Years In Dubuque.'"

RAILROADS NOT TO PAY CLAIMS OF U. S. OFFICERS AND ENLISTED MEN FOR PERSONAL INJURIES.

The railroads are directed not to pay claims for personal injury to officers and enlisted men and members of the Army and Navy Nurse Corps, in Circular No. 4, dated October 25, 1918, reading as follows:

"Attention is directed to the act of Congress entitled 'An act to amend an act entitled 'An act to authorize the establishment of a Bureau of War Risk Insurance in the Treasury Department,' approved September 2, 1914, and for other purposes, approved October 6, 1917, public Document No. 90, Sixty-fifth Congress (H. R. 5723).

"This act establishes a system for compensating officers and enlisted men

and women nurses of the Army and Navy Nurse Corps, when employed in active service under the War or Navy Departments of the Government.

"In case of railroad accidents, in order to avoid confusion and to effectuate a proper and uniform handling of the compensation claims of such injured and disabled persons who are entitled to receive compensation under the War Risk Act, upon the happening of any accident causing death, disablement or of injury to any officer, enlisted man, or member of the Army or Navy Nurse Corps (female) occurring on any line of railroad under Federal control, the general solicitor will immediately notify J. H. Howard, manager, claims and property protection section, division of law, Southern Railroad Building, Washington, D. C., giving the name and emergency address of the dead or injured person, his or her number, rank, and routing, and in the case of injured persons, his or her present address.

"Such injured officers and enlisted men and members of the Army and Navy Nurse Corps (female) will be remitted to their claim for compensation through the War Risk Bureau and will not receive any payment through the Railroad Administration.

"No claims for damages for injuries occasioning death or disablement of such persons should be recognized or entertained. The circumstances surrounding accidents should be investigated as heretofore and report filed.

"The General Solicitor will notify general claim agents of this circular who will in turn notify all claim agents."

John Barton Payne,
General Counsel.

Approved:

W. G. McAdoo,
Director General of Railroads.

DOG GONE.

In the report of the claims committee of October 7, there appeared an item wherein it was stated that \$150 was paid out for a cur dog that was struck and killed by train No. 504 near Pattison, Miss.

It appears further that this case was

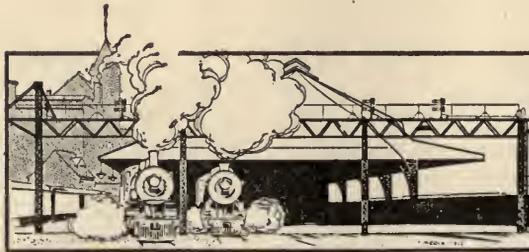
lawed through all the lower courts, and the Supreme Court of the state was finally invited to affix its solemn and ceremonial adjudication to all the subpoenas, summons, pleas, briefs, motions, arguments, petitions, testimony, prayers, applications and supplications that one pestilential pup could possibly produce.

Evidence was that this whelp was running along by the side of the track, parallel with the train, and that the train remained on the track where it belonged; that it at no time left the rails or departed from the right of way and gave chase to this dog, but that said train did at all times behave itself as becoming a train, that, to-wit, albeit, at once and immediately, that hound changed his mind, as well as his course, and when within 30 feet of the engine attempted to explore portions of the right of way adjacent and contiguous to the opposite side of the track. This was a crisis in the life of this whelp. We know not what manner of dog this was. Whether he be mongrel, puppy, whelp or hound or cur of low degree, deponent sayeth not. Facts before us at this writing call for just plain dog. Several hundred dollars that might have been invested in Liberty Bonds was squandered, and wasted in determining the exact social strata of this canine. Men spent days in search of pedigree, lineage, descent and ancestry connected with this dog. Genealogy that would make Darwin look like an ass was doubtless displayed and flaunted. Tributes to the departed no doubt thundered adown the halls of justice. Triumphant achievements were related concerning the mundane activities of those whom we now

soliloquize. Profane indignation was loudly and terrifically hurled against the engineer and fireman in their lack of aptitude to discover the mental and psychological proclivities that might prevail in the mind of this dog, situated as this dog was at the time and under all the surrounding facts and circumstances of the case acting as prudent dogs do under similar circumstances.

Bear in mind this was not a cow, or hog, or sheep useful to man as food and sustenance; this was just dog, plain, homely, mange dog. Whether a sheep-dog, rat-dog, cat-dog, or tramp-dog we know not. All the record discloses is, that he was such a dog as to pile up several hundred dollars cost o'er his erstwhile useless carcass.

We regret that the claim committee refrained from making some recommendations in this case. Without usurping the powers and prerogatives of that body we venture the following suggestion: Recognizing the vast opportunity opened here for fraud, we would suggest that all dogs be catalogued, numbered and card-indexed. On the latter should appear antecedents and parentage of each cur, and if doubtful, should be so marked. Dependents should be indicated; by this we mean those that depend upon the dog being killed, and whether white or black. If present abode is from necessity or choice, and if any remunerative reward has been held out for any peculiar antics he is to pull off immediately preceding a passing train. Every mongrel appraised according to cost price rather than social status. A board of mortality statistics and inquests over remains when ordered.—*Contributed.*



PASSENGER TRAFFIC DEPARTMENT

Little Talks with
the Rambler

Notes of
Interest to
the Service



Overseas Echoes

“Nor was the sight of this canal boat, in which we were to spend three or four days, by any means a cheerful one; as it involved some uneasy speculations concerning the disposal of the passengers at night, and opened a wide field of inquiry touching the other domestic arrangements of the establishment, which was sufficiently disconcerting.

“However, there it was, a barge with a little house in it, viewed from the outside; and a caravan at a fair, viewed from within; the gentlemen being accommodated, as the spectators usually are, in one of those locomotive museums of penny wonders; and the ladies being partitioned off by a red curtain, after the manner of dwarfs and giants in the same establishments, whose private lives are passed in rather close exclusiveness.

“We sat here, looking silently at the row of little tables, which extended down both sides of the cabin, and listening to the rain as it dripped and pattered on the boat, and splashed with a dismal merriment in the water, until the arrival of the railway train. * * * At about 6 o'clock, all the small tables were put together to form one long table and everybody sat down to tea, coffee, bread, butter, salmon, shad, liver, steak, potatoes, pickles, ham, chops, black puddings, and sausages. * * * I have mentioned my having been in some uncer-

tainty and doubt, at first, relative to the sleeping arrangements on board this boat. I remained in the same vague state of mind until 10 o'clock or thereabouts, when going below, I found suspended on either side of the cabin, three long tiers of hanging book-shelves, designed apparently for volumes of the small octavo size. Looking with greater attention at these contrivances (wondering to find such literary preparations in such a place), I described on each shelf a sort of microscopic sheet and blanket; then I began dimly to comprehend that the passengers were the library, and that they were to be arranged, edgewise, on those shelves, till morning.

“I was assisted to this conclusion by seeing some of them gathered round the master of the boat, at one of the tables, drawing lots with all the anxieties and passions of gamblers depicted in their countenances; while others, with small pieces of cardboard in their hands, were groping among the shelves in search of numbers corresponding with those they had drawn. * * * The politeness of the person in authority had secured to me a shelf in a nook near this red curtain, in some degree removed from the great body of sleepers; to which place I retired, with many acknowledgments to him for his attention. I found it, on

after-measurement, just the width of an ordinary sheet of Bath post letter-paper, and I was at first in some uncertainty as to the best means of getting into it. But the shelf being a bottom one, I finally determined on lying upon the floor, rolling gently in, stopping immediately I touched the mattress, and remaining for the night with that side uppermost, wherever it might be. Luckily, I came upon my back at exactly the right moment. I was much alarmed on looking upward, to see, by the shape of his half yard of sacking (which his weight had bent into an exceedingly tight bag), that there was a very heavy gentleman above me, whom the slender cords seemed quite incapable of holding; and I could not help reflecting upon the grief of my wife and family in the event of his coming down in the night. But as I could not have got up again without a severe bodily struggle, which might have alarmed the ladies; and as I had nowhere to go to, even if I had, I shut my eyes upon the danger, and remained there. * * *

"Between 5 and 6 o'clock in the morning we got up, and some of us went on deck, to give them an opportunity of taking the shelves down; while others, the morning being very cold, crowded 'round the rusty stove, cherishing the newly kindled fire, and filling the grate with those voluntary contributions of which they had been so liberal all night. The washing accommodations were primitive. There was a tin ladle chained to the deck, with which every gentleman who thought it necessary to cleanse himself (many were superior to this weakness), fished the dirty water out of the canal, and poured it into a tin basin, secured in like manner. There was also a jack-towel. And, hanging up before a little looking-glass in the bar, in the immediate vicinity of the bread and cheese and biscuits, were a public comb and hair-brush.

"At 8 o'clock, the shelves being taken down and put away, and the tables joined together, everybody sat down to the tea, coffee, bread, butter, salmon, shad, liver, steak, potatoes, pickles, ham,

chops, black puddings, and sausages, all over again!"

Such were the extracts from Dickens' account of his journey on a canal boat in this country in 1842, that I had been reading aloud to Slim. His presence in my home, where the reading was done, was due to his having made a call on me to say good-bye, for on the morrow he was to leave for camp, his draft number having been reached. He was not in a particularly happy frame of mind; not because he had been selected to serve his country, but because the news of the day was such that he was very much afraid he would never get overseas. To do him justice, he would have been over as a volunteer when the first call came but for the protestations of his mother. He had chafed inwardly through all the months that "Boy" had been sending his letters home from "somewhere in France," and so was elated when his call finally came; his mother, under the circumstances, in the meantime having become reconciled to his going. But on this evening Slim was decidedly pessimistic owing to the thought of its probably being too late to get into the fighting. In the course of our conversation in regard to that phase of the matter, he read to me extracts from a letter that he had received from "Boy." The latter, it will be remembered, was among the first to go over, and has been doing his bit faithfully and creditably in base hospital work. "Listen to this," said Slim, reading from the mentioned letter.

"Of course, by this time we are more than used to practically anything that comes up, but, personally, where we are we are exceedingly lucky in that we are fed well, have excellent sleeping quarters now (the Bell tents have been done away with and huts constructed) and would have nothing to complain about were it not for the monotony of the whole thing.

"With practically no exception every other unit outside of base hospitals are on the move most of the time. This, of course, means that there is something doing most of the time and one does not have a chance to get "fed up." Of

course, on the other hand, as I found out when I was away on detached service, there is the disadvantage of never knowing when you will eat or when or where you will sleep, but of the two I will take the latter with its ever-changing mode of life and new surroundings every week. * * *

"Then again the idea of being 30 or 40 miles behind the firing line does not give me much of a thrill, and I am anxious to get into something that will show that I am actively engaged in this war. However, right now I will admit that things do not seem very favorable for any of us getting transferred, which is a shame, for here we are a couple of hundred healthy young men, single, with hardly a care in the world, located back here when to my mind such fellows as we are needed as actual combatants. This place is all right for P. U. (permanently unfit) men, but Class A should be up at the front."

"That last paragraph is what gets me. Boy is right about it, and I really want some of the same activity he mentions."

Remembering what the Rambler had told me once about Slim's obsession in regard to travel, I had thought to try to interest and divert his mind by reading what Dickens had said in regard to travel conditions of America in the year I have mentioned, explaining to him before doing so that as the professor had read it to the Rambler and Tyro had read it to Snap Shot Bill, it was no more than fair that he should have his turn, I having in the meantime purchased the book for my own gratification and marked the various passages pertaining to methods of travel. Slim was interested in the canal boat episode so I continued, next touching on the stage coach, reading as follows:

"The coaches are something like the French coaches, but not nearly so good. In lieu of springs, they are hung on bands of the strongest leather. There is very little choice or difference between them; and they may be likened to the car portion of the swings at an English fair, roofed, put upon axle-trees and wheels, and curtained with painted can-

vas. They are covered with mud from the roof to the wheel-tire, and have never been cleaned since they were first built. * * * It was well for us that we were in this humor, for the road we went over that day, was certainly enough to have shaken tempers that were not resolutely at Set Fair, down to some inches below Stormy. At one time we were all flung together in a heap at the bottom of the coach, and at another we were crushing our heads against the roof. Now, one side was down deep in the mire, and we were holding on to the other. Now, the coach was lying on the tails of the two wheelers; and now it was rearing up in the air, in a frantic state, with all four horses standing on the top of an insurmountable eminence, looking coolly back at it, as though they would say "unharness us. It can't be done." The drivers on these roads, who certainly get over the ground in a manner which is quite miraculous, so twist and turn the team about in forcing a passage, corkscrew fashion, through the bogs and swamps, that it was quite a common circumstance on looking out of the window, to see the coachman with the ends of a pair of reins in his hands, apparently driving nothing, or playing at horses, and the leaders staring at one unexpectedly from the back of the coach, as if they had some idea of getting up behind. A great portion of the way was over what is called a corduroy road, which is made by throwing trunks of trees into a marsh, and leaving them to settle there. The very slightest of the jolts with which the ponderous carriage fell from log to log, was enough, it seemed, to have dislocated all the bones in the human body. It would be impossible to experience a similar set of sensations, in any other circumstances, unless perhaps in attempting to go up to the top of St. Paul's in an omnibus. Never, never once, that day, was the coach in any position, attitude, or kind of motion to which we are accustomed in coaches. Never did it make the smallest approach to one's experience of the proceedings of any sort of vehicle that goes on wheels."

Of the western river steamboats I read as follows:

“The steamer (not unlike a child’s Noah’s Ark in form, with the machinery on top of the roof) is riding lazily up and down, and bumping clumsily against the wooden pier, as the ripple of the river trifles with its unwieldy carcass.
* * *

I go on board again; open the door of the gentleman’s cabin, and walk in. Somehow or other, from its being so quiet, I suppose, I have taken it into my head that there is nobody there. To my horror and amazement it is full of sleepers in every stage, shape, attitude, and variety of slumber; in the berths, on the chairs, on the floors, on the tables, and particularly ’round the stove, my detested enemy. I take another step forward, and slip upon the shining face of a black steward, who lies rolled in a blanket on the floor. He jumps up, grins half in pain and half in hospitality; whispers my own name in my ear; and groping among the sleepers, leads me to my berth. Standing beside it, I count these slumbering passengers, and get past forty. There is no use in going further, so I begin to undress. As the chairs are all occupied, and there is nothing else to put my clothes on, I deposit them upon the ground; not without soiling my hands, for it is in the same condition as the carpets in the Capitol, and from the same cause. Having but partially undressed, I clamber on my shelf, and hold the curtain open for a few minutes while I look ’round on all my fellow travelers again. That done, I let it fall on them, and on the world; and go to sleep. * * *. I huddle on my clothes, go down into the fore-cabin, get shaved by the barber, and wash myself. The washing and dressing apparatus for the passengers generally, consists of two jack-towels, three small wooden basins, a keg of water and a ladle to serve it out with, six square inches of looking-glass, two ditto ditto of yellow soap, a comb and brush for the head, and nothing for the teeth. Everybody uses the comb and brush, except myself. Everybody stares to see me using my own, and two or three gen-

tllemen are strongly disposed to banter me on my prejudices, but don’t. * * * At 8 o’clock we breakfast in the cabin where I passed the night, but the windows and doors are all thrown open, and now it is fresh enough. There is no hurry or greediness apparent in the despatch of the meal. It is longer than a traveling breakfast with us; more orderly, and more polite. * * *. We had for ourselves, a tiny state-room with two berths in it, opening out of the ladies’ cabin. There was, undoubtedly, something satisfactory in this “location,” inasmuch as it was in the stern, and we had been a great many times very gravely recommended to keep as far aft as possible, “because the steamboat’s general blew up forward.” Nor was this an unnecessary caution, as the occurrence and circumstances of more than one such fatality during our stay sufficiently testified. Apart from this source of self-congratulation, it was an unspeakable relief to have any place, no matter how confined, where one could be alone; and as the row of little chambers of which this was one, had each a second glass-door besides that in the ladies’ cabin, which opened on a narrow gallery outside the vessel, where the other passengers seldom came, and where one could sit in peace and gaze upon the shifting prospect, we took possession of our new quarters with much pleasure. If the native packets I have already described be unlike anything we are in the habit of seeing on water, these western vessels are still more foreign to all the ideas we are accustomed to entertain of boats. I hardly know what to liken them to, or how to describe them. In the first place they have no mast, cordage, tackle, rigging or other such boat-like gear; nor have they anything in their shape at all calculated to remind one of a boat’s head, stern, sides, or keel. Except that they are in the water, and display a couple of paddle-boxes, they might be intended, for anything that appears to the contrary, to perform some unknown service, high and dry, upon a mountain-top. There is no visible deck, even; nothing but a long, black, ugly roof,

covered with burnt-out feathery sparks; above which tower two iron chimneys, and a hoarse escape valve, and a glass steerage house. Then, in order, as the eye descends towards the water, are the sides, and doors, and windows of the state-rooms, jumbled as oddly together as though they formed a small street, built by the varying tastes of a dozen men; the whole is supported on beams and pillars resting on a dirty barge, but a few inches above the water's edge, and in the narrow space between this upper structure and this barge's deck, are the furnace fires and machinery, open at the sides to every wind that blows, and every storm of rain it drives along its path. * * * Within, there is one long narrow cabin, the whole length of the boat; from which the state-rooms open, on both sides. A small portion of it at the stern is partitioned off for the ladies, and the bar is at the opposite extreme. There is a long table down the center, and at either end a stove. The washing apparatus is forward, on the deck. It is a little better than on board the canal boat, but not much.' "

"You will note," I remarked in an aside to Slim, "that the author takes everything from his own point of view; his comparisons being with similar conditions at home, with never a moment's thought but what the latter are the correct ones. However, we must remember that those were really early days with us, and that our physical development along lines he has described do not really begin until the advent of the railroad. Of the last he says this:

" * * * 'I made acquaintance with an American railroad on this occasion, for the first time. As these works are pretty much alike all through the States, their general characteristics are easily described.

There are no first and second-class carriages as with us, but there is a gentleman's car and a ladies' car; the main distinction between which is that in the first, everybody smokes, and in the second, nobody does. As a black man never travels with a white one, there is also a negro car, which is a great blundering clumsy chest, such as Gulliver

put to sea in, from the kingdom of Brobdingnag. There is a great deal of jolting, a great deal of noise, a great deal of wall, not much window, a locomotive engine, a shriek, and a bell.

The cars are like shabby omnibuses, but larger, holding thirty, forty, fifty people. The seats, instead of stretching from end to end, are placed crosswise. Each seat holds two persons. There is a long row of them on each side of the caravan, a narrow passage up the middle, and a door at both ends. In the center of the carriage there is usually a stove, fed with charcoal or anthracite coal, which is for the most part red-hot. It is insufferably close, and you see the hot air fluttering between yourself and any other object you may happen to look at, like the ghost of smoke.

In the ladies' car, there are a great many gentlemen who have ladies with them. There are also a great many ladies who have nobody with them; for any lady may travel alone, from one end of the United States to the other, and be certain of the most courteous and considerate treatment everywhere. The conductor or check-taker, or guard, or whatever he may be wears no uniform. He walks up and down the car, and in and out of it, as his fancy dictates; leans against the door with his hands in his pockets and stares at you, if you chance to be a stranger; or enters into conversation with the passengers 'about him.' "

Just as I had closed the book the telephone bell rang, and on answering it was greeted by the Rambler who somewhat anxiously asked if I knew where Slim was, his mother having advised, on his telephone inquiry, that she thought he was with me. He understood it was Slim's last night at home and he wanted to see him to say good-bye; and, he added, with a little chuckle, possibly to give him some good advice. If he was with me what would be the matter with both of us meeting him downtown at a certain restaurant and having a little supper together.

This last proposition was eagerly accepted, and about a half hour later we were all three seated in a booth of the "None-Such Cafe" with quite a spread

before us, for which the Rambler announced he would pay, it being his "treat." When appetites were somewhat appeased the conversation began to flow, and naturally took a turn pertaining to Slim's duties as a soldier beginning on the morrow. In such connection I advised the Rambler of Slim's disappointment at the thought that he would possibly see no active service overseas. "Don't you mind that," was the quick response to Slim. "Of course there is an element of foreign travel in it that you will miss, but as for excitement and adventure, as well as military work and service for your country, our soldier and sailor boys have their thrills even in this country. To prove it I will read you a letter from a little sailor friend that I have who is in one of our southern camps. I think you will agree with me that it has all the features of excitement and risk on the battle line in France or the combatting of the subs on the ocean. Listen to what my Jackie friend in the naval aero service says: 'For the last 32 hours I lived thru my boyhood dreams of Robinson Crusoe on a desert Island. One of our planes fell down in the Gulf so I and fifteen men were sent out in one of the sub-chasers to save all we possibly could. It was quite a rough day and on account of the high sea on the Gulf we were unable to reach them. Many of the fellows were pretty seasick and "feeding the fish" all the time. I felt pretty shaky but didn't think it was a disgrace for a sailor when the captain told us that the boat rolled 45 degrees. Seeing that we could not reach them we followed the island that separates the mainland from the Gulf about 20 miles where we anchored. Well, we could not see any land or plane, so four of us manned a small rowboat and rowed in the direction where we thought was land. We struck land and by crossing it we found the three pilots half drowned and frozen. Four of us stayed on the island; the other two rowed back to the ship to bring the rest of the fellows and tools to work with. The sub-chaser was anchored about three miles from the island

and a strong tide was blowing and we certainly had some time getting back and forth between the chaser and the island. My hands show it. We made three trips back and forth and upon our third trip we saw one of our fast sea sleighs approaching looking for some aeroplane that had fallen down. They were signalling all the time and one of the fire rockets fell down in a 130 gallon gasoline tank, which exploded. We rowed over there but could not do very much trying to save any of our poor shipmates. About this time we lost sight of the sub-chaser and it started to rain so there was only one thing for us to do and that was to pull for shore against a strong tide. We got to shore all right but good and wet and cold. We could not find our plane or the rest of the crew, so there was only one thing for us to do then and that was to get on the leeward side of some sand hill and await the morning. It rained all night long and two of the fellows had only their bathing suits on; in fact, none of us were dressed or prepared for a trip like that. We dug a big hole in the sand with our hands; the six of us crawled down there; covered ourselves with some more sand and that way we spent the night. In the morning we started out looking for our lost plane and the rest of our crew and we were not a bit sorry either to find them. They had a huge fire and had taken the wings from the plane and that way sheltered themselves from the rain. How good that fire felt. There was only one thing missing to make us all happy again and that was something to eat. Not until six o'clock that evening did we get picked up and Oh, what a grand and glorious feeling it was to see again the things that made the Navy so famous: "Pork and Beans". Never before had the taste of them seemed so good to me. We had then been out for about 32 hours without a bite.

Today, we 12 fellows are taking life kind of easy; got a day off! No Robinson Crusoe life for me. I was so thankful to once again feel old Mother Earth beneath my feet that I was saying kind words to everybody coming my way. It is all over now; the only thing left are

sad memories and they are fading fast away!"

"That reminds me," the Rambler observed as he ceased reading and folded the letter, placed it in its envelope and returned it to his pocket, he taking out another one as he did so, "that I have another letter which perhaps I really ought not to read to Slim, lest it should further excite his desire to be in the fighting before it is through. Particularly, as this picture that the youngster has drawn at the head of the sheet gives one rather a burning impression of what follows in his writing." He then passed Slim and myself the letter for us to see the picture, it being a pen and ink sketch made by the writer, presumably of himself chasing the Kaiser, a reproduction of which is shown in these pages. "However, I guess I will let you see it, Slim, as it may have a salutary effect and possibly calm your combative desires. Do you remember," he said, addressing himself to me, "that some time ago I told you about a young Marine that I met on the train when returning from one of my trips to the South with a troop train?*" You will recall I had a long conversation with him, the sum and substance of which I told you? Well, I have naturally kept track of him, and while he has written me but once before, I was particularly interested in this letter I have just received from him. I will only read you a part of it; just enough to show that my opinion formed of him on that trip, that he was made of good stuff, has been verified. He says, 'I have had the pleasure of chasing Heinie across the country and come out safe and sound. The first time I was up I was scratched on the left cheek by a piece of shrapnel, but joined the company soon as I had taken some dope to prevent lock-jaw. Also hit by pieces that were about spent so they just stung a little. Was at the _____ and _____ front. The Germans threw lots of seabags and pineapples around us and hundreds of machine guns. There was no infantry but all machine guns and point blank artillery fire to buck up against.

They read a big spiel off to us this morning and praised us for the work. They claim it was the cause of the whole German retreat because our division took our objective and then some. It is rumored that the French are going to decorate our regiment. We have been cited six times or more.

Well, I hope we will soon have peace so that it won't go on for another year.' * * * 'You wouldn't know us after we come out with long whiskers and dirty from head to foot. A badger has nothing on us for digging in when those seabags start busting. Well, I have been recommended for Sergeant, so I guess I'll have a little more responsibility.' You see, Slim," the Rambler remarked, as he finished reading, "that notwithstanding the boy was evidently game to the core, he hoped we would soon have peace. Do you blame him?"

Slim said he did not, but that what the young man had been through would be something to remember with satisfaction for a lifetime, as long as he came out all right. He then excused himself from our party, saying he promised his mother to be home early, so the Rambler and I bade him a cordial good luck, and saw him depart for home.

As we sat over our cigars for about an hour longer in the restaurant we were both more or less thoughtful at the turn the conversation had taken before Slim's departure, and at the suggestion inspired by the letters that had been read. To break the spell I remarked jocosely to the Rambler, "You seem to have had just the right letters at hand in your pockets this evening; you must have received them both in the same mail this morning, as they do not look particularly pocket-worn. Haven't you still another that you could entertain me with? How about nurse Trunk Lady?" "Why yes," he said brightening, "I did get a third one last evening (that was the time all the letters came in, not this morning), and it was from her. It was rather an ordinary letter though," he continued with assumed indifference as if to atone for the unconscious quickness with which he had responded to my jollying

*See December, 1917. Magazine.—Ed.

him, for the last was my intent in mentioning the Trunk Lady. "Come to think of it, there was one item in her letter that will be of interest, I think. It was this," he continued, having in the meantime taken out the letter and spread it before him on the table. "Do you remember that when she first began her hospital work in France I read you where she said she 'had worked up a most terrible hatred against the enemy and that she hoped that no one would ever say anything in sympathy with them when she got back home.* Now she seems to have exercised the prerogative of her sex and changed her mind", and he read: "Just now I have charge of two tents which are used for German prisoners only; they are all wounded, of course. They make fairly good patients; some of them are "bad eggs" but it is to be expected. The average of them are very grateful for everything that is done for them.

When I first came to France, I thought it would be impossible for me to care for any people who have inflicted so much harm to our country and our wonderful boys, but it is not the individuals, but their leaders that are doing the damage; their men all declare themselves much against their leaders, and tired of war, willing to give up at any time. But of course that is a very good argument to put up after they have been captured.

The most of the men are very young—17 to 20 years old—and they are just like other young men; clear and clean-cut faces. Really they are not enemies to me; just plain patients."

As he finished, I called the waiter and asked him to bring me an evening paper, saying to the Rambler that there was an item of news about her in a dispatch from one of our hospitals in this country; "Here it is," I said as the waiter

handed me the paper, and I read the following: "_____, Iowa, November 10th.—Pvt. _____ of _____, Iowa, former member of the _____ Infantry, owes his life to the skill of Mrs. _____, a nurse on duty in a hospital back of the lines in France at the time he was injured.

For days Private _____ aided in steadily driving the boches back along the Chateau Thierry front. A high explosive shell brought the young Iowan down and out of action, his right leg severely mangled. He was carried to a first aid station, then to a field hospital and then to evacuation hospital No. 8, where medical officers amputated the leg. Mrs. _____ was on duty. A serious hemorrhage occurred. Attending physicians tried in vain to stop the flow of blood, and his life was despaired of when Mrs. _____ took the situation in hand. The soldier doesn't know how she accomplished it, but the flow of blood was stopped, and today Private _____ is in the big reconstruction hospital here.

In his little kit bag is a picture of the woman who saved his life, a warm friendship having sprung up between them. 'We both have the same Christian name and some day I am going to look her up', he said. 'As far as we can tell, we weren't related, but I am going to find her.'

"Rambler," I said laying down the paper, "didn't you tell me once that the Trunk Lady was a widow? If so, I see disappointment ahead for you." Then I added insinuatingly, "but never mind, there is the Professor's daughter left. She has money; she got it out of Silverware junk." "Oh, you go _____" but then the Rambler's remarks became so sulphurous that I do not think it good taste to repeat them, although I must admit that even in his following tirade he was laughingly good natured.

*See August, 1918, Magazine.



Notes of Interest to the Service

The following announcements of schedule changes of interest to Illinois Central and Y. & M. V. Agents have been recently made.

Chicago & Alton: Trains No. 21 and 22 (the Flyer) and 23 and 24 (The Night Hawk) between St. Louis and Kansas City are now operated over the Alton-Burlington cut-off. Train No. 32 leaves St. Louis at 8:15 a. m. instead of 7:34 as formerly and connects with Train No. 16 for Jacksonville and intermediate stations, and with Train No. 25 for Kansas City and intermediate stations. Former Trains Nos. 62 and 65 between Chicago and Peoria have been withdrawn, new Chicago-Peoria service being given in connection with Trains Nos. 71 and 63, leaving Chicago at 12:45 Noon, and leaving Peoria at 4:35 p. m.

Southern: Trains Nos. 35 and 36 between Chattanooga and Memphis are now operated as follows: No. 36 leaves Memphis at 6:00 a. m. arriving Chattanooga at 6:55 p. m.; No. 35 leaving Chattanooga at 6:15 a. m. arrives at Memphis at 7:30 p. m.

Louisville & Nashville: A new sleeping car line has been established between Birmingham and Mobile, the car to leave Birmingham on Train No. 3 at 4:00 p. m., arriving at Mobile at 2:45 a. m.; in which connection the sleeping car formerly operated on L. & N. Train No. 3 southbound between Birmingham and Mobile runs only between Montgomery and Mobile.

Southern Pacific: Train No. 8 now arrives at New Orleans at 7:50 a. m. instead of at 8:00 a. m.; and No. 4 arrives at New Orleans at 8:55 p. m. instead of 7:50 p. m. Gulf Coast Line Train No. 3 now leaves New Orleans at 7:35 a. m. instead of at 8:20 a. m.

Florida East Coast: The approximate winter time tables of this railroad for the season of 1918-1919 have been announced as follows, to take effect Monday, December 23rd, 1918. Trains will leave Jacksonville: No. 33 daily for Miami at 9:00 a. m.; No. 29 daily for

Miami at 9:45 a. m.; No. 85 daily for Key West at 3:00 p. m.; No. 87 daily for Miami at 7:30 p. m.; No. 37 daily for Key West at 9:00 p. m. P. & O. S. S. Service between Key West and Havana to be daily except Wednesday and Saturday, sailings from Key West at 9:00 p. m., arriving at Havana at 5:30 the next morning.

Lake Erie & Western: Sunday only Train No. 27 between Michigan City and Indianapolis has been discontinued and Train No. 20, formerly running daily between Indianapolis and Michigan City, is now a daily except Sunday train.

Big Four: Train No. 46 between St. Louis and Indianapolis now leaves St. Louis at 10:15 p. m.; Train No. 8 between St. Louis and Mattoon leaves St. Louis at 6:22 a. m.; Train No. 43 between Indianapolis and St. Louis leaves Indianapolis at 12:45 a. m., arriving St. Louis 7:45 a. m.; St. Louis division Train No. 5 has been changed to Train No. 9 and Train No. 9 has been changed to Train No. 5.

St. Louis-San Francisco: Dallas and Joplin Train No. 11 (formerly No. 13) makes an earlier departure, leaving St. Louis at 6:45 a. m. No. 5 makes earlier departure, leaving St. Louis at 8:05 p. m. for Dallas and Wichita; No. 7 also makes earlier departure, leaving St. Louis at 8:10 p. m. for Oklahoma City and Sherman. Train No. 3 for Dallas, Fort Worth, Oklahoma City, Joplin and San Antonio, leaves St. Louis at 9:00 a. m. and is run as joint Frisco and M., K. & T. trains. It connects at Monett with local train No. 703 running via Fort Smith and Paris and G., C. & S. F. R. R. to Dallas. The St. Louis-Dallas sleeping car formerly running on train No. 3 via Fort Smith and Paris is now carried between St. Louis and San Antonio via Vinita and the M., K. & T. On train No. 5 the sleeping car which formerly ran between St. Louis and Galveston is now run between St. Louis and Cleburne via Fort Smith, Paris and the G., C. & S. F. Train No. 9 for Oklahoma City,

Wichita and Sherman leaves St. Louis at 2:00 p. m., and the "Texas Special" for Fort Worth, Dallas and San Antonio leaves St. Louis at 6:30 p. m.

Missouri, Kansas & Texas: The Katy Limited No. 3 for Muskogee, Dallas, Fort Worth, San Antonio and Galveston leaves St. Louis at 9:00 a. m. and the "Texas Special" leaves St. Louis at 6:30 p. m. The Katy Flyer between St. Louis and San Antonio leaves at 8:32 p. m.

Missouri Pacific: The Sunshine Special, Train No. 1 for Texarkana, Dallas, Fort Worth, San Antonio, Houston and Galveston leaves St. Louis at 6:25 p. m. same as formerly, but arrives at Texas points later. Train No. 5 for Texarkana, San Antonio and Houston leaves St. Louis 9:30 p. m. instead of 8:20 p. m. Train No. 3 for Texarkana, Dallas, Fort Worth and San Antonio leaves St. Louis 9:05 a. m. same as formerly, arriving at Texas destinations later. Train No. 17 for Little Rock and Hot Springs, Arkansas, leaves St. Louis at 8:30 p. m. instead of 9:05 p. m. Train No. 201-1, the Sunshine Special from Memphis, leaves Memphis at 10:30 instead of 10:15 p. m. Train No. 11 for Kansas City, Pueblo and Denver leaves St. Louis at 9:00 a. m. same as formerly, arriving Kansas City earlier and at Denver the same time as formerly. Train No. 9 for Kansas City leaves St. Louis at 2:05 a. m. instead of 2:20 a. m., arriving Kansas City the same time as formerly.

St. Louis Southwestern: Train No. 1 for Texas points leaves St. Louis at 8:24 p. m.

After the visitor to the Yosemite Valley has recovered from his first shock of astonishment—for it is no less—at the supreme beauty of the valley, inevitably he wonders how nature made it. However did it happen that walls so enormous rose so nearly perpendicular from so level a floor.

It will not lessen wonder to learn that it was water which cut most of this deep valley in the solid granite. Originally the Merced River flowed practically at the level of the canyon top. How long it took its waters, enormous in volume

then, no doubt, to scrape with tools of sand this valley thousands of feet into the living granite, no man can even guess. And, as it cut the valley, it left the tributary streams sloping even more sharply from their levels until eventually they poured over brinks as giant waterfalls.

But geologists have determined, by unerring fact, that the river did by far the most of the work, and that the great glacier which followed the water ages afterwards did little more than square its corners and steepen its cliffs. It may have increased the depth from seven hundred to a thousand feet, not more.

During the uncountable years since the glaciers vanished, erosion has again marvelously used its wonder chisel. With the lessening of the Merced's volume, the effect was no longer to deepen the channel but to amazingly carve and decorate the walls.—*National Parks Bulletin.*

"O wad some power the giftie gie us,
To see oursels as others see us!"
But how much better if by spells
Others could see us as we see oursels!
—*Boston Transcript.*

A squad of rookies, composed of various nationalities, mostly Italians, on being given the command "Mark time!" all executed the command with the exception of one small dark-skinned son of Naples.

The sergeant asked him why he did not execute the movement and he replied:

"Donna want to."

"Why not?" sharply demanded the sergeant.

"Cause-a we walk-a like deuce and don't-a get-a no place!"—*Monee (Ill.) Review.*

Wiggins: And so you're going South to spend the winter, Algy?

Baboony: Aw-yaas; my constitution, ye know, is too delicate to stand the wigors of this climate.

Wiggins: But there's your fur-lined overcoat!

Baboony: That's just the twouble.

dear boy! Nobody but a cart-man could endure the fatigue of wearing that gawment; and yet if I stayed here I wouldn't dare to appear on the streets in anything else!—*Life*.

“So you found the clock ticked so loud that you couldn't sleep?” said the jeweler to customer who returned a clock. “You ought not growl when you have your folding-bed ticking under you all night.”

The man took the clock home again.—*Clipped*.

Susanna: Won't yo' stop an' have a bite to eat wif us, Br'er Slabsides, afore yo' go to town?

Br'er Slabsides: I yain't 'zackly in dinnah dress jus' now, Susanna, but if yo' will wait until I shed dhis coat n' hat, 'n' roll up my sleeves, I'll be ready to jine yer!—*Exchange*.

First Tramp: I say, have you taken a bath?

Second Tramp (*anxiously*): No! Is there one missing?—*Harvard Lampoon*.

Federal income and profits taxes for 1919 under the new Revenue Act will amount to \$6,000,000,000. The first third of these taxes will be due and payable March 15, 1919. These taxes must be paid in cash. If no advance preparations were made to provide means of payment, the strain on the banking and business credits of the country, might lead to embarrassing results.

To avoid this the U. S. Treasury has provided a method whereby all tax payers may supply themselves in advance with a medium of meeting the March 15 installment of the Federal Revenue payment, without resort to credit at that time.

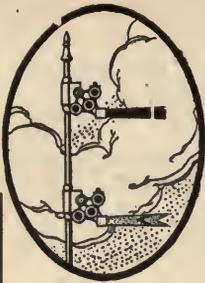
This done by offering 4½ per cent Tax Anticipation Certificates, a direct obligation of the U. S. Treasury, dated Nov. 7 and maturing March 15.

The banks and all private investors having funds in hand at the present moment may employ them with absolute freedom from risk or commercial uncertainty by buying these Government Tax Anticipations Series “T.” By doing so cash which might otherwise be idle, “waiting for conditions to settle down”, may be put to work for the Government. Current funds are needed to carry on the demobilization operations following the armistice. There is no way to obtain this money except by “borrowing against the taxes” to be collected in 1919. This is done by the issue of these Tax Anticipations.

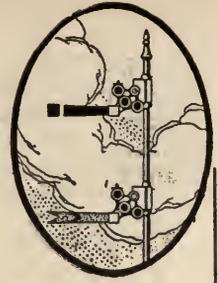
When March 15 rolls around the holder of Series “T” need not borrow money at his bank to pay his Federal taxes. He has on hand maturing certificates which the Government will accept at their face. Best of all the tax payer has been receiving Treasury checks for interest during the interim between purchase and maturity.

The Treasury reserves the right to allot all subscriptions for Series “T” or to reduce subscriptions. No fixed amount is prescribed for the issue. Payments must be made either in Chicago Exchange, or in unexpired Certificates of the issue of August 20, 1918.

To avoid possible high interest rates next March when taxes fall due, all corporations and individuals liable for Federal tax payments should purchase these Tax Anticipation certificates. It is a patriotic duty and it is good business.



SAFETY FIRST



A Conductor after completing his trip boarding moving engine for a short ride, slipped and fell, sustaining crushing injury to foot necessitating amputation.

Another Conductor while using foot to line up draw bar, caught his foot between couplers severely crushing same, necessitating amputation.

Purely cases where results that happened were not looked for, but they did.

A Brakeman not on duty, on side of car came in contact with penstock and foot crushed, necessitating amputation below knee. Just for a short ride, setting an example to others, besides crippling himself for life.

A lineman on motor car ran into an automobile on highway crossing, sustaining severe injuries. Violation of Rule No. 19 governing motor car movements over highway road crossings.

Several minor accidents with motor cars shows that there are careless men operating them; avoidable accidents hard to explain, not only unnecessary, but makes motor car operation hazardous.

A rear end collision in which one man was killed and two injured caused by gross violation Rule 99. Careless and indifferent work will cause loss of respect and confidence of your superior officer, and ultimately may cause injury to yourself and others.

There are two ways of doing work: a Safety way and a Careless way, and the "Safety" way is just as easy as the "Careless" way.

Please Read Carefully



We desire your co-operation in preventing injury to yourself, our patrons and the community at large—by being careful when waiting for trains or using the Company's facilities.

**It
Is
Not
Safe**

- To allow children to play around the station and tracks.
- To stand near edge of platform when trains are passing.
- To get on or off train while in motion.
- To cross over to tracks ahead of a train approaching, or pass behind a train standing
- To stand on any tracks around stations or walk upon the tracks anywhere.
STOP; LOOK and LISTEN!

BE CAREFUL



OUR EMPLOYEES

Will answer all questions courteously.

Will correct any annoyances reported.

Will assist you to your train if requested.

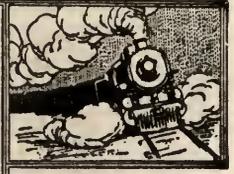
Will assist you in the promotion of safety.

Will do everything possible to make you comfortable.

Think it over again and see if there isn't something which YOU can suggest for your own or your fellow's safety



TRANSPORTATION DEPARTMENT



Freight Claims and Car Efficiency

By J. F. Porterfield, General Superintendent of Transportation

A RECENT inspection of 500 cars loaded with cotton seed reveals serious loss of seed as well as failure to secure maximum car load. The loss of seed is chargeable to failure on part of agents and others concerned to require shippers to provide adequate door protection in accordance with loading rule 124, issued by the Master Car Builders' Association, and distributed for the guidance of all concerned. The loss in car efficiency is attributable to the same lack of supervision.

To better illustrate this condition a few of the numerous photographs taken by traveling inspectors are reproduced herewith. They show how seed is wasted through bulging side doors, caused by failure to provide door protection to prevent seed coming in contact with car door. They also show door strips not placed sufficiently close together or of required height, and failure to utilize full cubical car capacity, as has been so urgently requested by the Government Railroad Administration. A fully loaded car should contain $26\frac{1}{2}$ pounds of cotton seed per cubic foot of car capacity. Capacity car loading increases the net train load, thereby obtaining more economical operation, and during periods of car shortage it results in maximum use of cars available.

Railroads are not permitted to supply grain door protection except for loading bulk grain and flaxseed. In loading cotton seed and other commodities, agents and others concerned must require shippers to provide adequate door protec-

tion as described in rule 124 following:

"Lading must be secured in closed cars so that it will not come in contact with side doors or roll or shift in transit, and must be so placed in car that there will not be more weight on one side of car than on the other.

"Lading of character requiring protection to prevent it falling or rolling out of doorway or coming in contact with door while in transit must have the prescribed stripping across the door opening.

"Door strips must be nailed to the inside of door posts (never on the outside) and must not be less than one (1) inch thick by five (5) inches wide, straight grained sound lumber or their equivalent; or slabwood not less than one and one-half ($1\frac{1}{2}$) inches thick at center; placed sufficiently close to floor of car and to each other to prevent the lading from falling or rolling out of car or coming in contact with the door.

"When necessary to nail cleats or braces to lining of box cars having steel superstructure without exterior siding, the nails must not be driven entirely through the lining.

"Lading loaded in vehicle cars with end doors must be securely protected against end shifting and loaded in such a manner that the lading will not come in contact with end or side doors."

Traveling inspectors will continue to photograph improperly loaded cars. We hope for such an improvement as will make it unnecessary to send any of these photographs out for explanation.

*Loss of seed on account of
bulging car door
Loaded Millington Tenn.*



*Loss of seed for which railroad
will have to pay on account of
agent failing to require ade-
quate door protection.
Car loaded Flora, Miss.*



*Showing inadequate door
protection and underloaded
car.
Loaded Shaw, Miss.*

The Railroad Employee and the Traveling Public

By F. E. Hatch, Trainmaster

FEW classes of employes, if any, come in contact with the public as do the railroad employes. While a certain per cent of our employes appreciate the duty they owe the traveling public I fear a great many do not.

We should remember that a very large per cent of the people have occasion to use our trains but once or twice a year and are not familiar with our methods or ways of handling our business, and we should not become impatient should we be asked questions which to us seem entirely unnecessary.

From my personal observation it would seem that a majority of our employes are afraid of giving too much information. When a person steps up to the ticket window and asks about the schedule of trains, rates, etc., you should give such information in an intelligent and pleasant manner. Information given in a careless and indifferent manner is very noticeable and a majority of the time the person will turn from the window and ask the first person with whom they come in contact the same questions, where, if they had been given the information in the proper manner would have left the ticket window perfectly satisfied. All acts and words of employes, upon which patrons might properly rely and be induced to act, should be based upon exact fact and as thorough knowledge as possible. In cases of doubt, the employe should impress this fact upon the patron. I know there are times when it is hard to answer all questions asked, but we should keep a cool head and not lose sight of the fact that everybody is not familiar with such matters as the employe that follows that class of work for a livelihood.

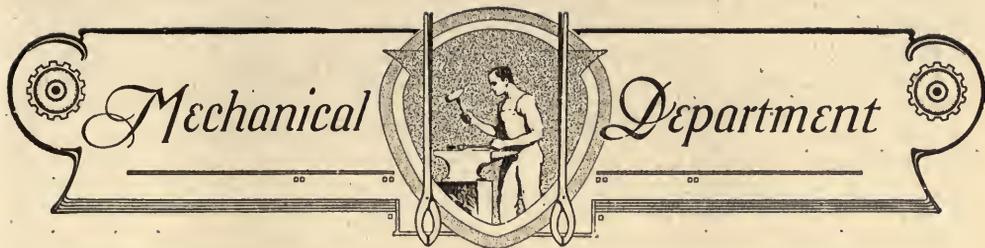
Passengers are required to show their transportation before boarding trains, and the employe on duty at points where passengers board trains should request

them to do so in a polite and gentlemanly manner, and if passengers make any objections they should be informed that this is one of the company's rules and is being enforced for the benefit of the traveling public. There are also other of our rules to which the passenger might make some objections, but you can merely say, while they are company rules, they are enforced for their benefit.

The average citizen, enjoying good health, needs no assistance upon entering or leaving a train, but occasionally, however, the condition of a passenger may be such that a duty arises to assist: for illustration, an obviously sick individual, or an aged and infirm person approaches unaided by friends or relatives. In such instances the assistance should be complete and thorough. It is a cardinal rule that assistance once offered and put into motion, irrespective of the individual assisted, must be complete and ample.

It is not only the duty of the ticket agent, employes about stations and train crews to assist our patrons, but the duty of all employes to see that every courtesy is extended the traveling public. By courteous treatment you not only create a friendly feeling between the individual and yourself, but between the individual and the company you represent.

In conclusion it should be remembered that the duty to be courteous, painstaking and thoughtful of patrons of our railroad is no less imperative under Government control than under private management. Our duties are onerous and shorn of glory, generally, but we can approach the arms of Morpheus in the shades of evening in the full consciousness of duty well performed.



Conservation of Man Power

By H. L. Needham, Master Mechanic, Clinton, Ill.

I HAVE read many articles with reference to conservation of material, supplies and fuel but very few on the conservation of man power about the different industries; and below I give a few notes on this subject:

Where the working conditions in general are made as attractive as possible it has been found that employes will aid in keeping things in a tidy and cleanly condition—which is done without any extra help or supervision. There are numerous jobs where men are required to work outside in all kinds of weather and in these cases the working conditions should be made as comfortable as possible in order to get the full efficiency from each and every man.

Around Locomotive Shops the cinder pit man is one that could be given consideration in every respect. The cinder pit is an institution in itself and in a great many cases the importance of it is overlooked. During severe cold weather the cinder pit is the pulse of the railroad and to allow the cinder pit to freeze up will cause extensive damage to equipment. During the summer months we should make ample provision for the handling of the cinder pits during the winter's business without any delays to power when passing over the pits. At one time in a great many places the practice was to build fires with oil or other fuel, to be used in thawing out ash pans during the extreme cold weather. Where plants are equipped with boiler washing systems of ample capacity, it is possible to extend pipes to

the cinder pits for the purpose of thawing out the pans.

The outbound engine tracks should be so arranged that when engines are taken out of the house, they could be given coal, water and sand, without interfering with any of the other outbound engines which have been placed on the tracks ready for leaving, and by this method a considerable saving has been made, both in money and man-power in the handling of power.

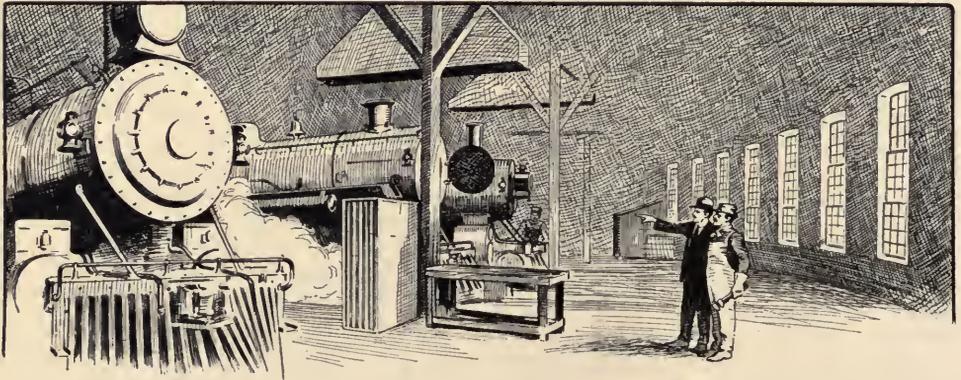
During extreme cold weather the roundhouse should be closed perfectly tight all over, leaving as little ventilation as possible, as there will be sufficient ventilation coming in and out of the doors when they are opened and closed letting the engines in and out. Where roundhouses are kept warm during the cold and disagreeable weather, the men are working—instead of trying to keep warm around old stoves, or wearing too many clothes—which will detract from the efficiency and unless the working conditions in the roundhouse and shops are good the men lose energy and do not give the service they would under favorable conditions, which we have during the summer months. Again, in order to keep our men in good health—which permits them to work steady—there should be good walks provided for throughout the shop premises. This would aid in keeping the feet of the employes dry, which aids very much towards good health and good health aids in the efficiency of our employes and

it takes less men to perform the same amount of work. All foremen around Locomotive Shops should insist on their men working steady.

One very noticeable thing in conserving man-power is the manner of cleaning up the coal around coal chutes. At one time it was necessary—every two or three weeks—to take the clam shell and a number of section men, to pick up the coal which had fallen around the Mechanical Coal Chutes, being spilled when the engines were taking coal. This condition has been overcome by compelling the men who spill the coal to pick it up and by doing this has prevented the tenders of locomotives being overloaded, also the spilling of the coal which was a waste in fuel as well as man-power.

At a shop of any size where engines are handled or given general repairs it should be so arranged that all material could be handled with an electric crane, this would save time, money and men, as has been demonstrated when we put electric motors on our turntables—one man can operate it, instead of requiring 15 men to push it.

Every employe around the shops should be impressed with the importance of reporting for duty in plenty of time to check in and be ready for work when the whistle blows, and always on time at 1:00 p. m., to work steady and insist that his fellow employes work steady. By doing this we will be able to run the shops with less men and get better efficiency.





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 ▲ ▲ ▲ ▲

Home Storage of Vegetables

It is especially important both from the standpoint of conservation of food as well as economy for the individual, that all vegetables should be utilized as food. Vegetables are so perishable that extreme care is necessary in order to prevent their deterioration with the result that they are unfit for human consumption. For those who can raise more vegetables than are required for family uses, home storage will prove economy. Storage is not a difficult matter after necessary facilities are conveniently provided, consequently it will be found of great advantage to the individual householder where practical to grow vegetables to store, especially late vegetables.

Home storage is important at all times and the unusually high cost of suitable containers for use in canning and drying, cannot be advanced as an objection. This additional cost is greatly offset by the corresponding higher cost of the food products themselves.

Crops of suitable sorts should be kept in their natural condition instead of being canned or dried. They are not only more palatable but are also more nutritious and of especial advantage to the human economy during the winter months. Besides the economy, it is a material satisfaction to have a supply of fresh vegetables on hand so that the household may feel that regardless of markets and winter temperatures the food supply is on hand and the menu may be varied even during the coldest winter months.

A cool, well ventilated cellar under the dwelling offers good conditions for the storage of vegetables. Many cellars are not well suited for storing vegetables because of poor insulation or lack of ventilation. Cellars containing a furnace for heating the dwelling usually are too warm and too dry for the storage of root crops. It is often possible, however, to partition off a room at one end of the cellar, where the temperature may be controlled by means of outside windows. Natural earth makes a better floor than concrete or brick, as a certain amount of moisture is desirable. The walls of the storage room should be parallel to the walls of the cellar.

As a suggestion, lay a 2x4 inch scantling flat on the ground and secure same with pegs driven into the floor. Or else same may be nailed to the tops of posts set in the ground. Use 2x4 studding from this sill to the ceiling, spacing them 16 inches apart from center to center. Care should be exercised in making the frame square and plumb so that the builder is able to get a tight structure with a minimum amount of labor. A good room can be made by covering the studding with paper, then using tongue and grooved material, plain lumber being used on the outside.

Barrels, crates, boxes or bins may be used as containers for the various vegetables and movable containers are to be preferred to built-in bins inasmuch as it is then possible to remove same for cleaning and airing.

Out-door storage cellars or caves are excellent for the storage of many vegetables. These possess all the advantages of the storage room in the basement. The out-door storage cellar can be maintained at a uniform temperature over a long period. The basement cellar can be cooled by opening the door and windows during the night and closing them in the morning before the air becomes warmed. All ventilators should be kept tightly closed until the outside air is again cooler than the temperature within the cellar, when same should be opened.

Care should be taken, however, to not introduce the outside air if the temperature is low enough to render possible the freezing of the vegetables. When the chief use of the out-door storage cellar is for storing of turnips, beets, carrots and other root crops, commonly used as stock food, it should be located near the stable where it will be convenient for winter feeding. When it is to be used for vegetables for the table the cellar should be accessible to the kitchen. If apples or other fruits are to be stored in an outside storage cellar, it is desirable to have a two compartment cellar, with a ventilating apparatus in each compartment.

Beans may be kept for winter use by picking the pods as soon as they mature and spreading them in a warm place, such as an attic floor, until they are thoroughly dry. They should then be shelled and stored in bags, hanging same in a dry place. Peas may be treated like beans and stored in the same manner. Onions must be mature and thoroughly dry. Then put them in loosely woven bags and store them in the attic.

Beets should be pulled and the tops cut off when the soil is dry. If they are to be stored they should be placed in ventilated barrels, loose boxes or crates. It is a good plan to place them in small piles along the wall. Large piles should be avoided as it is likely to cause heating and decay.

*For storage in banks or pits prepare the beets as for storage in the basement or out-door cellar. Select a well drained location, make a shallow excavation

about 6 inches deep, line it with straw, hay, leaves or similar material and then place the beets in a conical pile on this lining. Make the bottom of this pile about the same size, but no larger than the bottom of the excavation. Cover the beets with the same material as that used for lining the bottom of the pit and carry it up several inches above the apex of the piles of vegetables, having it extend through the dirt covering. This serves as a ventilating flue and it should be covered with a piece of tin or board as a protection from rain. The dirt covering should be two or three inches thick when the vegetables are stored and it should be increased up to a foot or more in thickness as severely cold weather comes on. The shallow base or trench around the bottom of the pit should have an outlet to carry off the water. If several small pits are used they will prove more serviceable.

Cabbage and Carrots can be kept in outside storage rooms or pits. Cabbage should be pulled up, roots and all, and set side by side with the roots down in a shallow trench. Then cover the roots with earth and around the bed erect a frame of rails or stakes so that an enclosure about 2 feet in height is formed. Bank the outside with dirt and cover with straw, hay or corn fodder. Heads of cabbage may be laid in rows on shelves in an outside storage cellar, but not in the basement cellar, as the odor is likely to penetrate the house. Carrots may be stored in the basement in outside storage cellars or in pits and handled in the same manner as beets.

Celery may be cared for an unusually long time by leaving it in the position where grown and placing enough earth around the base of the plants to hold them in good form. They may be allowed to remain in this condition until just before freezing occurs. Just prior to freezing the earth should be banked to the very tops of the plants, almost covering them, and as the weather becomes colder the ridge should be covered with coarse manure, straw or corn fodder, held in place by means of stakes or boards. The celery may then be removed as needed. Celery may also be

stored on the floor of a storage room in the basement of a dwelling or in an out-door storage cellar. The plants should be taken up just before freezing occurs and a considerable amount of earth should be left adhering to the plants. They should then be set on the floor with roots packed together as closely as possible. If the air is moderately moist the celery will keep under conditions found in most storage cellars. Celery, however, should not be stored in the same cellar as turnips or cabbage, as it will absorb the odor of these vegetables, ruining its flavor.

Potatoes should be given especial attention because of being used so commonly as a diet. When stored in cellars potatoes should be put in barrels, boxes, baskets, crates or bins, but should be protected from light. When stored in banks or pits they should be handled in the same way as beets and carrots. Potatoes must be kept from freezing and it is a good plan to place the major portion of the crop in banks or pits and a small quantity in the storage room in the basement.

Sweet potatoes should be mature when dug and should be left exposed for a few

hours to dry off the surface moisture. It is important that Sweet Potatoes should be handled carefully at all times as they bruise easily and bruising will cause early decay. They can be stored in pits or bunks and handled much the same way as beets or other root crops. When only a few bushels of sweet potatoes are to be stored they may be placed in the basement near the furnace, on a shelf near the kitchen stove, near the chimney on the second floor or even in the attic.

Turnips and squashes may be kept in the storage room in the basement in dry well ventilated cellars. However, a place that is dry and above ground and that is also frost-proof is the best place to store them.

Apples are the choicest of winter fruits. Apples may be kept in the storage room in the basement of the dwelling, in out-door storage cellars and in banks or pits. Conditions suitable for the keeping of potatoes answer fairly well for apples. Under some conditions it will be an advantage to store part of the crop in the cellar and the late-keeping varieties suitable for Spring use may be stored in out-door banks or pits.

EMPLOYEES ARE REAPING THE BENEFIT OF THE HOSPITAL DEPARTMENT AND ARE VERY APPRECIATIVE OF ATTENTION RECEIVED

Chicago, Ill., Oct. 3rd., 1918.

Dr. G. G. Dowdall,
Chief Surgeon, I. C. R. R.,
Chicago, Illinois.

Dear Doctor:—

I wish to take this opportunity to express to you my sincerest thanks and appreciation of the kindly treatment I received while under the care of the Hospital Department during my recent illness.

The kindness with which I was treated by all connected with the hospital will always be remembered by me with a feeling of thankfulness. Such treatment enlightens the burden one carries while confined in a sick bed. All of the specialists employed in my case likewise the attending staff at the Hospital rendered excellent service and gave me all of the best attention necessary.

With kindest personal regards and best wishes for the entire staff, I am

Very respectfully,

(Signed) Courtney C. Kempf,

Fireman,

Burnside Shops, Chicago.

Mattoon, Illinois, October 4th, 1918.

Dr. G. G. Dowdall,
Chief Surgeon, I. C. R. R.,
Chicago, Illinois.

Dear Doctor:—

I wish to express my sincere appreciation to you and all those connected with the Illinois Central Hospital at Chicago for the splendid treatment I received while there recently undergoing general treatment.

I cannot say enough in the way of praise for the physicians and nurses who were so efficient and kind during my illness, and you may always be sure of my very best wishes.

Very truly yours,
(Signed) Harry E. Nooe,
Passenger Brakeman.

Winkle, Ill., October 18, 1918.

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

Dear Doctor:—I have just recently returned from the hospital where I was under the care of the Hospital Department, having been operated on for an acute appendicitis.

I wish to express my sincere thanks and gratitude for the kind and courteous treatment which I received from the Hospital Department surgeons and also from the nurses while I was confined in the hospital as well as for the kindness shown my family during the four weeks I was under treatment.

I can cheerfully recommend the Hospital Department to my fellow employees, as it is a splendid organization and the small sum of fifty cents which we pay each month is a good investment. Any employee who requests that no deductions be made from his wages in favor of the Hospital Department does not realize the many benefits which are available to him as a member.

With best wishes to you all in your good work, I am,

Yours very truly,
(Signed) B. M. Peek, Agent.

McComb, Miss., October 23, 1918.

Dr. H. W. Kostmayer, Acting Assistant Chief Surgeon,

Illinois Central Hospital, New Orleans, La.

Dear Doctor:—I wish to thank the Hospital Department Staff of the Illinois Central Hospital, New Orleans, for the attention which I received while a patient at the Illinois Central Hospital last month.

The operation was a perfect success, and the treatment I received while under the care of all concerned at the hospital was of the best, and I am very pleased indeed with the results obtained.

Very truly yours,
(Signed) W. T. McGuire,
Assistant Chief Clerk, Superintendent's Office, Louisiana Division.

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

Dear Doctor:

I am writing this to thank you for the kindness which was shown me while a patient in the Illinois Central Hospital, Chicago. I was injured August 11, 1917, and while a patient at the Illinois Central Hospital received the very best of attention from the attending staff and also nurses in charge. They certainly did all they could to make things comfortable for me. I was furnished with plenty of good food, which was served regularly three times daily and more often if I desired same.

Not once during the entire time of my stay at the hospital, which was ten months, was I treated otherwise than with kindness from everyone connected with the institution.

I am working steady every day now and am walking without crutches or walking stick, and certainly appreciate everything that was done for me by the Hospital Department Staff at the Illinois Central Hospital, Chicago.

With best wishes, I remain,

Yours truly,
(Signed) Leon Hidalgo,
Car Inspector,
Memphis Shops,
Memphis, Tenn.

FROM THE LAW DEPARTMENT



Venue of suits against carriers under federal control. In the November number of the magazine reference was made to the decision of Judge Trieber of the United States District Court for the Eastern District of Missouri, sustaining the validity of General Orders 18 and 18-A, relating to the place where suit may be brought against carriers while under federal control. Since that time two other courts have had occasion to pass upon and uphold these orders. In the case of *Sullivan v. Illinois Central R. R. Co.*, brought in the Municipal Court of the City of New York, the court dismissed a suit brought to recover alleged damages to baggage at Dyersburg, Tenn., belonging to the Cohen, Friedlander & Martin Company of Dayton, Ohio. Sullivan brought suit in New York as assignee of the Cohen, Friedlander & Martin Company. The court said that: "The Federal Control Act is emergency legislation enacted to meet conditions growing out of the war. It should be liberally construed so as not to hamper the Federal Government. The Director General made the order in order to avoid the practice of bringing suits at points far remote from the place where the plaintiffs reside or where the cause of action arose. It is a salutary remedy and the courts should not interfere therewith except for compelling reasons. The cause of action was assigned to the plaintiff a few days prior to the beginning of the action. The order cannot be evaded by the simple and apparent device of an assignment for the purpose of bringing the action. When the order in question uses the term 'where the plaintiff resided at the time of the accrual of the cause of action,' it means the claimant or real party in interest."

District Judge Meyer of the United States District Court, Southern District, New York, in the case of *Cocker v. New York, Ontario & Western R. R. Co.*, has also upheld the validity of these orders.

Demurrage—Shipments Under Embargo—Right of Carrier to Collect. In the case of *A. J. Higgins Lumber & Export Company v. New Orleans Great Northern R. R. Co. et al.*, 51 I. C. C., 214, the commission said:

"The commission has held that demurrage does not accrue, under a general demurrage tariff, against a car which has been offered for reconsignment to an embargoed point upon the general principle that demurrage is assessable for detention for which the shipper is directly responsible and can avoid or abate, while an embargo is placed by reason of the carriers' disability. *Reconsignment Case*, 47 I. C. C., 590, 634. Under the tariffs in effect at the time mentioned there was no provision that the carrier would not reconsign to an embargoed point. The embargo was a disability of the defendants; the orders of reconsignment should have been executed at once by the Toledo, St. Louis & Western Railroad in accordance with its tariffs; and the collection of any demurrage for the detention of these cars at Ramsey, held there by the Toledo, St. Louis & Western, not by or for the complainant, was unreasonable and illegal because contrary to its tariff provisions."

Demurrage—Bunching of Cars Due to Flood. In the case of *Davis Sewing*

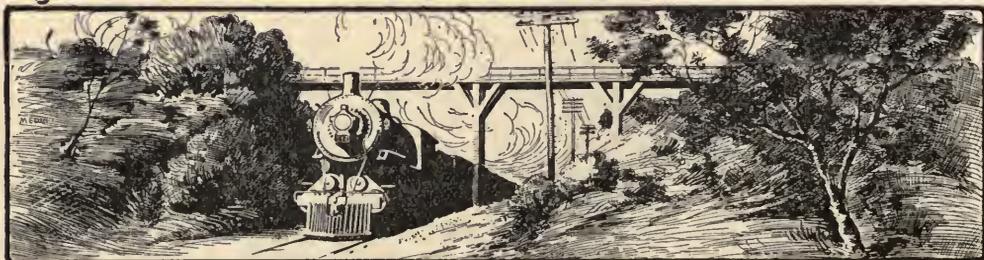
Machine Company v. Pittsburgh, Cincinnati, Chicago & St. Louis R. R. Co., 51 I. C. C., 191, the commission said:

"Under defendant's rules demurrage was and is assessable for detention beyond the free time, except that under the straight demurrage arrangement provision is made for an extension of the free time in case of bunching of shipments through the fault of the carrier, which concession is waived under an average agreement. The rules make no provision for additional free time for car detention on account of bunching resulting from an act of God. For any departure from those rules defendant would be guilty of a violation of the act. One of the purposes of the average agreement is, by credits for cars promptly released, to take care of detention caused by bunching and weather interference. * * * It would seem to us a strange principle that would permit a carrier to decline, under the average agreement, responsibility for the bunching of cars by its own act or neglect, and at the same time hold it accountable for bunching resulting from no fault of its own. We conclude that the charges for the detention which resulted from the bunching of cars after the flood of 1913 lawfully accrued."

Seizure of goods while in possession of carrier—defense of carrier. In the case of *Valley Trading Co. v. A. T. & S. F.* (New Mex.), 174 Pac. 736, the court said:

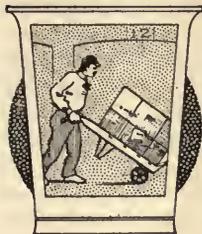
"The carrier advances, first, a legal proposition that, in an action by a shipper against a carrier to recover for a failure of the carrier to divert, carry, or deliver goods or merchandise, the fact that the property was taken from the carrier by virtue of legal process, fair on its face, of which the shipper was given prompt notice by the carrier, and in which the shipper was either party, was heard, or had an opportunity to be heard, is a complete defense and bar to the action. That this proposition is correct is sustained by practically all the authorities."

Tariffs—construction of tariffs. In the case of *Portland Cattle Loan Co. v. Oregon Short Line* (C. C. A., Ninth Circuit), 251 Fed., 33, the court held that in determining the rate to be charged by a carrier, all parts of the tariff filed should be considered, and if a plain meaning can be gathered therefrom, effect should be given to it.



FREIGHT TRAFFIC

DEPARTMENT



Chicago General Freight Office in War Time Under U. S. Railroad Administration

By H. W. Robertson, Chief Clerk

WE have, within the past few months, been the recipient of some rather facetious inquiries as to what we found to do to keep busy during the period of Government control. We infer that these seekers after knowledge have never been privileged to acquaint themselves with the duties and scope of the Freight Traffic department. Apparently their conception of our activities is limited to the idea that we are salesmen only of freight transportation over the Illinois Central Railroad, and that under the present order of things there is no use for salesmen. This article will not be a plea for the defense but, for the purpose of higher education, we shall attempt to set down briefly some of our services to and relations with the shipping public and United States Railroad Administration.

Just at the close of the year 1917 the railroads of the country were taken over by the Government to be operated as though one system, until after the war. While under private operation competition not only existed, but was required by law, under Governmental operation, all competition is suspended, and lines or parts of lines are used, or not used, accordingly as may best meet the purposes of the Government, which is incidentally in the case of the carriers to move traffic promptly over the most expeditious and economical routes, and

over and above all to prosecute the war to a successful conclusion. The taking over of the railroads, of course, made solicitation unnecessary for the movement of traffic over any one road or route, but the discontinuance of solicitation by Traffic Department representatives removed only one of the duties of the Department.

Among the principal functions of the Freight Traffic department are the construction of freight rates, publication of freight tariffs, issuance of instructions to agents, quotation of freight rates, and furnishing information to the public. These functions are no less important or active than prior to Governmental operation, and only in certain matters have the methods been changed.

The duty of initiating new freight rates and changes in existing freight rates still remains in the freight traffic department of the individual roads, and we are constantly receiving from the public, propositions for adjustment and readjustment of rates, establishment of new rates, etc., all of which require careful investigation and analysis. After the situation in each case has been fully developed, and reason or necessity shown for new rate or change in existing rate, application for freight rate authority is prepared showing figures in detail and all supporting facts. The relationship with

existing rate adjustments must necessarily be clearly set out, along with an explanation as to the probable effect upon the rates or traffic from or to other points, and or in other commodities. All this requires time and knowledge of freight rate conditions and adjustments. When freight rate authority is received the method of publication of the rate is precisely the same as it was prior to Governmental operation.

In the publication of the 25 per cent increase in freight rates, effective June 25, 1918, and which it was necessary to bring about in the shortest possible space of time, on account of the rapidly mounting costs of operation, the so called blanket supplement plan was used, and under which, in order to determine a freight rate, it was first necessary to ascertain what the rate was on June 24, 1918, and then refer to the parallel column rate table, which shows, for example, that where a rate in effect June 24, 1918, was 16c, this rate, effective June 25, 1918, became 20c. This method of publication, while necessary to accomplish the purpose of the increase, has multiplied on the part of the users of freight tariffs the work necessary to ascertain what the freight rates are, and has to some extent increased the liability to error. In view of this situation we were advised by the director, division of traffic, United States Railroad Administration, August 7, 1918, as follows, viz.:

"We are receiving good many complaints about condition of tariffs and the difficulty of finding correct rates, also that many rates are out of line. We, of course, are aware of all this and it was unavoidable on account of the necessity for general advance to be made quickly and in the manner it was. It is now, however, highly important that the tariffs be put in proper shape as quickly as possible."

Since receipt of above quoted order we have been diligently working on the reissuing of our tariffs, and also continuing the plan inaugurated several years ago of simplifying and consolidating wherever practicable. For example, we have just placed in the hands of our agents a combined or consolidated tariff of distance

tariff rates applying on our northern and western lines on both state and interstate traffic. In this one new tariff, which takes the place of thirteen former tariffs, we not only provide in specific figures the rates which became effective June 25, 1918, under general order No. 28, but we also have brought forward the June 24 figures where it is necessary to use them in figuring combination rates on certain commodities. Likewise, we have unified and otherwise simplified the governing rules by change in form and wording of a number of rate applications.

Other similarly desirable publications are now under way, and we expect some time during November to distribute a consolidated tariff of approximately 140 pages, containing all our class rates applicable between stations in Illinois, and heretofore published in 117 separate tariffs, aggregating 739 pages of rates, rules and regulations. The advantages of consolidation of several or a number of tariffs into one are not confined to the saving effected in the cost of printing and mailing, but the publications are made more compact and consequently more convenient for those agents and others required to use them regularly, and likewise much more serviceable to shippers.

Any one who uses freight tariffs regularly will doubtless understand and appreciate the magnitude of the undertaking in reissuing so many important tariffs, especially in view of the reduced force by reason of enlistments in the Army and Navy. In time required to determine one freight rate under the blanket supplement situation is not inconsiderable, and it should be realized that in order to reissue the tariffs and state all rates specifically simply means the multiplication of the operation, thousands of times over, but when the new tariffs are received by the agents, clerks and others, whose duties involve the correct application of freight rates and collection of the charges for services performed, they will doubtless receive full appreciation. The work of reissuing tariffs is proceeding as rapidly as possible, but in view of the volume it cannot

be completed in less than several months' time.

The work in the general freight office in the quotation of freight rates has increased measurably, not only on account of the situation created by the blanket supplement, but also by reason of the fact that the railroads, as well as the shipping industries, have necessarily employed a great many inexperienced clerks to take the places of those who have gone to war. Likewise, the closing of the off line offices has placed upon the resident lines the duty of furnishing information and handling matters formerly furnished and handled by the off line commercial offices. As ours is the only southern road having an office in Chicago, we are necessarily called upon for rates and other information regard-

ing traffic to and from points in the south, and whether or not it touches the rails of the Illinois Central.

Also, the traffic department is the avenue of communication between the shipping public and all departments of the railroad, and a source of information regarding commercial and crop conditions.

The freight traffic department has been affected in the same proportion as other departments by reason of its employes being inducted into military service for the period of the war, but nevertheless we expect to continue business as usual, and shall be glad to receive any suggestions as to ways and means by which we may be of greater assistance in handling our portion of the freight traffic to the satisfaction of the shippers and others interested.

The "Dodo" of the Traffic Department

By R. C. Perkins, General Freight Agent, New Orleans, La.

THIS article is specially dedicated to the remaining personnel in the railroad ranks of the Traffic Department once engaged in the solicitation of business.

The removal of competition by Government control of the railroads does not mean that their occupation, like Othello's, is gone, or that their race is extinct. There are so many ways in which their services and usefulness to the railroads and the shipping public can be advantageously utilized in other directions that they need not be enumerated in this article.

Under competitive conditions existing prior to Government control, the efficient soliciting man was a walking encyclopedia of rates, schedules, and all matters involving a movement of business via his line, as well as the relationship existing between his line and the shipping public.

He was personally acquainted with the shipping public and knew their wants and requirements. He had a sympathetic interest in their troubles, and was a medium through which a great many

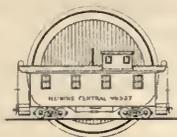
of them were promptly and satisfactorily adjusted.

The successful soliciting agent was the one who made friends for himself and his company, and the major part of his duties consisted in giving reliable information to shippers and adjusting their troubles with the railroads. It is essential that this relationship between the railroads and the shipping public be maintained, and the men who are best qualified to do it are those formerly engaged in solicitation.

With the elimination of competition, the forces once engaged in solicitation have necessarily been reduced, but this should in no sense impair the efficiency of the existing organization or dampen the ardor or enthusiasm of those engaged in this important branch of the service. They should keep abreast of the times with respect to all matters that formerly made them efficient in their department, and be prepared to give such needed information to shippers as will continue to maintain close co-operation and satisfactory relationship between shippers and the railroads.



Freight Service



Address of C. E. Bell

Assistant Manager of Inland Traffic, Washington, D. C., at Annual Meeting of
National Basket and Fruit Package Manufacturers' Association,
Auditorium Hotel, Chicago, Illinois

I AM very appreciative of the opportunity afforded me to talk to you today, especially so in view of the vital interest that the Food Administration has in the matter of containers, none of which are more important than those used for the transportation of the country's perishable production. In this day and time every subject must be approached from the standpoint of how it will contribute to the success of our war program, and there is nothing more important than conservation—conservation of means, of labor, of material, and in every line of human endeavor. Not the least of these is the conservation of food, for not only must we feed our own civil population and our soldiers at home and abroad, but there devolves upon us the necessity of supplying to our allied nations tremendous quantities of foodstuffs to make up the deficit of those countries due to their decreased production and their inability to secure food from other sources because of the acute shortage of ships. During the pre-war period the United States supplied to our allied nations approximately 10 per cent of their food deficit, whereas in the fiscal year just ended we supplied them with more than 50 per cent, and it must be remembered that production abroad has been materially diminished during the war. Our exports of corn were $2\frac{1}{2}$ times greater, oatmeal 22 times greater, oats 20 times greater, rice 170 times greater, wheat flour 5 times greater, canned beef 20 times greater, fresh beef 78 times greater, bacon 3 times greater condensed milk 747 times greater, and refined sugar 26 times greater than in the pre-

war period. There have been important increases in other foodstuffs and the total exports of last year were more than three times greater than the pre-war average. This accomplishment has been achieved through the voluntary sacrifice of the American people, and the staples so necessary for exportation have been replaced by the use of those substitutes that, due to their inherent nature, cannot be exported in appreciable quantities. Vegetables and fruits have largely taken the place of meats, bread, cereals, etc., and the consumption of these perishable commodities must necessarily increase as the need is increased for exporting the staples.

All of you are more or less familiar with the campaign for increased perishable production that substitutes for these necessary exportable staples might be available for our domestic consumption. It has not been possible to compile figures disclosing the perishable production of this country, but some idea of its immense volume may be gathered from the fact that the report of the Bureau of Markets for the year 1916 showed 634,175 carloads, but this does not represent all of the production, or even that which was transported. Many of the carriers of the country did not make the reports to the Bureau of Markets and it is estimated that the actual number of cars transported in that year was, in round figures, 1,000,000; nor does this include the production consumed in the producing areas and marketed locally or through channels other than railway transportation.

Notwithstanding the need for these

perishable commodities as substitutes for staples, and notwithstanding the campaign for increased production and consumption, there is a terrific wastage of these vitally necessary foodstuffs. This wastage is due to many causes, one of the chief of which is the use of flimsy and insecure packages that do not permit the carriage of the goods to destination intact and in sound condition. I have seen car after car unloaded with the contents of the packages wasting and strewn all over the floors of the cars; I have also seen unloading platforms of piers covered with various kinds of fruits and vegetables that could not be reclaimed, due to the wretched character of the packages in which they were shipped; I have been furnished with hundreds of photographs of other cars in like condition. It is true that much of the wastage has been due to improper loading, and due also perhaps to rough handling in transit, but the fact remains that a great big proportion of the enormous waste that is now taking place is due to the use of shipping packages of insufficient strength.

This is not conservation, but is inexcusable wastefulness that cannot be condoned. It is a matter that is giving the Food Administration much concern, and our Perishable and Transportation Divisions in particular, are waging an active campaign to prevent this waste, urging the use of containers of sufficient strength to stand the strain of present-day transportation, and if it becomes necessary we are prepared to frame specifications for all packages in which foodstuffs are shipped and to require our licensees to use them. We hope this will not be necessary, nor do we believe it will be, because it is our experience that with negligible exceptions it is the desire of every American citizen to do his share in conserving our resources, lending all necessary co-operation in the correction of abuses that now exist.

But a campaign of education is necessary if we are to eliminate or materially reduce the losses of foodstuffs that are now taking place due to the use of unsatisfactory shipping containers, and

the cure for the existing situation lies very largely in the hands of the manufacturers comprising your Association.

As I have said, the Food Administration is now actively engaged in a campaign for the use of proper containers and we are endeavoring to enlist the co-operation of every interest. As illustrative of the co-operation we are receiving, the packers, at our request formed a committee which is now going thoroughly into the matter of containers used in shipping every character of packing house product, methods of loading, refrigeration, etc., and we expect great results from the work of this committee.

The Department of Agriculture, through its Bureau of Markets, is also conducting a campaign along this line. Within the last few months the United States Railroad Administration has appointed a Committee on Loss and Damage Prevention, and I have the honor of representing the Food Administration on this Committee. One of the first things done by this Committee of the Railroad Administration was to take up specifications for containers for fruits and vegetables grown in the South Atlantic States, suggested by a committee of the railroads that has been considering the question for the last two or three years; conferences have been held with package manufacturers, shippers and receivers, and specifications have been framed for containers considered satisfactory for transportation and these specifications will be enforced at an early date. I had hoped to bring with me copies of these specifications, but they are still with the printer.

This Committee on Loss and Damage Prevention has also framed specifications for loading and bracing cars of perishables from the South Atlantic section. I may say it is my opinion that no matter how secure the package, unless cars are properly stowed and braced, some of the packages will burst, due to the shifting of the load and wastage will result. With the specifications adopted for the South Atlantic States as a guide, it will be the purpose of this Committee to in like manner cover every producing

section of the United States, and necessarily we must count on your hearty and whole-souled co-operation. I am going to ask that you do not wait until this Committee takes up with you the question of package specifications for the various sections, but that you anticipate what is needed and that you take such steps as may be necessary to develop the types of packages now in use, their construction and the material of which they are made, with a view of voluntarily submitting to the Committee your best judgment of what is needed under present conditions.

Yours is a grave responsibility, because food cannot be transported and distributed unless it is properly packed. Unless the packages are such that the food may be carried to market intact the conservation program of the Food Administration is jeopardized to that extent, to say nothing of the economic loss to the individual and to the country at large. It must be remembered also that much of the country's food production is reshipped from the larger markets and that the package must be such as to permit of this reshipment.

It must not be lost sight of that the Food Administration and the Railroad Administration are requiring heavier loading of all foodstuffs and, as a natural consequence, packages formerly used in shipping with light loading during the pre-war period are not of sufficient strength to carry with safety under the present heavy loading.

I am not unmindful of the many problems confronting you; I know that your industry, like every other industry in the country, is having trouble in securing sufficient labor, skilled and unskilled; I know that there is a scarcity of material, and of your transportation difficulties. Doubtless you have many other problems that I know nothing about, but I am confident, based on my knowledge of those of you with whom I have come in contact, that it is your desire to cooperate with us in preventing the food wastage that is now taking place, and that we may rely on you to refuse to manufacture or sell a type of package

that you know will not carry safely to market in the ordinary course of transportation. At this critical juncture in our affairs none of us can escape the responsibility of safe-guarding in every way the food supply of our country. Not to do so has the same effect as would be the malicious destruction of foods by our enemy agents.

I have referred to the transportation difficulties confronting you, but it must be remembered that with the advent of this country into the world war, there was thrown an immense added burden to an already over-burdened transportation machine, and it became of paramount importance that the enormous tonnage necessary for the prosecution of the war should be given preference over commercial freight. It has consequently been necessary to place embargoes on certain traffic, and it will be necessary to continue this practice from time to time, but I do not believe during the coming winter we will experience embargoes nearly to the extent of last year and which were largely due to the unprecedented weather conditions that continued during a period of several months, and due to the serious congestions at the Atlantic Seaboard. Based on the law of averages, we may not expect another such winter as we last experienced. The North Atlantic ports have been cleared and much traffic that formerly funneled through these ports is now being sent through the Gulf and South Atlantic ports. The Railroad Administration has taken vigorous steps to prevent the congestions of last year, and I consider the outlook for the approaching winter is much more favorable.

The Railroad Administration has put forth extraordinary efforts to increase its motive power. The shortage of power last winter was one of the proximate causes of congestions and delays. Engines had been over-worked, and due to labor shortage and weather conditions, it was not possible to put them in repair. Hundreds of locomotives were out of commission. Extraordinary efforts have been made to remedy this situation so vital to the transportation

machine, and I am advised, from an authoritative source, that the motive power of the country has now been repaired and these repairs have added appreciably to the power in use during the past season. This is largely being accomplished by nationalizing railroad shops and by making available space not required by the railroad owning it for engines of railroads which did not possess necessary shop facilities. Not only has the motive power already in service been placed in the best possible repair, but new engines are constantly being put into service. For the period of six months from January 1, to June 30, of this year, 1,282 new locomotives have been delivered to the Railroad Administration and contracts already made call for the delivery of 2,405 additional engines by January 1, 1919.

Orders have been placed for 100,000 new freight cars and deliveries are now being made. The Railroad Administration has conducted a vigorous campaign for intensive loading, not only among the shippers, but with agents at every station and transfer platform in the country. The routing by the shortest available line has also effected a material saving in transportation. Many other things are being done to improve the service, and it is with all of these in mind that I express the belief that the situation will show a material improvement over the last winter.

But, as I have said, we may not expect to escape embargoes, and while on this subject I desire to correct what seems to be a general misunderstanding as to their purpose. Many shippers seem prone to believe that the placing of an embargo is an arbitrary act on the part of the carrier intended work an injury to their business. The fact is that embargoes are placed wholly in the interest of more efficient transportation and are usually due to one of two causes—weather conditions or congestions of terminals. Weather conditions are beyond human control, and when congestions are encountered, manifestly the carriers cannot accept additional traffic. By declining to accept it, all available facilities

can be utilized to the maximum to clear the line of that traffic already in its possession.

Many shippers do not understand why embargoes in one section of the country are advanced as the reason for not accepting traffic in other parts of the country. This is very easily explained, for it will be apparent to you that if the lines serving a certain section, Pittsburgh, for example, become congested, it is not possible for them to handle traffic for or through Pittsburgh and necessarily they must stop the lines beyond them from accepting freight which it would be necessary to move through the congested area. A congestion at Pittsburgh may result in embargoes in Missouri, Mississippi, Arkansas, and in fact any section where the freight offered for shipment would have to pass over the congested lines.

All of you are more or less familiar with the permit system, particularly the system which now governs freight intended for the Atlantic Seaboard, and it will perhaps be necessary to put in this permit system from time to time as conditions may warrant, and for the reason that I have already advanced, the paramount importance of moving munitions and supplies for the conduct of the war. I want to assure you, however, in this connection, that the Food Administration fully realizes that there cannot be the maximum distribution of foodstuffs without the necessary shipping containers and we have given particular attention to this subject. It has been and will be our aim to see that necessary transportation is provided in those emergency cases where our program for food distribution is engendered by failure of the package manufacturers to secure the necessary transportation of the shipping containers and the materials necessary for their construction. The Inland Transportation Division of the Food Administration was created that the Food Administration might be of maximum assistance to the food producers and distributors of the country in securing adequate transportation. The activities of this Division are not

confined to domestic transportation, but it arranges also the needed transportation for the food supplies of our Allies. Its jurisdiction, however, does not extend to foodstuffs intended for other branches of the Federal Government, such as the War and Navy Departments, etc. It must not be understood that this Division undertakes to arrange for the transportation of all of the food supplies of the country. Manifestly this would be a stupendous undertaking, but this Division of the Food Administration may be likened to the "trouble man" of many of our public service corporations. It is there that the food producer may apply to it for transportation absolutely necessary for proper distribution and to avoid food wastage when needed cars and service have not been made available through other channels. It is not contemplated that this Division shall supplant the established agencies of the United States Railroad Administration, and all requests for cars and for service should first be made on the proper agents of the Railroad Administration, the Transportation Division of the Food Administration being applied to only in those instances where service cannot be obtained through the usual transportation channels. Working along these lines, this Division will lend its assistance in securing necessary transportation for collaterals used in food production, including containers and container material.

The organization of this Division closely parallels that of the United States Railroad Administration. Its headquarters are at Washington, D. C., where are located the Manager of Inland Traffic and his staff. In addition, there are three District Managers-Traffic Department: Nat Duke, New York, New York; J. H. Cherry, Chicago, Illinois; Charles Barham, Atlanta, Georgia.

The territorial jurisdiction of the New York Office is:

That portion of the United States lying on and north of the north bank of the Ohio River, and Potomac River, excluding the State of Virginia, and east

of the west bank of Lake Michigan, and the Indiana-Illinois State line,

That of the Chicago Office is:

The territory on and west of the west bank of Lake Michigan and of the Indiana-Illinois State line, to and including the north bank of the Ohio River, and on and west of the west bank of the Mississippi River from the Ohio River to the Gulf of Mexico, excluding the State of Louisiana.

That of the Atlanta Office is:

That portion of the United States on and south of the south bank of the Ohio River and on and east of the east bank of the Mississippi River, and south of the Potomac River, including the States of Virginia and Louisiana.

Failing to secure the necessary transportation for food containers, and in the event of emergencies, it will be proper to communicate with the District Manager under whose jurisdiction the point of shipment is, requesting the assistance needed, but all such requests should be accompanied by a complete statement of the emergency and necessity for the transportation desired and the efforts that have been made to secure it through other transportation agencies.

There are many ways in which the shippers of the country can co-operate with the Railroad Administration and with the Food Administration in securing maximum transportation, the most important of which is to prevent detention of cars. Cars should be loaded as quickly as possible after they are set that they may be placed in the first available train and your shipments should be ready for loading before cars are ordered; likewise cars should be unloaded immediately upon receipt. While the standard demurrage rules provide for 48 hours free time exclusive of Sundays and holidays for loading and unloading, at this critical time no shipper should avail himself of the full period of free time if it is physically possible to unload the cars earlier.

You can also be of great assistance by loading cars to the safe carrying capacity, thus making one car do the

work of two. In ordering cars, do not overstate your requirements, but order the exact number that will be needed, no more, no less, and furnish your railroad agent with sufficient detail that the proper type of cars may be furnished. Always state the commodity to be loaded, the route desired, and the destination of the shipments. The practice of ordering cars in excess of requirements cannot be too strongly condemned, because it not only causes extra expense to the Railroad Administration in hauling empty cars to and from the point of shipment, but it makes impossible an equitable distribution of available equipment.

The heaviest period of traffic is that between the first of November and the first of May, and to lighten the burden on our transportation machine during

the period of the war every effort should be made to utilize the light period of traffic for the transportation of dead freight. You can be of immense assistance to the Railroad Administration if you will undertake to secure your material and manufacture your stocks, distributing them to the users of the packages in the period of light traffic, and this will largely solve the transportation difficulties that confront you during the period of heavy traffic.

These are some of the things where your co-operation will count immensely. Other ideas will doubtless occur to you and with a close co-ordination and co-operation between your members and the Railroad Administration and the Food Administration, I feel quite sure that the transportation difficulties will be reduced to an appreciable extent.

A Laugh or Two

ALTOGETHER DIFFERENT

Chimmy—"Wot's de best way to teach a girl to swim?"

Johnny—"Well, yer want ter take her gently down to de water, put yer arm 'round her waist, and—"

Chimmy—"Oh, cut it out! It's me sister."

Johnny—"Oh! Push her off de dock."
—*M. K. & T. Employes' Magazine.*

HE HAD LITTLE CHANCE?

"Does Mrs. Feefus live here?" asked the bill collector.

"No," replied the lady who came to the door.

"Could you tell me her present address?"

"Well, if all the nice things they said about her at her funeral are true, she's gone where no bill collector will ever have a chance to see her again."—*London Tit-Bits.*

FIRST AID

"Where are you going?" asked the first summer boarder.

"To the orchard."

"What for?"

"Want to see if I can't get the farmer to spray my white shoes."—*Louisville Courier-Journal.*

WILLING TO COMPROMISE

Irate Individual (hit by golf ball)—"Hey! This will cost you \$10!"

Golfer—"Didn't you hear me say 'Fore?'"

Irate Individual—"Four will be sufficient."—*Yale Record.*

HIS OBSERVATION

"Do you believe in love at first sight?"

"It sometimes happens, but in picking wives or winning horses at a race track a man should always know a little about the dope."—*Detroit Free Press.*

PENALTY OF RICHES

"No man can acquire money without making sacrifices," said the man who had made his.

"No, not even when he marries for it," replied the man who had tried the experiment.—*Life.*

A recent writer in a Tokio journal reports the struggles of Japanese writers

to translate English idioms into their own tongue. We cite several of these howlers: "We put our heads together" (We collided). "He could not find it for the life of him" (He could not discover it till his death). "He is a great loss to his country" (He is a great calamity to his country). "He hung his head for shame" (He committed suicide

by strangulation). "He takes things easily" (He is a deft thief). "She sat over a cup of tea" (She sat upon a teacup). "I shudder at the bare idea" (I shudder to think that the man is naked). "The bare idea" is evidently translated into "the idea of bareness." "Spare me five minutes" (Spare my life,—only for five minutes).

Meritorious Service

Chicago Terminal

During October the following gatekeepers lifted card passes and commutation tickets account having expired or being in improper hands: J. F. Powers, Viola Long, Bell Onsel, Frieda Gross, Margaret Heldenbrand.

Illinois Division

Conductor H. B. Jacks on train No. 21, October 10, declined to honor going portion of round trip card ticket on return trip and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor J. P. Burns on train No. 305, October 21, declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor R. W. Carruthers on train No. 126 October 21 declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor R. H. Cassidy, Fordham, has been commended for discovering and reporting car improperly stencilled while in charge of extra 1621, Nov. 4. Arrangements were made to have car restencilled.

Conductor H. C. Flora, Fordham, has been commended for discovering and reporting I. C. 122375 improperly stencilled while in charge of extra 1827

south, Nov. 8. Arrangements were made to have car re-stencilled.

Conductor F. Pitcher has been commended for discovering and reporting car improperly stencilled. Arrangements were made to have car re-stencilled.

Conductor O. Hold, Kankakee, Ill., has been commended for discovering and reporting I. C. 14178 improperly stencilled while in charge of train 492, Nov. 2. Arrangements were made to have car re-stencilled.

Conductor H. Smith, Fordham, Ill., has been commended for discovering and reporting P. B. & W. 437875 improperly stencilled. Arrangements were made to have car restencilled.

Section Foreman C. Curtis, Manteno, Ill., has been commended for discovering trap door beneath car moving in extra 1621 south, Nov. 4, dragging and stopping train, in order that same could be removed. This action prevented possible accident.

Conductor H. Smith has been commended for discovering and reporting car improperly stencilled. Arrangements were made to have car restencilled.

Springfield Division

Mr. C. E. Richey, extra 1585 leaving Clinton as empty coal car, Oct. 4, has been commended for discovering I. C. 113257 with a considerable quantity of coal in same. Arrangements were made whereby coal could be used at Decatur.

Foreman J. W. Coffey, Vandalia, Ill.,

has been commended for discovering brake beam down, train 152, Oct. 30. Rear brakeman was notified and train was stopped and brake beam removed, thereby removing possible cause of an accident.

Brakeman E. C. Lane, Clinton, Ill., has been commended for volunteering to fire engine, extra 1767, Oct. 15, from Waggoner to Springfield, when regular fireman was taken sick. This action avoided unnecessary delay to train.

Agent T. B. Walker, Patoka, Ill., has been commended for discovering brake beam down on C. R. I. & P. car 27783, July 7, extra 1541 south, and notifying crew, who stopped train and removed brake beam, thereby removing possible cause of an accident.

Minnesota Division

Mr. C. H. Hall has been commended for discovering and calling the attention of crew to flat wheel in train. This action undoubtedly prevented possible accident.

Mr. L. J. Dodge has been commended for discovering brake beam dragging, train 60, Nov. 7. This action undoubtedly prevented possible accident.

Kentucky Division

Conductor J. Jennings on train No. 421 October 23 declined to honor card ticket account having expired and collected cash fare.

Tennessee Division

Conductor C. N. Melton on train No. 110 October 27 lifted trip pass account being in improper hands. Passenger refused to pay fare and was required to leave the train.

Mississippi Division

Conductor J. Sitton on train No. 123 October 17 lifted employe's trip pass account having expired and collected cash fare.

Louisiana Division

Conductor L. E. Barnes on train No. 1 October 7 declined to honor Railway Mail Service P. O. Commission account not being good for transportation in territory in which presented and collected cash fare.

New Orleans Division

Conductor Chas. E. Gore on train No. 34 October 1 declined to honor monthly commutation ticket account having expired and collected cash fare.



CHICAGO TERMINAL.

Miss A. Gibbons of Record Dept. spent Liberty Day with friends at Centralia, Ill.

Mr. H. Heywood, train yard clerk, has returned to duty after being off several days account of illness.

Miss R. Clark, stenographer, had a birthday November 7th, but refused to divulge her age.

Mr. R. Kinne, assistant chief clerk, has returned to duty after a short siege of the Flu.

Mr. Leo. Aldridge, in bound clearing clerk, has left the service to join the Tank Corps. A letter recently received states he is at Raleigh, N. C., and is in best of health.

Mr. D. O'Connell, assistant Dispatch clerk, has returned to duty after being absent several days account being stricken with the Flu.

Mr. Frank Vail has been promoted from yard clerk to abstract clerk.

Mr. A. Frantz, chief clerk's wife and children are enjoying an extended vacation at Fresno, Cal.

Local Freight Office

The Wail of an Exempt.

No doubt you've been thrilled when you read
of
The wonderful exploits and deeds
That the boys from the States were perform-
ing
With their guns and aerial steeds.

You're read of the barrage, the waiting
For the word to go "Over the Top"
The rush and the yell, Oh, Yanks, "Give 'em
Hell,"
The charge that no power can stop.

Did you ever consider a moment,
Or perhaps you did not care to know
Of the longing and wishing to be there,
By the lads who could not get to go.

Not the ones who evaded the fighting,
By getting a job in the mills,
Not the ones who hung back till the very
last draft,
And then went, quite opposed to their wills.

But the boys against whom fate decided,
The boys whose conditions were so,
On account of dependents or physical state
Would not quite permit them to go.

Oh! it's hard to go out 'midst the public,
And try to forget your sad plight,
And have somebody ask you quite frankly,
"What's keeping you home from the fight?"

Oh, the feeling of sadness of misery,
The feeling of not "being in"
With the gang, when they "get" the last
German
And fly our Dear Flag in Berlin.

Wm. P. Whalen, Class 3 D
(Car Record Clerk)

Car Record Dept.

We have another star in our Service Flag for Norman Schultz, who has joined the Motor Transport Corps. This makes a total of 17 blue stars. We have been fortunate in having no gold or silver stars.

The premature announcement of Peace found the car record department ready and willing celebrants, but when the official announcement came, we were prepared with everything in the way of noise ammunition from a tin spoon to a wash-tub.

The "Flu" was certainly cheated in this department, as not even one clerk was affected. This, we know, is due to the fact that we are too busy to be sick.

The car record department has been greatly improved in the past six months. A new desk and four young lady clerks have been the cause.

We displayed our usual fervid patriotism during the recent Liberty Loan Drive and also during the United War Work Campaign, by subscribing liberally. Everyone expressed a "Nathan Hale" attitude toward giving more.

Accounting Department

It is reported that Ray Hawley, who has been in France in active service, has been wounded and is in a hospital Over There. It was not learned how severely he was wounded but we hope that he will soon be fully recovered.

In a recent interview with the postman who delivers mail at Miss Maybelle Larsen's home, the gentleman said he was the happiest man in the city when peace news was given out. He said that in the past year it has taxed his strength to the utmost to carry the mail to Miss Larsen's address just after a mail boat had arrived in the U. S. and he hopes the mail pouch will be lighter as the boys start coming home.

Mr. J. DeLong (Hungry) made a short visit with friends and relatives in Louisville, Ky., recently, spending Sunday and Monday there.

Miss Mae Kauth, one of our most popular young lady clerks, is complaining bitterly of the lonesome days since our young men are in service "Over There." One by one the happy smiles have faded and a recent departure from Camp Taylor has added another one to the long list of absent friends and taken the last smile away. We hope the Peace news will restore the old happy expression to Mae.

We are all curious to know who the good looking Jackie is who visits the abstract clerks every once in a while. Your cousin, Hazel? We thought so.

In another week Mr. Muss was to have reported for duty at Fremont, Cal. and again don the uniform of Uncle Sam. Alas, for human hopes, the armistice was signed and the call for men ended. The young man was very enthusiastic about entering the service as the life of a soldier appeals very strongly to him. Mr. Muss still wears a ring which was presented to him two years ago by the men of his company, while at the Mexican Border, and which he prizes very highly. The ring bears the shield of the U. S. in colors, with the date of presentation, while his name is engraved inside the band. Mr. Muss has said that he would not part with this ring for a thousand dollars because of the associations and pleasant memories it represents.

There are none who celebrated the signing of the armistice more fervently than John Miller. He appeared at the office on the morning of the signing with his usual black derby. All labor for that day was cancelled

early in the morning, and when John showed up the next day he wore a blue soft hat. Now we do not wish to cast any reflection on the character of John but it sets the mind to thinking, at any rate John must have surely celebrated.

Joe Loadell has been much relieved upon signing of the armistice for Joe was very worried about being placed in Class 1-A, whereas, according to his calculations, he should be placed in 4-A, where all poor married men belong.

William Patzman, chief clerk of the car-load division has been reading extensively of Napoleon, Bismark and other great conquerors. We can no doubt set him up as Emperor William of Goose Island, and he then can follow the footsteps of his great and illustrious conquerors.

The girls were asked when they were going to be married and the following are their replies:—

Mable Besterfield:—"When they move Homewood into the city."

May Bamberger:—"I'll let you know after I consult the stars."

Helen Dolan:—"All Fools Day."

Bessie Novak:—"When the pumpkins ripen."

Miss Burke:—"When the Red, White and Blue waves in Berlin."

Gertrude Rosenberg:—"It is a secret."

Florence Monaghan:—"After the first snow storm in August."

Margaret Hoss:—"When Santa Claus brings back Heck."

Helen Holtz:—"When the Blue Jackets are out of style."

Violet Pugh:—"Just a ? of time."

Geraldine Radcliffe:—"Some Tuesday next week."

Harriet Kerr:—"When the right man gets taking ways."

Ella Hoppe:—"When the boy over in the City Hall takes me to church."

Gertrude Kudella:—"I believe it's polite to wait until asked."

Eva De Dish:—"When I get a man."

Edith Sunney:—"Next March."

Marie Hansen:—"As soon as anyone asks me."

Irene Bury:—"Ask Harvey Fagerberg."

Martha Rehn:—"I am not saying a word."

George Weissenal of the agent's office received word that his brother in France has been injured.

Look out girls for Mr. O. H. Clark, he is looking for something to eat.

In-freight Department

Mr. J. Ryan of this department is a real sport. He spent \$98.50 for an American flag to hang in front of his house.

Gertrude Kudella may brag about living in the richest ward in the city but she has nothing on Jimmy Murphy. As he informed

her, he washed with Gold Dust every morning.

The girls of the in-freight department attended a reception and dinner at the home of Miss Sadie Cohen, one of our co-workers, who due to a motor accident last summer, has been enjoying an extended vacation. Dinner was served at seven. In the course of the evening we enjoyed the following entertainment:

Recitation

The Saleslady.....By Miss Rose Cohen

Piano Recital

Morning, Noon and Night.....

.....By Miss Sadie Cohen

Interpretations of late dances.

Chimney and various new dances.....

.....By Katherine Pipp

Games

Planting the American Flag. All.

In Berlin

Miss Mae Bamberger will tell you how to get there for she did it.

On the way to the party we had quite an exciting time. An elderly man was on the trail of Bessie Novak, but the hand of the law came between them.



FLAG PURCHASED BY MR. JOHN RYAN OF THE IN-FREIGHT DEPARTMENT.

Mr. Chas. Kavanaugh is back again with us, after having spent a very painful time with the dentist.

Mr. Shaw, assistant coal clerk, was operated on and said he had eight bones removed from his nose. Easy money, isn't it Shaw?

Out-freight Department

John Mulderig, one of our former bill clerks, now on U. S. Transport visited us November 12th.

October 28th, Armin L. Kehle visited us from Virginia Beach, W. Va. The 29th, Bert Lecuyer came up to the office from Camp Humphries, Va.

Our patriotic out-freight department celebrated the signing of the armistice to their utmost. It would make us blush to tell how some of us celebrated.

Teddy:—"Is spare ribs dressed poultry?"

Watson:—"No, vegetables."

We have two engagement announcements to make, namely, that of Edith Sunney to Harry Mate of West Pullman, and another of Martha Rehn to Private Claus Peterson. Congratulations.

For a good complexion Gibbons recommends graham crackers and eggs every night at 12 o'clock. These can be obtained at 67th and Stoney Island Ave.

The problem of the day is how to divide 15 I. C. magazines among 65 employes and still satisfy everyone.

We must mention Giles Schaap of this department. He was very much offended to think his name did not appear in the last issue. Now, girls, if you want to cheer him up, 'phone him at Graceland 570.

David Lunebach says that the only difference between murder and married life is that the latter is a slower death.

Claim Department

The editoress wishes to beg Mr. Pretzer's pardon for omitting the very interesting contributions he gave her for the last issue of the magazine. It was an oversight on her part and if Mr. Pretzer will kindly give her a copy of these news items, she will be glad to enter them.

Isabelle O'Connor received fifteen letters from France one day. How is that for popularity?

Mr. R. Fitzhenry and Mr. A. Scott are kept very busy nowadays.

Maurice Rice is at the Hospital and is very ill. We hope for his speedy recovery.

Welcome to our city, John Moloney. We missed you during your illness.

The Claim Department evidently think they are the hardest workers in the whole office. How about the Car Record Clerks?

Miss O'Connor has been promoted to Mr. Fitzhenry's Chief Clerk's position.

Mr. Thos. Bowman enjoyed his vacation in Salt Lake City, also the beautiful scenery.

Ed Dolan has lost his smile somewhere in the Claim Department. Will someone kindly return same to him and receive reward?

Mr. Ben Bristow is back with us again after serving a day in the Army.

Now that war is over Thos. Coyne expects to spend the rest of his life in Ireland. M. Ferris, Alias Cody is going back to Montana. During the war Burt Westall has been trying to kid his feet by wearing army shoes. Now he has discarded them for civilian shoes.

What is the matter with Mackey. We haven't seen him around for sometime.

Calm yourselves, boys, the draft has been cancelled.

Say, boys, did you ever take particular notice of our "Speed-King Steno" especially so in the morning; her get-away from home to the train (nearly a block) means "hit the sidewalk twice and I'm there."

Freight House

Mrs. L. J. Tierman, wife of our general foreman of the local freight houses of South Water Street, died November 6th, and was buried November 8th. Local freight house and office employes sent floral pieces, and also four automobiles with various department heads as representatives, in respect to our general foreman.

During noon hours the clerks of the Transfer Platform, fish over at the "slip." Now if they only had a few lessons in vocal we are sure they would make good fish peddlers.

We have no news from the cashier's department this month as Stella, the brains of the department, is ill.

We wish all of our employes, both in service for Uncle Sam and at the local freight, a very Merry Christmas.

SPRINGFIELD DIVISION

Mr. Geo. Dunlop of the Chicago offices, called at the superintendent's office morning of October 30.

Mr. Hayes, chief clerk to Mr. Blasing, visited several days in the superintendent's office during the last week of October.

Chief Clerk Gleadall made a business trip to St. Louis, October 30.

Superintendent Hevron and Roadmaster Russell attended a meeting in Chicago, Thursday.

John Cleary, timekeeper in superintendent's office was absent from duty for several days during October, on account of illness.

Roy Warrick, former chief accountant in superintendent's office, Clinton has been assigned as division auditor of the Springfield Division, with headquarters at Clinton.

Henry Peters, former claim clerk on this division, now agent of freight service, Chi-

cago, called on friends in Clinton, Monday, November 4.

Mr. S. Copp, district claim agent, Chicago, was in Clinton looking after company interests the first part of November.

Mr. Ardath Watt has accepted a position as accountant in the superintendent's office.

Clarence May made a business trip to Bloomington, Saturday afternoon.

Miss Helen Benson was a Decatur shopper Saturday afternoon.

Wm. Smith, Jr., assistant general freight agent of Chicago called on Mr. Hevron, last week.

Wm. Housen of Chicago was on the Springfield Division last week looking after company interests.

Mr. Lindrew of Chicago was a Clinton visitor for several days the first part of November.

Mr. P. K. Hanley, trainmaster Kankakee, was a Clinton visitor Thursday.

Mr. H. E. Shelton, division claim agent, was a Decatur visitor Thursday.

Ralph Mann, division claim agent, has returned to work after being absent several weeks on account of illness.

The Illinois Central Railroad Company was well represented at the "Peace Celebration" Monday, November 11. Old "Kaiser Bill" was hauled to his last resting place in a conveyance such as was used in primitive days, the pallbearers, who were clerks in the superintendent's office, marching along side the funeral car appropriately attired for the occasion. Immediately following the band, the procession was headed by Superintendent Hevron and staff, Master Mechanic Needham, Chief Dispatcher Mallon and General Yardmaster Emmitt, next came the office girls, who were gaily attired for the occasion. Next in line came the shop employes carrying a large American flag and artistic banners designed by Mr. Hollihan and Mr. Hickman, who deserve much credit for the designs and originality.

It was a holiday for everyone and a more noisy bunch rarely is seen or heard. It is a day to be long remembered and we are all awaiting the return of our heroes, "Over There."

Road Department.

Mr. P. H. Croft from the Tennessee division has been appointed assistant engineer, Springfield division, vice Mr. H. C. Hayes, transferred to the Illinois division.

Miss Alice Cheek, who is employed as clerk in the supervisor's office at Springfield, has returned to work after being seriously ill the past few weeks with pneumonia.

Mr. Wm. Sylvester, clerk to supervisor of bridges and buildings, Clinton, Ill., visited in Chicago, Wednesday, 13th.

Miss Elizabeth O'Brien, employed as clerk to the supervisor at Pana, has returned to work after being ill with Spanish Influenza.

Signal department, Springfield division are now using a work train to distribute signal foundations and poles between Springfield and Marine, in connection with the new block signals. When this work is done, block signals will be completed from Chicago to Glen Carbon, Ill.

Mr. P. H. Croft, assistant engineer, spent several days in Fulton, Ky., arranging his affairs preparatory to assuming the duties of assistant engineer of this division. Mrs. Croft accompanied her husband on his return.

Mr. Walter Stanton, chief clerk to Roadmaster Russell spent the week end in Wenoona visiting his uncle.

Road department employes are in receipt of letters from Bn. Sergt. Maj. John Phillips, formerly chief clerk to roadmaster on this division, who is now in France, stating that he is fine, and likes France, and is keeping the Huns on the run.

K. C. Luke, our Chinese rodman, is the happy possessor of a couple of genuine jaguar pelts which he has had made into an elegant overcoat at Canton, China. These pelts represent result of a day's hunting expedition on the Island of Borneo, while on a visit paid his uncle who is a prosperous merchant at that place.

The engineering department are in receipt of letter from Lieut. H. D. Walker, formerly instrumentman on Springfield division, now in France. Hank advises that he is doing fine. His vision of warfare is a vivid one and includes mostly wine and song, minus the song.

Clinton Shops.

Charles C. Carroll, erecting foreman, made a business trip to Cairo, Ill.

Kyle Crum, furloughed piece work checker in the car department is home on a five day furlough.

D. T. Hess and family have returned from a visit in Jackson, Tenn. Mr. Hess is night round house foreman.

C. L. Day, timekeeper in the master mechanics's office, is taking a week's vacation.

Miss Esther Jones has accepted a position as stenographer in the store department, relieving Miss Madeline Bradley who will act as clerk during inventory.

Mr. F. D. West and family are spending a few days in New Orleans, La. Mr. West is machine shop foreman.

Miss Glenna McKinnev, accountant and Mrs. A. H. Fish, stenographer in the master mechanic's office spent the week end in Bloomington.

Miss Ella Hickman, invoice clerk spent Saturday in Decatur.

Mr. C. L. Zaneis, traveling engineer, made a business trip to St. Louis.

Miss Madaline Bradley spent the week end at her home in Vandalia.

Conductor A. F. Clause has returned to work after spending some time in Havana, Ill., on account of death of his mother.

Conductor Clyde Hoyt who is stationed with the Quartermaster Corp Remount Depot, Camp Dodge, Des Moines, Ia., was in Clinton visiting with friends for a few days. Clyde has been in Army service over one year and regrets very much that he did not get to go across as he failed on the over-sea examination.

Conductor W. G. Knowles and Thos. Boyle have again returned to work after an extended lay off. Both were suffering with a severe attack of influenza.

Conductor F. F. McMahan now stationed in France writes that he is getting plenty of work behind a pick and shovel. That France is all right but he prefers to be on his old job in the U. S. A.

Conductor Chas. Ott of trains No. 17 and No. 18 was called to Springfield on account of serious illness of his daughter.

Brakeman B. S. Galligar has been granted a two weeks leave of absence and he and his family will spend the time visiting with relatives in Fairfield, Ill.

Conductor V. E. Daniels is planning to go to Eldorado Springs, Mo., where he will remain for several weeks for the benefit of his health.

Dispatcher J. A. Vallow has been off duty since October 12 on account sickness.

Three operators were placed in Alhambra Tower on October 15, closing night office at that point.

H. Bonney operator has accepted position as day operator at Assumption, Ill. Mr. Bonney has recently been married and it is hoped that he will now settle down.

Extra Dispatcher H. O. Williamson has been ill with influenza but is reported improving.

F. C. Cox, agent, Macon, Ill., returned to work November 1 after an extended leave of absence due to sickness.

Minnesota Division.

Division offices have come across with 100 per cent full allotment on the United War Work Campaign and this again demonstrates the loyalty of our employes to every good cause.

The young ladies of the superintendent's office, on the recent Fourth Liberty Loan Drive, converted their \$50.00, earned from the sale of products from their war garden at Dubuque, into a Fourth Liberty Loan Bond, which has been presented to the Local Chapter of the Red Cross.

The Minnesota division, on the Fourth Liberty Loan Campaign was in first place, so far as total subscriptions are concerned, on Western Lines. Total subscribed by employes thru the Company on this division was \$195,650.00, which with \$23,200.00 subscribed thru Local Committees, other than the Railroad Committees, made total subscriptions for the division, \$218,850.00 96.3 per cent of all the employes on the division subscribed for Fourth Liberty Bonds. We are all very proud of our record.

Mr. E. A. McCrathy has succeeded Mr. James T. Tait as division claim agent, with headquarters at Dubuque. Mr. Tait has retired after fifty years of faithful and efficient service with the Company.

The semi-annual inspection trip over the Minnesota division will be made during the week commencing November 18th. Inspection Car No. 7 will be furnished for this trip.

Private Harry Joyce, while on a fifteen-day furlough, paid the division offices a visit on Thursday, November 14th. Private Joyce is now in the Twenty-second Balloon Company and is stationed at Camp Eustis, Va. Before his enlistment, he was employed by this company as ticket clerk at Fort Dodge.

Miss Ethyl McNamara has been appointed chief clerk to the roadmaster at Dubuque succeeding Mr. Arthur W. Zimmerman, who

The American National Red Cross	
<i>Dubuque Chapter</i>	
(NAME OF CHAPTER.)	
Nov 16 1918	
THE AMERICAN NATIONAL RED CROSS acknowledges, with thanks, the receipt	
of	<i>Fifty - Liberty Bonds</i>
from	<i>Bell Central War Garden Fund</i>
for	<i>donations</i>
	Dollars
<i>\$50.00/100</i>	<i>James M. Burek</i> Treasurer
	By <i>Shawor M. Connolly</i>

The Young Ladies of the Superintendent's Office, Minnesota Division, converted their \$50.00, earned from the sale of products from their War Garden at Dubuque, into a Fourth Liberty Loan Bond, and presented same to the Red Cross.

has accepted a position in the chief accountant's office at Champaign, Ill. Miss Marian Coffey succeeds Miss McNamara as signal supervisor's clerk. Miss Hilda Blichmann succeeds Miss Coffey as stenographer and Miss Helen Brede has been appointed supervisor's clerk.

The following made up a party, on Monday, the 11th, leaving here on Train No. 28 for Chicago to witness the celebration of Victory Day, returning on Train No. 15 the following morning:—Mr. and Mrs. J. F. Beyer, Mr. and Mrs. R. H. Heller, Mr. and Mrs. B. E. Gober, Misses Hilda Schwartz and Lucile Sims, Messrs. J. M. Beardsley, R. E. Rodeberg, Ralph McCarron and Joe O'Meara. They report having had a fine time.

Mr. O. A. Garber, who has succeeded Mr. Norman as master mechanic at Waterloo, is now in charge. Mr. Bell has entered the army service with commission as captain in a railroad engineer's regiment.

The following division officers attended freight service meeting held in the Russell-Lamson Hotel, Waterloo, on Wednesday, November 6th:—L. E. McCabe, Superintendent; H. G. Duckwitz, Trainmaster; H. G. Brown, Trainmaster; W. L. Ickes, Traveling Engineer; F. M. Fuller, Car Foreman; J. E. De Shara, Division Claim Clerk; R. H. Heller, Chief Clerk to the Superintendent; B. L. Bowden, Agent, Waterloo; J. E. Allison, Agent, Dubuque; S. Kerr, Agent, Cedar Rapids, H. G. Pierce, Agent, Manchester, D. W. Loban, Agent, Osage and M. J. Burns Agent, Galena. All who attended were very much impressed with results of meeting and came back with new ideas for a greater determination to make even a better showing than in the past, for the Minnesota division.

The division office force has just received a letter from Frank Hardy, who before enlisting was assistant chief clerk in the superintendent's office. Mr. Hardy is now with Machine Gun Company, 351st Infantry, American Expeditionary Forces in France.

Assistant Accountant J. Hall has returned to work after three weeks serious illness.

C. J. Cooney has succeeded L. T. Weiler as tonnage clerk and the position of assistant tonnage clerk has been recently filled by Miss Anna Brauhn.

Mr. Wm. MacFarlane has been appointed clerk in the general yard master's office at Dubuque. Miss Elsie Heitzman succeeds Mr. MacFarlane as file clerk in the superintendent's office.

Mr. A. L. Jurgens has been appointed night yard clerk in the general yard master's office at Dubuque.

IOWA DIVISION.

O. S. Porter, assistant accountant, division office, resigned and accepted employment with the C. M. & St. P. R. R. in Minneapolis.

Misses Fern Hill and Edith Berg, accountants, Fort Dodge, spent Sunday in Chicago.

Miss Pearl Hill has accepted employment as stenographer in office of division accountant.

Miss Marion Gibson, operator at Fort Dodge, spent a few days in Chicago last week.

Miss Ethyl Chalus and Miss Ethel Cain, stenographers, superintendent's office, Fort Dodge spent Sunday in Sioux City.

Miss Elsie Craig, after being confined to her home with smallpox has resumed her duty as stenographer in agent's office at Fort Dodge.

Misses Margaret Toohey and Agnes Mahoney, clerks in supervisor's office spent Sunday in Waterloo.

Mr. G. E. Dunlop, with his genial smile, was on the division last week.

Mr. J. W. Seip, chief dispatcher, at Cherokee, was recently called to his home in Easton, Penn., account death of his mother. We all extend our sincere sympathy to Mr. Seip.

Superintendent T. H. Sullivan and wife made a trip to Fort Benjamin, Harrison, Ind., account illness of their son, Mansfield Sullivan, with Spanish Influenza, Mansfield was employed here as tonnage clerk, prior to his enlistment.

H. M. Lamb, ticket clerk, Fort Dodge, has been transferred to position of ticket agent at Sioux City.

N. R. Hill was called to Champaign, Ill., account death of his grandmother.

O. A. Cozzani, instrument man, recently spent his much needed and earned vacation at his home in Vicksburg, Miss.

Messrs. J. H. Kennedy and H. E. Byrum, auditors, completed their work on the Iowa division, Nov. 15th and returned to their homes in Chicago. Mr. Kennedy expressed much regret upon having to leave our city and we hope it will be his pleasure to visit us again soon. Mr. Byrum was very glad to return to Chicago inasmuch as the mails are very irregular, now that winter is setting in, mail due every morning is sometimes delayed in these parts of I-O-Way.

Fred Beckenbaugh formerly employed as clerk in train master's office, spent Sunday with his folks in the city. He is now stationed at Mooseheart, Ill.

Royal Evans, file clerk, is confined to his home, with influenza. Royal, we all extend to you, your sisters, and brother, our sincere sympathy in the loss of your father.

Misses Ethyl Chalus, Ethel Cain and Mabel Johnson, stenographers in the division offices, spent Sunday visiting friends in Des Moines and Camp Dodge.

Misses Lyda Munson and Agnes Mahoney, clerks in division office are confined to their homes with influenza.

Miss Hazel Peterson, clerk in roadmaster's office spent Sunday in Clarion.

Emmett Coffee and wife, were recently called to Chicago account death of Mr. Coffee's cousin.

Miss Mary Brabbitt, has accepted position as assistant timekeeper in the office of accountant.

Mr. Carl D. Rau, has been appointed the new Iowa division auditor with headquarters at Fort Dodge.

Leo Tierney, ticket clerk is spending the week end in Sioux City.

Letter recently received from L. S. Burman, former assistant chief clerk, and John M. McCarthy, accountant, now both in the Engineers in France, indicated they were situated about three miles from the front lines and going closer. The boys are in the best of health, and are working in the Headquarters Company and Color Sergeants for the Fifth Engineers.

Fred D. Smith, former instrument man, writes of many thrilling experiences he has had in the front line trenches and has been transferred from the Amiens Sector to Verdun, he is in the best of health and enjoying army life.

ST. LOUIS DIVISION

Mr. M. M. Backus, road master, was in Chicago the last of October to attend the monthly expense meeting.

Mr. C. W. Mills, former rodman on the St. Louis division, now with the engineers at Chicago, visited with us Sunday, November 3d. Mr. Mills was called to the colors in April and is now with the Central Detachment, 472 Engineers. At present he is detailed on some special work in Chicago.

Miss Hilda Marlow has been acting as supervisor's clerk at Pinckneyville during the absence of Miss Genevieve Clergy.

Mrs. M. M. Backus, wife of road master Backus, is visiting in Boston, Mass.

Mr. M. M. Backus, road master, visited in Memphis the first of this month.

Mr. J. H. Miller, general foreman at Centralia, received a message November 6th, bringing the work from "Over There" that his son, Private Byran V. Miller, with the U. S. M. C., had been killed in action. Mr. Miller had been in France since November, 1917.

Mr. P. C. Heine, of Chicago, who has been employed with the Illinois Central in Chicago as rodman, has been transferred to the St. Louis division as rodman to fill the vacancy made by rodman R. E. Addington.

Mr. Bert Jones, track supervisor at Pinckneyville, is in the hospital at Chicago. He was accompanied to Chicago by Mr. W. H. Putcamp, assistant road master.

Mr. and Mrs. W. H. Putcamp, assistant road master and wife, were pleasure visitors

in New Orleans during the week ending, November 9th.

Mr. F. Lingle, water works foreman, has been confined to his home with the influenza.

Mr. J. M. Garner, track supervisor at Carbondale, spent his vacation visiting relatives in Virginia and Tennessee.

Mr. L. L. Heilig, chief clerk to road master has been confined to his home with the influenza. Mr. H. J. Barkley acted as chief clerk during his illness.

Mr. B. H. Groner, rodman, has been transferred from the St. Louis division to the Tennessee division where he takes up the duties as instrument man.

Mounds.

Trainmaster W. R. Givens attended staff meeting at Carbondale Monday.

R. B. Goe, Inspector of Weights, Chicago, was a business visitor Friday.

Mr. Odell, from the office Refrigerator Service Agent, Chicago, was in Mounds Saturday looking after business of his department.

Agent F. M. Block and wife were visitors I. C. hospital, Chicago, where they took their son Wesley for treatment.

Roy Cleek, Check Clerk, returned Sunday from a trip to New Mexico for his health.

C. A. Compton, Ice Accountant, was called to Galconda Tuesday on business.

O. A. Turbaville, formerly of yard office here, late with American Expeditionary Forces in France, just reported dead. This is second casualty from the yard office, Lewis Phores being killed in action July.

The opening of the new extension of Mounds R. R. Y. M. C. A. was made the occasion of a patriotic meeting Friday evening, Rev. Lamkin of Cairo, Ill., being the principal speaker.

The people of Mounds are justly proud of this Y. M. C. A.

Work is progressing nicely on the new roundhouse, also extension to boiler room of mill.

A new addition has also been made to stock pens, these being inclosed, making the housing of live stock more comfortable in bad weather.

J. L. Morley, division claim clerk, spent Sunday with his family here.

J. G. Warnecke, division storekeeper, Centralia, was in our midst Saturday.

Miss Ruth Reed, stenographer to Gen. Foreman Saunders, has gone to Florida for an extended visit.

Mrs. Elizabeth Graddy, record clerk, is on the sick list.

T. T. Turner, agent, Pulaski has returned

to work after ten days' illness. He was relieved by O. E. Mullinan.

F. R. Short, is a new agent at Buckner, vice W. L. Nelson resigned.

C. M. Wilkins, general foreman, mechanical department, Carbondale is spending a few days vacation at his old home in Nebraska.

Esta Wesner, visited friends at Centralia Sunday, November 3rd.

Private Michael Lawrence Foley now with Students' Training Corps University, formerly file clerk, superintendent's office, visited friends in Carbondale Sunday, November 10th.

W. D. Brotherton has returned as cashier at Benton after a short term of service in superintendent's office as general clerk. He has been relieved by B. L. Bell.

Considerable illness has prevailed on the Division account of the influenza epidemic which is now abating.

Mrs. Edna Schwartz, pass clerk, superintendent's office, visited relatives Pulaski, Sunday, November 17th.

Charley Church, secretary general superintendent visited friends at Carbondale recently. Charley likes Carbondale.

Geo. Walkup, secretary, general superintendent transportation visited friends and relatives in Carbondale recently.

Mr. W. H. Schramm, chief clerk to master mechanic at Centralia has accepted position of chief clerk to general superintendent of motive power. C. G. W. R. R., at Oelwein, Iowa. Mr. W. L. Becker chief accountant, succeeds Mr. Schramm.

Master Mechanic O. A. Garber E. St. Louis, Ill. has been transferred to Waterloo, Iowa. General Foreman L. A. Kuhns of Waterloo was promoted to master mechanic at E. St. Louis.

INDIANA DIVISION.

On Nov. 11th the whole city of Mattoon celebrated when the PEACE news reached us. Whistles sounded the glad word for many hours, and a seemingly never ending parade, representing different organizations, business houses, etc., marched through the streets most of the afternoon; Illinois Central employes, 300 strong, and possessors of the largest flag in the city, made a splendid showing in the parade.

Miss Helen Lee Brooks of Superintendent Roth's Office is ill in the Illinois Central Hospital at Chicago; Mrs. Zella Rose is relieving her.

Messrs. Dodge and Lindrew, Fuel Economy Instructors, were on Indiana Division this month, at Mattoon the 12th and 13th, during which time many interesting meetings were held, both Mr. Dodge and Mr. Lindrew giving some very interesting talks, citing

statistics, and giving valuable instructions pertaining to the conservation of fuel.

Mr. Lindrew was taken ill with influenza at Evansville Nov. 18th and went in the Fuel Demonstration Car to Chicago at once.

Miss Victoria Gustafson, Clerk in Chief Dispatcher's Office, is at home with a severe cold.

Sympathy is extended to the relatives and friends of Engineer W. L. Cooper and Fireman H. B. Parkhurst, who lost their lives in accident at Newton, Ill., Nov. 5th.

Traveling Engineer G. H. Danver is complimenting himself daily on his marvelously narrow escape in accident at Newton, Ill., Nov. 5th.

A. W. Goble, Chief Clerk in Agent Ward's Office, Indianapolis, died of influenza Nov. 13th. Mr. Goble will be missed very much by those closely associated with him, as well as many friends he had on the Division. Sympathy is extended to his wife.

General Foreman H. T. Loughery at Indianapolis is quite ill with influ.

Miss Bernadette Quinn, Clerk to Supervisor Bridges and Buildings Sekinger, has resigned, going to Chicago to reside.

The Dispatchers are each taking their monthly two days' vacation, some of them spending the time hunting, others "resting" (helping clean house) at home.

Agent J. B. Weems at Lincoln, Ill., has been off duty the last couple weeks account death of his daughter.

R. E. Billings, Agent Wheeler, Ill., attended the Odd Fellows' Convention at Springfield, Ill.

Operator J. P. Manion at Evansville has been off several days sick. Also Agent W. F. Barton at Green Valley, Agent E. V. Helms at Elwren and Operator W. C. Turpin, Wisconsin str. Yd., Indianapolis, with the "flu." Agent J. J. O'Neill at Helmsburg has been off duty account sickness in his family.

The many friends of Mr. F. W. Taylor are sorry to hear of his death Nov. 13th at Denison, Texas, where he was General Superintendent Motive Power of the M., K. & T. Railroad. He was formerly Master Mechanic at Mattoon Shops, with the I. C. R. R., during which time he made very many friends in Mattoon.

His funeral was held Sunday, Nov. 17th, from the Presbyterian Church at Mattoon, burial being in Dodge Grove Cemetery. Many out of town people were in attendance, among them: Mr. R. W. Bell, General Supt. Motive Power, Illinois Central R. R., Chicago; Mr. J. H. Nash, Supt. of Machinery; Mr. J. E. Buker, formerly Supt. of Car Department, I. C. R. R.; Mr. P. Laden, District Engineer, and Mr. V. U. Powell, Master Mechanic Burnside Shops.

C. P. Power, Time Keeper in Master Mechanic's office, Madison, has resigned his position to return to his home in Flint, Mich.

The Master Mechanic's Office Force is very much pleased with the repairs made to the building and the indications are that they will be able to carry on the work more comfortably than they have during previous winters.

WISCONSIN DIVISION.

Mr. J. C. Henderson, connected with the Starrett-Mathison & Co., live stock commission merchants, Chicago, recently passed over the Wisconsin Division in charge of care of live stock consigned to his firm at Chicago. Mr. Henderson left a valuable overcoat in the caboose car upon arrival at Chicago and it was suggested to him that he take the matter up with Trainmaster G. S. Rought for quick action in locating his coat. Trainmaster upon receipt of communication from Mr. Henderson, looked into the matter and located the coat which was in charge of the conductor handling the train, upon which Mr. Henderson rode Freeport to Chicago. Mr. Henderson appreciated the action taken in this case, both by conductor and trainmaster and the following letter was received by trainmaster:

"Yours of the 25th to hand with my personal check enclosed, also stamps, which I appreciate very much. Not for the return of the checks so much as the spirit you have shown in regard to the matter. I didn't want to put you to any unnecessary trouble and I only enclosed my check to show my appreciation of your prompt attention to the matter.

I have been in the Union Stock Yards in Chicago since October 4, 1896. My home is at Independence, Ia., where I lived for thirteen years and have a son there on a farm. I came to this country through Mr. C. M. Saxby of your city, with sheep in 1881. I landed at Independence, Ia., on October between the 6th and the 18th in 1881, and I have been a patron of your Road ever since. I frequently visit the Saxby family and they visit us. C. M. Saxby is one of the finest men I ever did business with.

My coat came to hand O. K. last Friday. Thanking you again for your favor, I am as ever, yours truly

(Signed) J. C. Henderson."

Division has been organized for the Thrift and War Saving Stamps Drive. Secretaries who have been appointed are making good reports. Most of the employes on the Division seem to be anxious to purchase War Saving Stamps. The success on this Division in the Fourth Liberty Loan was gratifying indeed to Division Officials—88 percent of the employes bought bonds. Total sales amounted to \$186,500. We look for the employes to do as well in the stamp drive.

O. N. Hooker, who was transferred to this division, June 4, 1918, as assistant engineer, passed away October 14th, 1918. Remains were taken to Jackson Miss., for interment. Mr. C. R. Myer, formerly assistant engineer at Greenville, Miss., has been transferred to Freeport as assistant engineer.

Mr. Edward Lawless, Jr., formerly employed in storekeeper's office at Freeport, has accepted position with Accounting Department in superintendent's office.

The two ditchers which have been working the past summer on the Freeport and Amboy Districts we expect to relieve during November.

Work on new facilities at Amboy is progressing rapidly. About fifty percent of the yard work has been completed and approximately 65 percent of the mechanical department work has been completed. New turntable to be installed arrived at Amboy this week.

Mr. E. Lawless, master mechanic at Freeport, is in a critical condition at St. Francis Hospital, Freeport. He underwent serious operation last week and we are all hoping for his early recovery. Mr. W. J. Ormsby, formerly general foreman at 27th St., Chicago, is acting master mechanic at Freeport, during Mr. Lawless' illness.

Delbert Zimmerman, who is now located in S. A. T. C. at Champaign spent Sunday in Freeport and visited the office. He was formerly employed in the accounting department.

All offices closed Monday, November 11th, when the news was received that the Armistice had been signed. The employes at Freeport shops participated in the Victory Parade which was held at Freeport in the afternoon and made a fine showing. They had the Kaiser in a casket and a large cannon which was marked up for the 13th Engineers.

Robt. Edler has accepted position as file clerk in roadmaster's office.

We are hearing regularly from the boys "Over There" who left the office. They seem anxious to return and we will be glad to welcome them back. We are sending letter to the editor from former Tonnage Clerk Gray, now a sergeant which no doubt will appear in this issue. We are going to write him a community letter from the entire force.

LOUISIANA DIVISION.

Mr. E. P. Russell who has been employed by this company for the past twenty-three years resigned as agent at Brookhaven, Miss., on November 1st to accept position as train master for the Gulf and Ship Island Railroad, with headquarters at Hattiesburg, Miss.

Train Master E. L. McLaurine was a recent victim of the Flu and has been absent from the office for the past week.

Traveling Auditor V. D. McAlister, who has been assigned to the Louisiana Division, reached here last week and will make this point his headquarters.

Mr. J. L. Morgan, our agent at Jackson, Miss., has just returned to work after a serious spell of sickness. He was missed very much around the passenger station at Jackson and all of the force were glad to see him back at work.

Miss Helen Ott, formerly employed by the Finkbine Lbr. Co. at Wiggins, Miss., has accepted employment in the accounting department of the superintendent's office at McComb.

During the past week Sergeant J. A. Flechas, formerly chief clerk to roadmaster, and now stationed at Camp Beauregard, and Sergeant John Schwartz, formerly our chief accountant, now stationed at Camp Pike, paid us a visit. Both were looking fine and seemed very anxious to go to France but on account of the recent good news about peace terms, fear that they will not have an opportunity to go and fight the Kaiser.

Engineer C. A. Gilmore has again returned to the I. C. Hospital at Chicago, and is just recovering from an attack of the influenza. All of his friends wish him an early recovery from the injury which he sustained in accident at McComb some time ago.

Mr. J. J. Desmond, roadmaster on the Louisiana Division, has just returned from a short trip to Iowa where he went to visit his mother, who is seriously ill and to make

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Helps put vim and renewed energy into the veins of the weak, run-down, pale and nervous. Often increases their strength in two weeks' time. If people would only take Nuxated Iron when they feel weak or run-down there are thousands who might readily build up their red blood corpuscles and increase their physical energy. Nuxated Iron is now being used by over three million people annually. Satisfaction guaranteed or money refunded.

arrangements for taking her to Rochester, Minn., for treatment.

Dispatchers and yardmasters on the Louisiana Division were certainly very glad to receive news of the recent increase in their salary, also vacation time that will be allowed them under the new arrangement and have all been busy figuring on what days they will be able to get off for recreation, and especially our chief Dispatcher Mr. J. E. Schneider, who is anxiously waiting for an opportune time to come so that he can go fishing and hunting and bring us back a big deer from the swamps.

The car record clerks on the Louisiana division are getting very prominent and are kept quite busy furnishing car records to all concerned. Last week they received a five-pound box of candy which was enjoyed by all of them and they are anxiously endeavoring to ascertain who the kind man was that thought of them.

A dozen of the superintendent's office force, including some of the girls, went to New Orleans on train No. 3 on November 11, to participate in the Peace celebration at that point. They were so overjoyed at the good news they feared not enough noise and display would be made in the little town of McComb, so they had to go to the "Fair City" to have a good time.

The employes of McComb shops have now received their back time checks and everybody is enjoying life once more, after a siege with the Flu.

The shop forces, including the office force, opened their pocket books wide for the Fourth Liberty Loan and went "Over the Top" with greater enthusiasm than has yet been experienced in any of the former drives.

Traveling Auditors Kermee and Stumpf, also Chief Traveling Auditor Woods were with us a few days checking Liberty Bond accounts. Come again.

We are building a new cupola at McComb shops, which involves considerable expenditure in connection with the foundry. Will state that this is the only iron and brass foundry on the System.

Master Mechanic's force were a little early in celebrating Peace Day, but it only made the good news seem doubly welcome, and on November 11th everybody enjoyed a half holiday. The monster parade which began at 1:00 p. m. was led by the McComb Shop Band and practically all employes participated. Master Mechanic Roddie kept step to the ringing of a cow bell and was one of the ring leaders in burning the Kaiser. Our timekeeper did not have enough celebration, so she went to New Orleans with a large crowd from the superintendent's office. She says they were not any happier in New Orleans than we were here.

KENTUCKY DIVISION.

'Tis needless to say there was great re-

joicing, ringing of bells, shooting of guns, etc., when the glorious news that Germany had signed the Armistice reached Princeton, 2:40 a. m. the 11th. The little Motto "When Ye Think Ye Stand, Take Heed Lest Ye Fall" is coming truer every day.

Chief Dispatcher Taylor is taking two days' vacation.

Effective November 1st, the Time Keeper's office at Princeton was discontinued and moved to Louisville where the Time Keepers of the Kentucky Division were consolidated, Mr. H. E. Sporzel being made Chief Time Keeper. This moved Time Keepers Irl Stevens, Richey Prichard and Thomas Amoss to Louisville.

Dispatcher L. K. Butler has been made Night Chief Dispatcher at Louisville and has moved his family to that point.

Dispatcher W. E. Davis now has Third Trick on Paducah District regular, this trick having been made vacant by Dispatcher Butler going to Louisville.

Miss Mabel Hoover, Message Operator, who has been absent from duty three weeks, is back at work. Miss Mabel was also a victim of the "Flu."

Former Clerk Chas. T. Baker, who is now in the S. A. T. C. at Lexington, was home for a couple of weeks account of the "Flu."

Hugh Hunsaker, who was formerly Supervisor Wilson's Clerk, but who is now with the Engineer's on the construction work at Dawson, was to see us Sunday.

Kimball Underwood, Chief Clerk to Chief Dispatcher, and wife, spent last night in Paducah, attending the "Peace Celebration."

Operator J. P. Nichols, who is now working second trick in "ON" office, has moved here.

Operator H. B. Long, who is attending the S. A. T. C. at Winchester, Kentucky, was home for a week account of "Flu."

Caller Urey Jones was called to Gary, Ind., last week account serious illness and death of his brother.

General Foreman W. J. McGuirk, who has been in Louisville for treatment for several weeks, is back on the job again.

Conductor D. B. Osborne is visiting Superintendent L. E. McCabe and wife in Dubuque, Iowa.

Agent J. A. Hughes and force at Marion, Kentucky, are down with the "Flu."

Agent E. O. Bvers, of Morganfield, will move to Leitchfield, he having gotten that Agency by bulletin.

Baggage Clerk F. A. Howard, who has been away account of sickness, is back at work.

Miss Marion Waggoner spent Saturday afternoon in Hopkinsville shopping.

Local Freight Office.

Mr. James A. Prendergast, Inspector of Demurrage and Weighing, visited with us the 31st.

Traveling representatives of Station Ac-

counts, Mr. E. E. Troyer, Kentucky Division, in company with Mr. W. G. Connor, general, industriously toiled on accounting features here the 31st and 1st.

Mr. John Higgins, Assistant Clerk to Chief Clerk, was quite ill of cold and fever ten days the latter part of October. His many friends are much pleased to note his rapid restoration to health and return to his duties.

Chief Claim Clerk Mr. H. E. Rose spent the 25th in Chicago where he was delightfully entertained by most companionable friends.

The many friends of the courteously obliging delivery clerk, Mr. J. L. McCord, will learn with regret that he has suffered a relapse of the Flu. We wish him a speedy recovery to health.

Miss Anna Macke has been transferred from Rate Audit Department as Comptometer operator and promoted to the position of Prepay Clerk in the Cashier's office.

Messenger Raymond Higgins is absent on account of the death of his brother. We extend sympathy to the bereaved family and friends.

Miss Nellie Delaney, comptometer operator in the billing department, has resumed work following a rather severe illness of ten days.

Miss Loraine Watts, daughter of the genial conductor, Frank L. Watts, has severed her connections with a prominent commercial enterprise here to accept service with this company as typist. She is assigned to the bill desk.

Receiving clerk Mr. J. E. McCoy is seriously ill of the Flu, his condition being such as to render necessary as a precautionary measure his removal to the hospital where he now is. We hope he may early be restored to his former good health.

Half holiday was declared on the 11th to be devoted to thanksgiving and celebration on the momentous occasion of the abolition of Autocracy and the institution of Democracy. Vive la Republique.

After The War.
By A. H. Morton, Chief of the Audit Rate Bureau.

When the great world war is over,
And all the nations cease to fight,
There will be a great Thanksgiving
For the triumph of the Right.
For the Right will be victorious,
O'er the Kaiser and the Huns,
For we've got the ammunition,
And the men behind the guns.

When the great world war is over,
And all the nations count the cost,
There will be o'erwhelming sadness,
O'er the many loved ones lost.
But there will come a day of reckoning,
For Kaiser Bill and all the Huns,
For we've got the ammunition
And the men behind the guns.

When the great world war is over,
And the smoke of battle clears,
Then "Peace on Earth—good will towards men,"

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MAKE THIS A DIAMOND, WATCH AND JEWELRY CHRISTMAS

Our Diamonds are distinctive in beauty and brilliancy. A Genuine Diamond is the best investment into which you can put your money. It constantly increases in value and lasts forever.

Christmas Gifts The easiest, most convenient way to make handsome, "worth-while" presents is to send for our Catalog, make your selections in the quiet of your own home, and have everything charged in one account. By this plan you can make very little ready money supply all your gifts.

Send for Free Catalog

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Men's Favorite Diamond Ring

Extra heavy 14 karat solid gold six-prong Tooth mountings. Faultlessly made. Specially selected fine diamonds, perfectly cut and very brilliant. The deep groove and graceful lines make this a very popular mounting. See our Catalog and select just the ring you wish. Each ring is cased in a handsome box.

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21 Jewel Watches That Will Pass Railroad Inspection **\$3.00 a Month**

Send for Catalog and get posted about Watches before you purchase. Our Catalog illustrates and describes all the new models—15, 17, 19, 21, 23 Jewels, adjusted to temperature, isochronism and positions. Our watches are guaranteed by the factory and further guaranteed by us. We make all necessary repairs, barring accident, free of charge, for a period of three years from date of purchase.

LOFTIS SOLITAIRE DIAMOND CLUSTER RINGS

The Diamonds are Mounted So as to Look Like a Large Single Stone



94—\$75
Looks like a \$250 single stone.
\$15 Down,
\$7.60 a Month.



96—\$100
Looks like \$300 single stone. \$20 Down, \$10 a Month.



98—\$125
Looks like a \$350 single stone. \$25 Down, \$12.50 a Month.



99—\$150
Looks like a \$400 single stone. \$30 Down, \$16 a Month.

The Loftis Seven-Diamond Cluster was designed for those who desire a large showy ring for the least money, as it has the exact appearance of a Solitaire that would cost three or four times as much. The secret of the rare beauty of this ring lies in the perfectly matched stones, all of the Diamonds, being uniform in size, quality and brilliancy; mounting is 14 karat solid gold. A gift that is sure to please.

Suggestions for Christmas Presents

A few of the many desirable articles shown in our large, handsome Catalog. Every article listed below can be furnished at prices given, and up to any price you wish to pay. All are popular selections, of exceptional value. We can fill any requirement.

Diamond Rings, Solitaire	\$25 up	Diamond Cuff Links	\$5 up
Loftis Solitaire Diamond Cluster Rings	75 up	Pearl Necklaces, with Diamond-set Clasp	8.50 up
Diamond La Vallieres	10 up	Wrist Watches	18 up
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And the men behind the guns.

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We'll have a better place to dwell,
For the Kaiser and the brutal Huns
Will all be safe in—(where they belong).
In the meantime we shall fight them,
Both the Kaiser and the Huns,
For we've got the ammunition
And the men behind the guns.

MEMPHIS TERMINAL.

An interesting letter has been received from John D. Riley, former stenographer to chief clerk in superintendent's office, who is now "over there," states he is seeing pretty much of Fritz lately, and hopes to become better acquainted before the end of this winter.

We are very glad indeed to receive news of Lieut. H. R. Halverson, former transportation clerk in terminal superintendent's office now with 13th Engineers American Expeditionary Forces, somewhere in France, having been recently decorated with the Cross De Guerre, for bravery in action shown recently in saving train of gasoline on one of our railroads "over there."

The Memphis Terminal employes very patriotically subscribed total of \$218,550.00 to Fourth Liberty Loan, which we understand is largest subscription on system South of the Ohio River.

Master Mechanic, W. H. Watkins, has returned to duty after several weeks of absence due to illness with influenza.

W. G. Stallings, foreman of the boiler shops, states he has lost quite a number of his best men account enlisting or being drafted for the army. If these boys show the same zeal in hammering the huns as they did the boiler the Kaiser will think they brought one of their automatic air hammers along.

Hudson Irby of the machine shops and Herbert Weir, M. C. B. clerks, Nonconnah, are at Normal station, where they have entered the students training camp.

J. W. Marshall, former clerk in local freight office has been appointed to position of chief yard clerk, which brought about several changes in the local freight office, Mr. H.

Gerwig succeeding Mr. Marshall, and Mr. A. E. Hart, former clerk in accounting department, succeeded Mr. Gerwig as car service clerk.

Interesting letters have been received from the following Memphis store house boys, who have joined the colors.

R. L. Scott, clerk—Training camp.
R. M. Goddard, supply car clerk—Training camp.
Wm. Short, supply car clerk—Training camp.
Morris Lagerwell, accountant—Somewhere in France.
J. R. Stokes, storekeeper—Somewhere in France.
O. Nelson, storekeeper—Somewhere in France.
W. O. Tucker, material checker—Somewhere in France.
S. P. Braswell, shipping clerk—Training camp.
B. J. Phelan, material checker—Training camp.
G. R. Wilkins, shipping clerk—Training camp.

MISSISSIPPI DIVISION.

The epidemic of influenza seems to have passed with only a small number of cases on the division at present and conditions are again normal.

News was received of the death of Mr. Frank Taylor, general manager of the M. K. & T. railway at Dennison, Texas, this week. Mr. Taylor was reared in this city, served his apprenticeship as machinist in Water Valley shop and has many friends here, who learned of his death with extreme regret.

Mr. John McDermott, boiler foreman, Water Valley shop has been confined in a hospital at Memphis for several days, having undergone an operation for appendicitis. Reports indicate that he is improving and will soon return home fully restored to health.

Train Dispatchers, H. R. Moyer and T. Q. Ellis have been off several days account of illness in their families.

Miss Kathleen Hadaway, clerk, superintendent's office, has resumed work after a very severe attack of influenza.



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Mr. E. A. Cleveland, chief clerk to road master, has been off several days for medical treatment.

Mr. D. I. Denty, rodman in engineering department, has resigned and returned to his home in Little Rock, Ark.

General Shop Foreman, J. L. Chapman, made a short visit to relatives in New Orleans on the 9th.

Superintendent Motive Power, F. B. Barclay of Memphis, made a visit to Water Valley this week.

Mr. W. V. Nash, foreman of the tin shop, has been suffering with a lame hand.

Locomotive department Water Valley shop working ten hours per day since 11th inst. Car department on nine hour basis beginning November 15th.

Two superheated pacific type locomotives recently transferred to Mississippi division for service out of Water Valley to replace two saturated pacific type engines transferred to the Y. & M. V. at Memphis.

Mr. J. N. Gallagher, representing the O'Malley-Bear Valve Co. of Chicago was a recent visitor to Water Valley. Mr. Gallagher has a great many friends here who are always glad to see him.

Chief Dispatcher L. S. Houston is receiving the congratulations of his many friends. The young lady arrived November 12th.

Our employes and other citizens of Water Valley on November 11th celebrated in due form the victory in Europe. It was a celebration unparalleled in the history of Water

Valley, more than five thousand people assembled on the streets. The celebration reached its height at seven o'clock when the Victory Parade moved from Illinois Central Depot up Main Street and down Center Street, headed by horse back riders, Uncle Sam, and followed by the band, Boy Scouts, floats and automobiles. After the parade patriotic speeches were made by Honorable H. H. Creekmore and Judge J. G. McGowan. Committee in charge. Messrs. C. C. Bennett, S. J. Williams, Fred Porter, A. L. Cusick, F. B. Deshon and L. V. Sartain. After defraying the expenses of the parade a substantial balance was divided between the United War Work Fund and the Water



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NEW ORLEANS TERMINAL

The following poem is generously contributed by A. J. Condon, employe of superintendent's office, now in "Middy" Service of Uncle Sam:

"The Flu."

When your back is broke and your eyes are blurred,
And your shin bones knock and your tongue is furred,
And your tonsils squeak and your hair gets dry
And you're doggone sure that you're going to die,
And you're scared you won't and afraid you will
Just drag to bed and have your chill—
Pray the Lord to see you through,
For you've got the "Flu" boy, you've got the "Flu."

When your toes curl up, and your belt goes dry,
And you're twice as mean as a tommy cat
And life is a long and dismal curse,
And your food all tastes like a hard boiled hearse,
When your lattice aches and your head's a-buss,
And nothing is as it ever was,
You've got the "Flu" boy, you've got the "Flu."

What is it like this Spanish "Flu"?
Ask me brother, for I have been through.
It is by misery, out of despair;
It pulls your teeth and curls your hair,
It thins your blood and brays your bones,
And fills your craw with groans and moans,
And, sometimes *maybe* you get well,
Some call it "Flu"—I call it *hell*.
We've had ours, have you?

Memphis' loss, New Orleans' gain—Miss Claire Pimm, formerly of mechanical department, Memphis, is now stenographer in terminal superintendent's office, New Orleans, La. Mr. W. R. Bernard is the new accountant in accounting department, New Orleans, La.

Mr. Joe Carey says "accounting's no account and I want to go back to the car clerk desk."

What's your initial? Mr. Kronenberger formerly of store department, now clerk in road department, promptly answered "George."

Brevity is the soul of wit, so we'll have to have "some" soul this month, cause with all due apologies to the personal column of the Illinois Central Magazine, we are really too busy putting New Orleans "over the top" in this War Community Campaign to think anything but making the boys "over there" comfortable and giving them as many comforts of home as we possibly can, 'cause they surely do deserve it. Just think it was our boys that did the "stunt" that caused all the merriment on November 11, 1918.

Office of Agent

All of the sick ones, except Louis Miller, are again "on the job"—all look fit and fine and appear equal to facing the coming "cold season"—this especially applies to Jim Hickey. St. Tammany's pine woods, and associating with the cows and sheep seem to have greatly improved his health.

Andy Gras, after leave of absence since middle of July is back with us; he has been on quite a tour. His travels have taken him to all of the principal cities of the Southeast. Prosperity and stately bearing did not secure him as victim of "cupid." He explains it by saying he loves all of them.

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ILLINOIS-CENTRAL-MAGAZINE

JANUARY 1919



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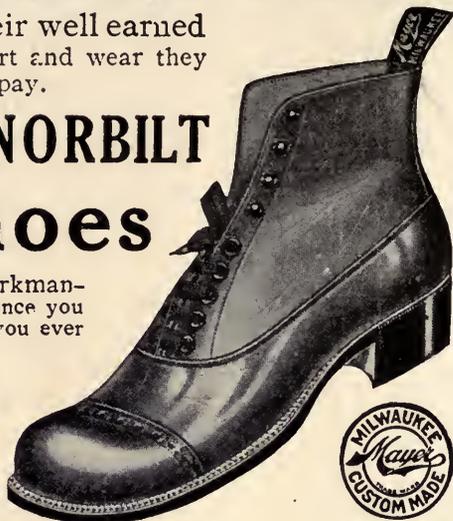
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No. 7

Death of General Manager T. J. Foley

Mr. T. J. Foley, general manager of the Illinois Central System, died at Central Hospital, Chicago, at 6:20 o'clock P. M., Monday, December 9th. He had been in declining health for several months. On November 15th he went to French Lick Springs, Ind., in the hope that the water and rest would relieve him, but he did not improve. He returned to Chicago on December 2nd and went immediately to the Central Hospital. All of his friends who visited him at the hospital came away from the sick-room with heavy hearts, because it was plain to be seen that the end was approaching and was not far off. Therefore, his death was not unexpected, yet it came as a great shock, because no matter how much friends and loved ones suspect the beginning of the end of a life, they are never prepared for the tidings of death. Everything which skilled physicians and surgeons and expert nursing could do was done to alleviate the distinguished patient. Death was due to pernicious anemia. As a last resort, an operation was performed on the morning of the day he died by transfusing blood from his youngest sister to him, but in his weakened condition his system was unable to assimilate the new blood.

Mr. Foley leaves as his immediate family four loving sisters, Miss Julia Foley, Miss Celia Foley and Miss Ceal Foley, of Fort Wayne, Ind., and Mrs. P. K. Hanley, of Kankakee, Ill.

Funeral services were held at 9:00 o'clock A. M., Wednesday, December 11th, at St. Thomas' Church, 55th and Kimbark Avenue, Chicago. Following the regular church ceremonies, Father T. B. Shannon spoke beautifully of the life and work of the deceased.

The active pall-bearers were the highest officers of the Railroad, Federal Manager C. M. Kittle, General Solicitor W. S. Horton, Comptroller W. D. Beymer, Assistant General Manager A. E. Clift, Traffic Manager F. B. Bowes and Chief Engineer F. L. Thompson. St. Thomas' Church was filled with Mr. Foley's friends, and officers and employes of the Railroad from all parts of the system.

The floral offerings were the most beautiful seen at a Chicago funeral in a long time and bore silent testimony to the high esteem in which the deceased was held by his friends and business associates. Some of the pieces were as follows: Large spray of American beauties tied with American beauty ribbon, from Federal Manager Kittle and other general officers at Chicago; wreath of pink poinsettias and white roses on easel, from dispatchers of Illinois Central and Y. & M. V. Railroads; wreath of violets, roses and calla lilies, tied with

violet ribbon, from Mr. and Mrs. A. E. Clift; spray of pink roses tied with lavender ribbon, from J. G. Jones, Vicksburg, Miss.; wreath of white chrysanthemums and roses tied with white ribbon, from Superintendent T. E. Hill and officers of the Kentucky Division; wreath of pink roses and sweet peas, from General Superintendent W. S. Williams and staff; spray of white chrysanthemums, from Superintendent J. W. Hevron and wife; spray of red roses, from A. F. Vick Roy and family, of Denver, Colo.; spray of Killarney roses, from P. J. Mallon and wife, Clinton, Ill.; large wreath of American beauties, orchids and lilies of the valley, tied with American beauty ribbon, on easel, from General Superintendent Downs, superintendents and division officers of Northern Lines; large wreath of orchids, (cattleyas, vanda, cyprideiums, and dendrobium, phalenopsis) and lilies of the valley, on easel, from General Superintendent Pelley, superintendents and division officers of Southern Lines; spray of Columbia roses tied with pink ribbon, from LeRoy Kramer, of St. Louis; spray of Russell roses, ribbon to match, from W. P. Holland, Clarksdale, Miss. There were also beautiful pieces from the Brotherhood of Locomotive Engineers and Firemen, Order of Railway Conductors, Brotherhood of Railway Trainmen, Mr. and Mrs. C. L. Sivley, of Memphis, Mr. and Mrs. G. D. Curtis, of Chicago, and others.

Immediately after the funeral at St. Thomas' Church, the remains were taken on the Pennsylvania Railroad to the old home of Mr. Foley at Fort Wayne, Ind., accompanied by Mr. and Mrs. A. E. Clift, Mr. and Mrs. T. H. Sullivan, Mr. and Mrs. D. E. Hilgartner, Assistant to General Manager F. S. Gibbons, General Superintendents A. H. Egan, L. A. Downs and J. J. Pelley and Superintendent J. M. Egan.

At 9:00 o'clock Wednesday morning—the hour of the funeral—all trains and all work stopped on the Illinois Central System for one minute. The management and men of the Illinois Central did everything within their power to respect and honor the memory of the man who had been so intimately connected with the property for nearly nine years.

Funeral at Fort Wayne

Thursday morning a delegation of officers and employes of the Railroad, and friends of Mr. Foley, went to Fort Wayne and attended the funeral services held there at 2:15 o'clock in the afternoon. Among those who went from Chicago were Federal Manager C. M. Kittle, General Solicitor W. S. Horton, General Attorney R. V. Fletcher, General Claim Agent H. B. Hull, Acting Federal Treasurer O. F. Nau, Chief Surgeon G. G. Dowdall, Chief Engineer F. L. Thompson, District Attorney J. G. Drennan, General Superintendent of Transportation J. F. Porterfield, District Engineer P. L. Laden, Engineer Maintenance of Way A. F. Blaess, General Superintendent W. S. Williams, Superintendents G. E. Patterson, J. W. Hevron, J. W. Cousins, T. J. Quigley, H. J. Roth, L. E. McCabe and T. E. Hill, B. J. Rowe, Mr. and Mrs. G. D. Curtis, Mrs. C. L. Sivley, A. B. Springer, George McBride, D. F. Maroney, H. B. Darling, E. H. Cahill, Theo. Fugenschuh, John Butcher, L. N. Turpin, Robert Clark, J. P. Lennon, E. A. Smittle, O. E. Lindquist, E. S. Ryan, F. A. Sweager, R. L. Creps, J. P. Mallon, J. O'Dea, F. Wiggins, H. M. Kyle and others.

At 2:15 o'clock P. M. the remains were taken from the family home on West Jefferson Street to the Cathedral of Immaculate Conception, where, after the church ceremonies, Rev. J. R. Quinlan, Vicar-General, who had known Mr. Foley from boyhood, spoke feelingly and eloquently of his life. A brief synopsis of the remarks of Rev. Quinlan follows:

“Behold, I am going to die. Thou shalt take me back to the land of Canaan and there inter me among my friends.”

"Words taken from the book of Genesis, 50th Chapter and 5th Verse.

"My dear Christian Friends: In these words we are told how the old patriarch Jacob was brought back from the land of Goshen to be interred among his old friends and acquaintances in the land of Canaan. After having spent seventeen years in the land of Goshen, now he appeals and begs his brother Joseph to take him back to his old home—back to the scenes of his early youth—back to where he began his early career—back to those who knew him and who loved him dearly.

"So you, my dear friends, have brought back today, Tom Foley, to his old home—back to scenes of his early youth to be laid away among his old friends, where he spent so many happy and pleasant days. And it is right and proper that he should be brought back here where his early youth was filled with so much promise, where he began that career that ended so gloriously. Here he laid the foundation of a brilliant life. Here he acquired those virtues that made him a man among men. His young life was beautiful to behold, so steady and so constant was it. At the age of twelve years he exercised the duties of a telegraph operator. He assumed the responsible position of a train dispatcher at the age of fifteen years. So he went higher and higher until he left here in 1901. He was away from here seventeen years like the old patriarch Jacob, who lived in the land of Goshen for seventeen years. Tom Foley, my dear friends, was dearly loved in this city. Everyone knew him and everyone loved him. It could not be otherwise as he was such a gentle and amiable soul. He knew men and he knew how to handle them with justice and get the best out of them. I am delighted to know that you were proud of him just as his old friends here at home were proud of him. You honored him greatly when yesterday, as his body was carried to the church, every wheel on the great Illinois Central Railroad stopped for one minute. Hence, poor Tom Foley is dead. Take him out kindly and gently, lay him alongside his father and mother and his old friends."

The pall-bearers at Fort Wayne were W. P. Breen, P. J. McDonald, M. J. Blitz, L. R. Ivans, T. J. Costello and J. W. Walsh, all of whom were boyhood friends of Mr. Foley.

Mr. Foley's Career

T. J. Foley was born at Convoy, Ohio, in 1866. At the age of 12 years he entered the service of the Pennsylvania Lines, West of Pittsburgh, as telegraph operator at the place of his birth, Convoy, Ohio. He was later employed as operator at Van Wert, Delphos, Lima, Elida, Forest and Upper Sandusky. From August 6, 1880, to February, 1881, he was employed as operator in the dispatcher's office at Fort Wayne. In February, 1881, he was appointed train dispatcher, at the age of 15 years. January 15, 1893, he was appointed chief dispatcher. He first came into prominence in 1894 during the great A. R. U. strike, when he organized forces under the direction of General Superintendent Watts and General Manager L. F. Loree. He was made assistant train master April 10, 1896, which position he held until 1897, when he was made transportation inspector. In the latter position he did much special work under the direction of General Manager L. F. Loree.

In 1901 the B. & O. was looking for a man to take the position of assistant to the general manager, G. L. Potter, and Mr. Foley was recommended and appointed to the position, leaving the Pennsylvania Lines on June 1st of that year, after 23 years of continuous service. While occupying this position he was sent abroad to investigate and report upon railway conditions. He spent several months in Europe, and upon his return he is said to have made one of the most comprehensive reports ever made by an American railway official upon railway conditions in Europe. The next official position he held was superin-

tendent of the Chicago Division of the B. & O., and he was later made general superintendent of the Wheeling System, composed of 1,500 miles of railroad, difficult to operate, with headquarters at Wheeling, W. Va. He held this position until 1906.

Desiring to go West, Mr. Foley entered the service of the Union Pacific as special inspector of the Transportation Department and was later made yard master and chief train dispatcher at Cheyenne, Wyoming. From the latter position he became superintendent of Terminals at Omaha, Neb., and was later made assistant superintendent of the Nebraska Division.

On March 15, 1910, Mr. Foley was made assistant to the vice-president of the Illinois Central System. On May 1, 1910, he was appointed to the important position of assistant general manager, and on November 16, 1912, he was elevated to the position of general manager of the system. On August 1, 1917, the Board of Directors elected him vice-president in charge of the Operating Department.

When the reorganization took effect on August 5, 1918, by reason of Federal control, and all vice-presidencies were abolished, Mr. Foley again became general manager of the system in charge of operation, reporting to the Federal manager. He held this position at the time of his death.

An Able Railroad Official

The death of Mr. Foley in the prime of his wonderful life has cast impenetrable gloom over the officers and employes of the entire Illinois Central System. He was universally loved and esteemed by all of the officers and by all of the employes who knew him, and most of them knew him. Naturally, he differed with them and occasionally broke lances with them, but he never struck below the belt. They had confidence in his superior judgment and they knew him to be their friend. He sympathized with them in their sorrows and rejoiced with them in their successes. The kindly words of encouragement which he spoke to so many of them were like "apples of gold in pictures of silver." Selfishness had no place in the great heart of T. J. Foley. He rose to high position in the Railroad world by reason of the rare qualities of his mind and his indomitable will. A part of his life work was to assist in the uplift of his fellow-man. He was not of the kind that strive to build themselves up by pulling others down. He went up and pulled others with him. He was an indefatigable worker, a great organizer and a born leader of men. With him it was always, "Come on boys." He was constantly at the front and in the midst of things. He was an excellent judge of men. He studied them to determine their predominant characteristics and qualifications that he might fit them into places in the organization where they could accomplish most for the Railroad and for themselves. After having placed them, he watched their progress and took much interest in their development. From this he derived great pleasure.

There was nothing complicated about the Railroad to T. J. Foley. He was thoroughly acquainted with the details of every Department. When questions seemingly involved were presented to him he decided them instantly. The quickness of his mind was a constant source of wonder to his friends and intimate associates, and his judgment on Railroad questions was almost infallible. He separated the strong from the weak places in the organization of the Railroad and devoted a large portion of his time to strengthening the latter. That was one of the secrets of his success. He gave liberally of his strength and mind to help make the weak strong and to lead them out of the ruts of desuetude into the paths of success. His genius was for organization and construction. He wrought well for the Railroad which honored him and which he honored.

Mr. Foley's frequent trips over the Railroad were a source of great delight

to the men. They were always glad to have him come and sorry to see him go. All knew that they were welcome in his presence wherever he might be. The latch-string to the door of his official car, as well as the door to his private office in the general office building at Chicago, always hung on the outside and there was ever a warm welcome within. He listened as attentively to those occupying lowly positions as he did to those who occupied high positions. Stations in life made no difference to him. He believed the most important thing a railway official could do was to know his men. His motto was to mingle with them freely and they knew that there was no restraint of any kind whatever. He kept up his interest in the affairs of the Railroad to the last day of his life. Memories of his life and work, his methods and policies, are left as a priceless heritage to the men of the Illinois Central.

Devoted Brother

Beautiful traits of Mr. Foley's character were like unexpected flowers which spring up along our path, full of freshness and fragrance. He thought not of himself, but always of others. He found happiness in making others happy. He was never married. The joys of wife and children he did not know, but he had a home, and a beautiful home it was, the home of four loving, devoted sisters, at Fort Wayne, Ind. To him that home was a hallowed spot. There he enjoyed to the full the sweetest pleasures of his life. He looked after the welfare and happiness of his sisters with all the loving tenderness and watchfulness of a mother or a father. Such love as he bestowed upon them could bloom only in the soil of a noble and self-sacrificing heart. He did not permit anything to interfere with his regular visits to that home. He did not permit anything to interfere with his attentions to his sisters. They were first with him and his friends came after them. Many a time his friends have been heard to say, "Was there ever another such a brother?" A little sidelight on Mr. Foley's attentions to his sisters can be illustrated by an incident, characteristic of him. Occasionally, the writer made business trips over the Railroad with him. Once, in midsummer, after we had been out on one of these trips for ten days, we reached New Orleans late at night after a hard day's work. It was his custom to arise at daylight and not retire until very late. There were constant streams of officers and employes coming and going at every hour of the day and until late into the night. He stayed up and talked with the men until he was driven to bed by the sheer lack of physical strength to work any longer. It was very dry and warm. Mr. Foley was covered with dust and grit and was physically worn out. He had been on duty without a moment's rest for eighteen hours. He left his official car and went up town to the hotel, but he did not retire that night until he had written a separate letter to each one of his four sisters, and when the writer saw those letters sealed, addressed, stamped and ready for the mail, he, too, thought, "Was there ever another such a brother?"

Faithful Friend.

The lamented death of Mr. Foley is a great bereavement to his friends. He was bound to them by ties of the heart, which are difficult to sever. His friends sought his wise counsel and advice and accepted and abided by his decisions as if handed down by a court of last resort. The fortunate ones who enjoyed his confidence and the relations of intimate friendship will cherish fond recollections of him which can never be effaced from memory's page. They will remember his gifts, versatility, genius and unique personality. They will remember the smile with which he always greeted them and the charm of his mannerism, which touched them because they believed in him. When he spoke he was able to affect his hearers with his optimism, which was one of his predominating

characteristics. He lived in the sunlight, and if shadows ever hovered about him his friends did not know it. He was cheerful and hopeful to the last moment of consciousness, and when he closed his eyes never again to open them in this world, there was that same sweet, familiar smile upon his face. It has been said that when a man so lives that two or three friends will really miss him, will really care, when he dies, that he did not live in vain, and that such a life was a success. If that be true, then T. J. Foley lived a great life, because thousands will miss him and will really care, and thousands will mourn for him. The affections of his friends for him will continue long after their tears have dried.

"He loved his fellows and his love was sweet.
Plant daisies at his head and at his feet."

Mr. Foley

Gone!
Your friend and my friend—friend of all;
A man.
Born with those riches which God alone gives—
Humility, gentleness, sympathy, kindness;
His course directed by rules as golden
As ever inspired the hearts of men;
His sense of justice, fairness, right,
Guiding his steps as on he went
Until the goal he sought was reached;
Who, by his own rewards, rewarded us.
Each thought and deed proclaimed this man
A man of high and rare ideals.
* * * * *
'Twas such a heritage he left to us;
This friend, this much loved leader of men.

Resolution

Order of Railway Conductors,
Woodlawn Division No. 327.

WHEREAS, in view of the loss we have sustained by the decease of our General Manager, the late Mr. Thomas J. Foley, and of the still heavier loss sustained by those who were nearest and dearest to him; therefore be it

RESOLVED, that it is but a just tribute to the memory of the departed, who was, in every way, worthy of our respect and regard.

RESOLVED, that we sincerely condole with the family of the deceased on the dispensation with which it has pleased Divine Providence to afflict them and commend them for consolation to Him who orders all things for the best and whose chastisements are meant in mercy.

RESOLVED, that this heartfelt testimonial of our sympathy and sorrow be forwarded to the sisters of our departed friend, by the secretary; also that a copy be forwarded to the Editor of the Illinois Central Magazine.

C. H. Draper,
H. C. Flora,
H. B. Darling,
Committee.

UNITED STATES RAILROAD ADMINISTRATION

NEWS FROM WASHINGTON

Resignation of the Director General

The resignation of W. G. McAdoo, Director General of Railroads and Secretary of the Treasury, official announcement of which was made to a conference of Washington newspaper men on November 23, overshadowed every other development of interest at the National Capital during the month. Only a comparatively few of the Director General's most intimate friends, including President Wilson, were aware of the contemplated action on his part. For this reason, when the announcement was given to the public it came as a distinct shock and brought forth expressions of regret from all sections of the country, from railroad officials and employes alike.

"For almost six years," said the Director General in his letter of resignation to the President, "I have worked incessantly under the pressure of great responsibilities. Their exactions have drawn heavily on my strength. The inadequate compensation allowed by law to Cabinet officers (as you know I receive no compensation as Director General of Railroads) and the very burdensome cost of living in Washington have so depleted my personal resources that I am obliged to reckon with the facts of the situation."

In accepting the Director General's resignation, President Wilson expressed the deepest regret at losing the services of such a valuable public servant.

"I know that only your high and exacting sense of duty had kept you here until the immediate tasks of the war should be over," the President declared in his letter to the Director General. "But I am none the less distressed.

"I shall not allow our intimate personal relation to deprive me of the pleasure of saying that in my judgment the country has never had an abler, more resourceful and yet prudent, a more uniformly efficient Secretary of the Treasury; and I say this remembering all the able, devoted and distinguished men who preceded you.

"The whole country admires, I am sure, as I do, the skill and executive capacity with which you have handled the great and complex problem of the unified administration of the railways under the stress of war uses, and will regret, as I do, to see you leave that post just as the crest of its difficulty is passed."

So many different constructions had been placed upon the action taken by the Director General and various reasons assigned for his step that during an address delivered at Chattanooga, Tenn., on November 28, he made this declaration:

"The reasons I stated in my letter to the President are the exact reasons for my resignation. There are no other reasons. I have been in office as Secretary of the Treasury for almost six years, and I can say truthfully that I have never yet lied to the American public, nor have I ever misrepresented anything to the American people. I would not, for all the fortune of the ages, misrepresent anything to the American people.

"If there is one thing that a man entrusted with great responsibility owes to his country, it is to be square with the people and to tell the truth all the time. When our politicians learn that it pays to always be on the level with the people, we shall elevate America by elevating politics in America."

Director General Replies to Protests of Railroad Employes Affecting Salary Readjustments

In a letter written to G. H. Sines, Chairman of the Board of Railroad Wages and Working Conditions, and made public on November 29, Director General McAdoo clearly sets forth his policy respecting increases in salaries for railroad employes and the attitude which he declares they should take with respect to the work performed by them.

In his communication to Mr. Sines, the Director General stated that he is obliged to consider not only the interests of the employes of the roads but also the interests of the people of the United States in determining the question of wages and working conditions.

"The officers and employes of the railroads are no longer servants of private railroad corporations," he declared. "They are now servants of the public. The Director General is also a servant of the public, owing a duty to the public as well as to the employes. I cannot be indifferent to the interests of the public any more than I can be indifferent to the interests of the employes, and my constant effort has been to find the line of justice as represented by fair wages and working conditions and square it with the interests of the employes and the interests of the public."

The Director General called attention to the fact that the railroad business is not temporary but of a permanent character, offering employes steady work.

"Railroad employment," he declared, "is also not affected to the same extent as are other industries, by fluctuations and uncertainties, due to dull periods. Railroad employes not only have steady work and, generally speaking, more favorable living conditions as against temporary and uncertain employment and frequently less satisfactory living conditions in war industries, but they also have a reasonable amount of free transportation for themselves and their families as well as other privileges and advantages which are everywhere recognized as substantial benefit to them."

Director General Orders Raise in Salaries for Employes

On November 16 the Director General announced his award, effective October 1, 1918, with respect to telegraphers, telephone operators, excepting switch-board operators, agent-telegraphers, agent-telephoners, towermen, levermen, tower and train directors, block operators and staffmen. The award affected between sixty and seventy thousand railroad employes, and involved increases in salaries approximating \$20,000,000 a year.

The order provided that all rates of wages paid as of January 1, 1918, prior to the application of General Order No. 27, and exclusive of all compensation for extra services, should first be reduced to an hourly basis, arrived at in case of monthly paid employes by dividing the annual compensation by the number of regularly assigned working days for the year 1918; and then dividing the daily rate thus obtained by the regularly assigned or established number of hours constituting a day's work, exclusive of the meal hour. The hourly rate for weekly and daily paid employes is arrived at similarly.

Rates thus obtained, where less, are first advanced to a basic minimum of 35 cents per hour and to this basic minimum, and to hourly rates which are above the minimum, 13 cents per hour is added.

Eight consecutive hours, exclusive of the meal hour, constitutes a day's work and overtime will be paid at the rate of time and one-half. There has been no consistent practice on the several railroads with respect to this item. On the

majority of roads there has been in effect varying rates for overtime, some of which were less and in instances, more than the time and one-half rate.

The award of the Director General does not apply to cases where individuals are paid \$30.00 per month or less for special service which takes only a portion of their time from outside employment or business, and in the case of employes who are paid upon a commission basis or upon a combination of salary and commission, not including express or outside commissions, the Board of Railroad Wages and Working Conditions are instructed to make individual recommendations when properly presented.

Railroad Agents Receive Increases in Pay

Approximately 2,500 railroad employes were affected by an award made by Director General McAdoo on November 23 increasing the pay of agents of the roads whose regular assignment does not require the sending or receiving of railroad train orders by telephone or telegraph.

According to the terms of the award, there was established first—a basic minimum rate of \$70.00 per month and to this minimum and to all rates of \$70.00 and above in effect as of January 1, 1918, prior to the application of General Order No. 27, there is added \$25.00 per month. The only exceptions to this basis are to those individuals who are paid \$30.00 per month or less for special service which takes only a portion of their time for outside employment or business, and also to all agents who receive \$50.00 per month or less, a straight advance of \$25.00 per month is granted.

Eight consecutive hours exclusive of the meal hour constitute a day's work. Overtime for the 9th and 10th hour of continuous service to be paid pro rata. All after the 10th hour to be paid for at the rate of time and one-half.

The usual provisions with respect to right of appeal in cases of individual grievances are established.

Capital Expenditures

According to a statement made public by Director General McAdoo on December 1, more than half a billion dollars have been advanced by the government to the railroads and transportation lines under its control during the months since the railroad administration has been in operation.

The Director General stated that \$515,206,536, including loans and payments made to railroad corporations to meet their needs, had been advanced for operating deficits and payments on account of the new standardized equipment from April 1 to December 1.

From the half billion dollar revolving fund set aside by Congress, \$316,206,536 was drawn, and the remainder came from \$199,483,524 surplus earnings of certain railroads and the American Railway Express Company, now operated by the government.

November advances to the railroads amounted to \$94,139,461, and the surplus earnings turned in were \$47,646,069, including \$10,422,968 from the American Railway Express Company. More than 55 per cent of the advances in the eight months went to nine big systems.

In this connection it was announced by the Director General that the equipment ordered by the railroad administration and allocated to the railroads and not yet delivered is approximately 4,415 locomotives and 100,000 freight cars, representing a contract price of approximately \$366,333,355.

As to immediate railroad additions and betterments, excluding equipment and new extensions, authority has been granted to the latest available date—Novem-

ber 10th—for the railroads and also for the 108 terminals and switching companies other than the class 1 roads, aggregating \$533,860,502. Of this amount only \$179,995,902 had been expended up to September 30, 1918.

It is estimated that corresponding additions and betterments which must be authorized for the year 1919 will aggregate upwards of \$250,000,000, excluding equipment. It is also calculated that maintenance of way and structures will necessitate very substantial expenditures in order to bring the various properties up to standard.

Express Companies Under Government Control

On November 16 President Wilson issued a proclamation taking under federal control the American Railway Express Company and placing it under the jurisdiction of Director General McAdoo. The change went into effect at noon on Monday, November 18.

Two days later, the Director General issued an order initiating increased express rates. It provided that in the territory north of the Ohio and Potomac Rivers and east of the Mississippi the increase in express merchandise rates should range from 16 to 17 cents per hundred pounds regardless of the distance hauled in that territory. The increase in the balance of the United States ranged from 10 to 12 cents per hundred pounds on merchandise. The increase on food products amounted to about three-quarters of the increase on merchandise shipped by express.

Economies in Railroad Operation

According to a statement made public by Director General McAdoo through the unification of terminals and the cutting down of train service without interfering with the quick dispatch of cars, there has been a saving of \$25,286,207 a year in three regions alone—the Southern, Southwestern and Northwestern regions. Striking reductions have taken place in the Northwestern region, where \$25,229,352.45 a year has been saved. This has been accomplished through the unification of terminals at Minneapolis and St. Paul, Omaha, in the Duluth-Superior district and in the St. Louis-East St. Louis district.

Other economies have been effected through the consolidation of the live stock agencies at Kansas City, in the handling of ore in the Lake Superior District and in joint switching.

Soldiers to Travel at Reduced Fares

On November 19 the Director General ordered a reduction of $33\frac{1}{3}$ per cent in the current coach fare for discharged soldiers and sailors traveling to their homes, making the rate to them approximately two cents a mile. The law allows $3\frac{1}{2}$ cents per mile for transportation and sustenance for soldiers, and in order to make sure that they will not be required to pay any part of the expense in returning to their homes, the Director General issued the order mentioned above.

He followed this up by issuing instructions to furnish discharged soldiers and sailors, journeying to their points of enlistment, with so-called military meals at the special rate of 75 cents as granted to men in the service under an arrangement made with the several military departments some time ago.

Reduced Hours for Locomotive and Car Shop Employes

The emergency under which railroad employes in locomotive and car shops worked having in some degree passed, the Director General has issued instructions under which the locomotive and car shop hours as far as practicable, will be reduced to 9 hours per day, effective November 25, and to 8 hours per day, effective December 9.

In a telegram to all the Regional Directors under date of November 22, the Director General states that the different mechanical organizations responded in a most gratifying way to the request that the men work a greater number of hours in shops throughout the country when the railroads were struggling with congested traffic and weather conditions last spring.

"The Director General desires to express his deep appreciation of the patriotic response of the mechanical workmen on all railroads," he wired, "and his gratification that it is no longer necessary to call for the number of hours of service heretofore required."

Extension of the Allegheny Region

An order was issued by Director General McAdoo on November 30 extending the jurisdiction of the Allegheny Region, under Regional Director C. H. Markham, to include the lines of the Pennsylvania and Baltimore and Ohio, west of Erie, Pa., Pittsburgh and Parkersburg, W. Va.

District Director H. A. Worcester, with office at Cincinnati, Ohio, will continue in this capacity for both the Allegheny and Eastern Regions, reporting respectively, to Regional Directors Smith and Markham in respect to the lines belonging in their region.

Director General Urges Continued Savings

Under date of November 29, from Asheville, N. C., Director General McAdoo sent this message to all Regional Directors:

"It is of the utmost importance that our people shall continue to save in order that they may help the government complete the victories we have gained in Europe, meet the expenses of the war and provide the means of supporting our army in Europe until it is released from duty, and of bringing it back to American soil. Will you not ask the railroad employes throughout your region to save their money and invest it in war savings stamps and thrift stamps to help their government and our gallant soldiers and sailors who are still on duty in Europe, and also to help themselves by laying up a fund which will be a protection to them in case of misfortune or necessity. Railroad employes have responded so patriotically to every call that has been made upon them that I feel confident they will not fail to continue to save their money and lend to Uncle Sam until every need of our soldiers and sailors has been satisfied by the return of every one of them to his home in America."

Increased Fare on Sleeping and Parlor Cars Abolished

On December 1 the Director General issued an order abolishing the additional passage charge of $16\frac{2}{3}$ per cent of the normal one-way fare now required from passengers traveling in standard sleeping and parlor cars, and $8\frac{1}{3}$ per cent of the normal one-way fare required from passengers traveling in tourist sleeping cars. This means a reduction of one-half cent per mile in the fare of passengers

using standard sleeping or parlor cars, and one-fourth cent a mile in the fare of those using tourist sleeping cars.

Contracts for Additional Locomotives

Announcement was made by Director General McAdoo on December 4 that in addition to an order recently placed for 100 Mikado Standard locomotives with the Lima Locomotive Works, of Lima, Ohio, the Railroad Administration has executed contracts with the American Locomotive Works for the construction of 500 standard locomotives of the following types:

Mikado, 200; Santa Fe, 25; Mallet Compound, 75, and Switching Locomotives, 200.

These two contracts involve approximately \$40,000,000 and have been awarded on the basis to yield the locomotive builders approximately 6 per cent on cost. The builders guarantee the government against any increase above the stipulated price on account of wages or overhead expenses, while the cost of the principal materials will be regulated by the government through the Price Fixing Committee.

The order will be divided between the various plants by the American Locomotive Company, including Schenectady, Richmond, Pittsburgh, Patterson, N. J., and Dunkirk, N. Y.

September Freight Movements Break All Records

According to figures made public by Director General McAdoo on December 4, all comparative records in the movement of freight throughout the country since the government took over the operation of the railroads were broken during the month of September, 1918.

The statement shows that for the month of September, 1918, there were 38,592,137,000 ton miles of freight moved by the transportation systems, while for the same month in 1917 there were but 35,469,005,000 ton miles of freight transported. With an increase for September, 1918, of 8.8 per cent in ton miles, it required the use of but one-tenth of one per cent more freight train miles to provide for this additional tonnage. In September, 1917, there were 52,989,000 freight train miles used to handle the business on the roads, while for the same month of 1918 these figures were increased to but 53,026,000.

For September, 1918, each car carried an average of 29.7 tons, while for the corresponding period of 1917 there was an average of 26.8 tons loaded on each car. This shows an increase for the month of September, 1918, due to the policy of the railroad administration in requiring loading to full capacity, of 10.8 per cent.

The number of tons per train carried for September, 1918, were 728, while for the corresponding period in 1917 there were but 669 tons transported, an increase of 8.8 per cent for September, 1918, over September, 1917.

Judge Lovett Resigns

Judge Robert S. Lovett, Director of the Division of Capital Expenditures of the Railroad Administration, has sent his resignation to Director General McAdoo to take effect January 1, 1919. In his letter to the Director General, Judge Lovett states that he severed his connection with the Union Pacific Railway Company as Chairman of the Executive Committee for the period of the war and that Mr. C. B. Seger, who succeeded him, has accepted another position with a manufacturing and commercial institution.

"I should like to say," said Judge Lovett in his letter of resignation, "even at the risk of appearing fulsome, that in my judgment no business agency—public or private—has been more absolutely free from political influences and considerations or more completely dominated solely by what was conceived to be right and in the public good than the Railroad Administration—due to the inspiring example and superb firmness and character of the Director General himself."

In accepting his resignation, Director General McAdoo spoke in the highest praise of the services rendered by Judge Lovett.

"He has served with such signal ability and such single devotion to the interests of the country during the trying period of the past year," said Mr. McAdoo, "that no commendation, however strongly expressed, could do him justice."

Steamship Lines Relinquished by Government

On Thursday, December 5, Director General McAdoo issued an order relinquishing from government control the Clyde Steamship Company, the Merchants' and Miners' Transportation Company, the Mallory Steamship Company and the Southern Steamship Company, effective December 6.

In his order the Director General states that the emergency which made such exercise of the war power necessary, by reason of the armistice having been signed, has ceased and that the use of the steamship lines mentioned is no longer required for the transfer and transportation of troops, war material and equipment or otherwise for the war purposes of the government.

Because of the law allowing $3\frac{1}{2}$ cents per mile for transportation and sustenance for soldiers, and in order to make certain that soldiers will not be required to pay any part of the expense of returning to their homes after being discharged from the Army, Director General McAdoo today authorized a reduction of $33\frac{1}{3}$ per cent in the current coach fare for this purpose, making the rate to them approximately two cents per mile.

It is estimated that the total reduction of railroad revenue resulting from this arrangement will be approximately \$12,000,000. If the discharged soldiers require sleeping car accommodations, they will pay the additional charge of approximately $\frac{1}{2}$ cent per mile in tourist cars, the type of sleeping car which will be generally used. This will leave them an adequate amount to pay for their meals while going home.

It will be necessary to file with the Interstate Commerce Commission special tariffs authorizing this rate, which will be done promptly, and the arrangement will be placed in effect within the next few days. It will be applicable until further notice to all discharged soldiers, as well as to the 132,000 men stationed at the 14 camps throughout the country and who are to be immediately demobilized by the War Department and honorably discharged.

November 19, 1918.

Director General McAdoo announced today that a report from R. H. Aishton, Regional Director of the Northwestern Region, shows that Canadians took a deep interest in the Fourth American Liberty Loan, as demonstrated by the fact that railroad employes on the lines of the Great Northern in Canada subscribed for \$76,800 worth of Bonds of that Loan.

November 22, 1918.

Marked economies in the operation of the railroads by the government are shown in reports submitted today to Director General McAdoo.

Figures made public by the Director General show savings of \$25,286,207 per annum in three regions—the Southern, Southwestern and Northwestern—in the conduct of transportation facilities, both passenger and freight, by unification of terminals and the cutting down of train service without in the least interfering with the proper and quick dispatch of cars.

Striking reductions along this line have taken place in the Northwestern region, where \$25,229,352.45 a year has been saved. According to the report of R. H. Aishton, Regional Director for this section, made to the Director General, this curtailment in expenditures was made up as follows:

Reduction in passenger train service, \$20,155,954; elimination of duplication in freight train service, \$1,338,726; unification of terminals at Chicago, \$940,765.90; unification of terminals at Minneapolis and St. Paul, \$465,653.60; unification of terminals at Omaha, \$212,970; unification of terminals in the Duluth-Superior district, \$126,376; unification of terminals in the St. Louis-East St. Louis district, \$437,466.45; consolidation of live stock agencies at Kansas City, \$12,948; economies in the handling of ore in the Lake Superior district, \$660,000; joint switching, \$489,618.30, and miscellaneous economies \$388,874.20.

B. L. Winchell, regional director for the Southern region, reports that in addition to economies previously affected a saving of \$17,000 a year has been brought about in the terminal arrangements and rearrangements at Louisville, Kentucky.

In the Southwestern region, B. F. Bush, the regional director, reports that through the consolidation of freight yards and depots there will be a total annual saving to the government of \$39,766 a year. Of this sum, the consolidation of the freight depot and freight yards of the Missouri, Kansas and Texas Railway with those of the Houston Belt and Terminal Company, wipes out an annual expenditure of \$30,000.

November 22, 1918.

The emergency under which railroad employes in locomotive and car repair shops patriotically worked long hours during the war period, having in some degree passed Director General McAdoo today issued directions under which the locomotive and car shop hours, as far as practicable, will be reduced to 9 hours per day, effective November 25th, and to 8 hours per day, effective December 9th.

The Director General sent the following telegram to all Regional Directors: "Last Spring, when the railroads were still struggling with congested traffic, and weather conditions were very severe, the different mechanical organizations responded in a most gratifying way to the request that the men work a greater number of hours in the shops throughout the country than they had been accustomed to, or than some of their agreements with the railroads provided, in order to repair locomotives and cars for the prompt transportation of munitions of war and for food and other supplies for our Army and Navy abroad and the Allies. It is now possible, in view of the signing of the armistice, to anticipate an early return to normal conditions, and directions have been issued that wherever practicable the locomotive and car shop hours shall be reduced on November 25th to nine hours per day where greater number is now being worked, and to basis of eight hours per day on December 9th. The Director General desires to express his deep appreciation of the patriotic response of the mechanical workmen on all

railroads and his gratification that it is no longer necessary to call for number of hours of service heretofore required.

“W. G. McAdoo,
“Director General of Railroads.”

SUPPLEMENT TO GENERAL ORDER NO 27

November 23, 1918.

Effective October 1, 1918, superseding General Order No. 27, and in lieu thereof as to the employes herein named, the following rates of pay, rules for overtime, and working conditions upon railroads under Federal control are hereby ordered:

ARTICLE I

Rates of Pay

For agents, except as provided for in Article IV., whose regular assignment does not require the sending or receiving of railroad train orders or messages by telephone or telegraph, establish a basic minimum rate of seventy (\$70.00) dollars per month, and to this basic minimum rate and all rates of seventy (\$70.00) dollars and above, in effect as of January 1, 1918, prior to the application of General Order No. 27, add twenty-five (\$25.00) dollars per month, establishing a minimum rate of ninety-five (\$95.00) dollars per month.

ARTICLE II

Maximum Monthly Wage

No part of the increases provided for in this order shall be applied to establish a salary in excess of two hundred and fifty (\$250.00) dollars per month.

ARTICLE III

Preservation of Rates

(a) The minimum rates and all rates in excess thereof as herein established, and higher rates which have been authorized since January 1, 1918, except by General Order No. 27, shall be preserved.

(b) Employes temporarily or permanently assigned to higher rated positions shall receive the higher rates while occupying such positions; employes temporarily assigned to lower rated positions shall not have their rates reduced.

ARTICLE IV

Exceptions

(a) The provisions of this order will not apply in cases where amounts less than thirty (\$30.00) dollars per month are paid to individuals for special service which only takes a portion of their time from outside employment or business.

(b) For agents (except those provided for in Article I and in Section A, Article IV.) whose compensation as of January 1, 1918, was upon a commission basis, or upon a combination of salary and commission (not including express or outside commissions), and for agents at the smaller stations, where the salary as of January 1, 1918, prior to the application of General Order No. 27, was \$50.00 per month or less, add \$25.00 per month to the rates in effect January 1, 1918 prior to the application of General Order No. 27.

ARTICLE V

Hours of Service

Eight (8) consecutive hours, exclusive of the meal period, shall constitute a day's work.

ARTICLE VI**Overtime and Calls**

(a) Where there is no existing agreement or practice more favorable to the employes, overtime shall be computed for the ninth and tenth hour of continuous service pro rata on the actual minute basis, and thereafter at the rate of time and one-half time. Even hours will be paid for at the end of each pay period. Fractions thereof will be carried forward.

(b) Employes who are notified or called to work outside the eight consecutive hours, exclusive of the meal period and continuous service, constituting their regular assignment, shall be paid a minimum allowance of three hours for two hours or less; if held over two hours, time and one-half time will be paid, computed on the minute basis.

(c) Exclusive of employes whose regular assignment includes Sundays or holidays, employes notified or called to work on Sundays or holidays, will be paid not less than the minimum allowance of three hours, and where no existing agreement or practice is more favorable, such employes will be paid at their regular rates.

(d) Employes will not be required to suspend work during regular hours to absorb overtime.

ARTICLE VII**Discipline and Grievances**

(a) An employe disciplined, or who considers himself unjustly treated, shall have a fair and impartial hearing, provided written request is presented to his immediate superior within five (5) days of the date of the advice of discipline, and the hearing shall be granted within five (5) days thereafter.

(b) A decision will be rendered within seven (7) days after completion of hearing. If an appeal is taken, it must be filed with the next higher official and a copy furnished the official whose decision is appealed within five (5) days after date of decision. The hearing and decision on the appeal shall be governed by the time limits of the preceding section.

(c) At the hearing, or on the appeal, the employes may be assisted by a committee of employes, or by one or more duly accredited representatives.

(d) The right of appeal by employes or representatives, in regular order of succession and in the manner prescribed, up to and inclusive of the highest official designated by the railroad to whom appeals may be made is hereby established.

(e) An employe, on request, will be given a letter stating the cause of discipline. A transcript of the evidence taken at the investigation or on the appeal will be furnished on request to the employe or representative.

(f) If the final decision decrees that charges against employe were not sustained the record shall be cleared of the charge; if suspended or dismissed the employe will be returned to former position and paid for all time lost.

(g) Committees of employes shall be granted leave of absence and free transportation for the adjustment of differences between the railroad and the employes.

ARTICLE VIII**Rules for Application of This Order**

(a) It is not the intention of this order to change the number of days per month for monthly paid employes. The increases per month provided for herein shall apply to the same number of days per month which were worked as of January 1, 1918.

(b) The pay of female employes, for the same class of work, shall be the

same as that of men, and their working conditions must be healthful and fitted to their needs. The laws enacted for the government of their employment must be observed.

ARTICLE IX

Interpretation of This Order

The rates of pay and rules herein established shall be incorporated into existing agreements and into agreements which may be reached in the future, on the several railroads; and should differences arise between the management and the employes of any of the railroads as to such incorporation, intent, or application of this order, prior to the creation of additional railway boards of adjustment, such questions of differences shall be referred to the Director of the Division of Labor for decision, when properly presented, subject always to review by the Director General.

Agreements or practices, except as changed by this order, remain in effect.

W. G. McAdoo,

Director General of Railroads.

November 23, 1918.

Director General McAdoo today announced his award, effective October 1st, with respect to rates of pay, rules for overtime and working conditions upon railroads under Federal control, for the agents, whose regular assignment does not require the sending or receiving of railroad train orders by telephone or telegraph. The order applies to approximately 2,500 employes.

There is established, first, a basis minimum rate of \$70.00 per month and to this basic minimum, and to all rates of \$70.00 and above in effect as of January 1, 1918, prior to the application of General Order No. 27 there is added \$25.00 per month. The only exceptions to this basis are to those individuals who are paid \$30.00 per month or less for special service which only takes a portion of their time for outside employment or business, and also to all agents who receive \$50.00 per month or less, a straight advance of \$25.00 per month is granted.

Eight consecutive hours, exclusive of the meal hour, constitutes a day's work. Overtime for the ninth and tenth hour of continuous service to be paid pro rata. All after the tenth hour to be paid for at the rate of time and one-half.

The usual provisions with respect to right of appeal in cases of individual grievances are established.

November 23, 1918.

The activities of the Claims and Property Protection section of the United States Railroad Administration in its war on car thieves are bearing fruit in various sections of the country.

Reports reaching the Director General today show that as a result of operations directed from Washington three car thieves arrested in the act of tampering with a freight car in the New York Central yards at Buffalo, N. Y., were yesterday sentenced by Judge Hazel to long terms of imprisonment. Howard Brown and John Malloy, received five years each, while Joseph Torms got one year and six months. Brown was also fined \$1,000. For receiving stolen goods, Samuel Goldberg was sentenced by the same court to serve one year and six months in the penitentiary.

At Buffalo there are now pending 69 indictments for this class of offenses, and a good many more are expected from the grand jury, which is now in session.

At Pittsburgh, on Wednesday last, Charles A. Fairfax, an employe of a

transfer company, who secured various notices of freight arrivals, and thus obtained possession of certain shipments, was sentenced to a year and a day in the penitentiary.

At New Jersey, Jacob Behrman, of Patterson, was convicted last Tuesday of receiving 80 bundles of silk stolen from interstate shipments. Last week there were 12 arrests for this class of offenses at Sandusky, Ohio, and 7 of the parties have confessed. A large amount of goods were recovered as the result and searches made incidental thereto.

Arrests made yesterday in Washington by Inspector O'Dea of the railroad administration force, makes a total of 38 in the past six weeks for railroad thieving at the Washington Terminal and for receiving stolen goods.

At Arcadia, California, yesterday Dale Jones, a bandit, who was wanted in connection with the hold-up of an M., K. & T. train at Paola, Kansas, on July 10 last, was killed by a deputy sheriff who attempted to arrest him. In the gun battle that ensued, the deputy was killed as well as the wife of Jones, who accompanied him in his flight. Two other bandits, Roy Sherrill and Roy King, charged with participating in the hold-up of the "Katy," pleaded guilty and were sentenced to serve 25 years apiece in the Leavenworth penitentiary on November 15. Roy Lancaster, another member of the band sought by the federal authorities for this same "job," was killed at Kansas City, Mo., on September 24.

The Paola hold-up was one of the boldest ever consummated in this country, and in the effort to run down the parties responsible there have been various gun battles in Kansas City, Colorado Springs, and Denver. In these encounters more than a dozen people have been shot and three police officials killed.

November 26, 1918.

Director General McAdoo today authorized the following:

Effective December 1, the additional passage charge of 16 $\frac{2}{3}$ per cent of the normal one-way fare now required from passengers traveling in standard sleeping cars and parlor cars, and 8 $\frac{1}{3}$ per cent of the normal one-way fare required from passengers traveling in tourist sleeping cars, will be abolished. This means a reduction of one-half cent per mile in the fare of passengers using standard sleeping or parlor cars, and one-fourth cent a mile in the fare of those using tourist sleeping cars.

The charge in question has served a useful purpose in conserving sleeping car equipment.

December 3, 1918.

Reports received today by the Director General from the Secret Service of the Railroad Administration, indicate that the campaign for the apprehension of car thieves is progressing with very satisfactory results. Due to the activities on the part of this branch of the U. S. Railroad Administration a considerable amount of stolen property taken from railroad cars has been recovered and the guilty parties given penitentiary sentences commensurate with the extent of their offenses.

On Monday, November 25, a considerable amount of miscellaneous merchandise, including cigars, cigarettes, tobacco, and ladies' and men's wearing apparel, valued at \$4,006, was recovered at Bessemer and Blue Creek, Ala., from a "fence" there, and several arrests were made. At Halifax, N. C., an employe of the Atlantic Coast Line and five citizens of local prominence were arrested in connection with a series of car robberies extending over a long

period. One of the defendants committed suicide. Several thousand dollars' worth of goods were recovered.

At Detroit, Mich., on November 29 four "receivers," having in their possession 4,930 half pints of whiskey, stolen from the Wabash Railroads, were arraigned.

On Saturday, November 30, an eighteen-year-old express messenger between Washington and Philadelphia was arrested by the railroad inspectors. He had been stealing property from trunks in express cars amounting into thousands of dollars. His method was to unlock or break open trunks, rifle the contents and then throw the trunks into the river while the train was crossing the bridges between these points. Much of the property stolen in this manner was recovered in Washington and returned to its owners.

December 3, 1918.

Director General McAdoo today issued instructions providing for the resumption of the issue of through export bills of lading for cotton under the following conditions:

1. Through export bills of lading will not be issued until and unless a definite contract for ocean carriage has been made with specified sailing date.

2. Representatives of ocean carriers shall secure from the export committee having jurisdiction, the necessary permit for the forwarding of the shipment from point of origin to point of export.

3. Upon receipt of this permit by the forwarding agent, through export bill of lading will be issued, but shipment should not be accepted (and, of course, the bill of lading not issued) until a reasonable period to move the shipment to the port in time for the specified sailing.

4. Tariffs should be supplemented to provide that the payment of demurrage and storage charges at port shall apply to traffic moving under through bills of lading, commencing the day following the sailing date as fixed in the contract; permits should not be granted to ocean carriers or their representatives except upon their agreement to pay these charges to rail carriers.

TO THE AMERICAN PEOPLE

December 10, 1918.

On January 6 last, important changes in passenger train service on the Eastern roads became effective, and at the time I issued a public statement saying that "Every patriotic citizen can directly help the Government in clearing up the present unsatisfactory situation on the railroads by refraining from all unnecessary travel at this time." The policy thus outlined has of necessity been continued throughout the period of the war because the primary duty of the railroads was to contribute their maximum power to the winning of the war.

This emergency has now passed. The war has been won. In this epochal outcome the American railroads have played a vital part. Transportation has underlain every industrial activity during the war as it does in peace time. Without adequate transportation, our troops and the supplies for our own Army and for the armies of our Allies could not have been moved. To this splendid achievement those Americans who refrained from traveling unnecessarily during the war, may justly feel that they contributed.

During the war the transportation of civilian passengers and of freight not needed in the war was of secondary importance. After giving priority to the movement of war necessities, it has been the policy of the Railroad Administration to supply the most adequate service possible, both passenger and freight, to non-war business.

The war now being practically over, it will be the policy of the Railroad Administration during the remaining period of Federal control, to give to the public the best service of which the railroads are capable. While the necessity still remains for moving large quantities of supplies to Europe, and while a considerable proportion of the railroad passenger equipment will be needed in returning American soldiers and sailors to their homes, the problem can now be definitely appraised and there is every reason to believe that adequate service may be given in the future for the ordinary business of the nation.

As rapidly as possible, service will be improved, although trains which were run under private control merely for competitive reasons, will not be restored. Such service was unnecessary. Plans have already been made for service to California, Florida and the Southeastern States during the coming winter. The public may be assured that the Railroad Administration will do everything possible to meet the needs of the traveling public. In line with this policy was the recent limination, effective December 1st, of the extra-half cent a mile for traveling in Pullman cars, and of one-fourth cent a mile for traveling in tourist coaches, which was imposed as a war measure partially for the purpose of keeping passenger travel during the war at a minimum.

There were some wasteful and extravagant practices during private control of railroads. These will not be restored during the period of Federal control, but within the limits of good business practice, the public may expect every reasonable convenience and comfort on the railroads operated by the Government.

(Signed) W. G. McAdoo,
Director General of Railroads.

Co-Operation

By Frank McManamy

Assistant Director Division of Operation, U. S. Railroad Administration

It has been generally understood that the Government assumed control of the railroads because of the necessity of increasing their efficiency and operating them in such a manner that the necessary transportation would be provided to enable the country to successfully conduct the war against what had come to be recognized as the enemy of civilization.

It had been demonstrated that under individual control it was not possible to obtain the degree of cooperation necessary to bring about the increased efficiency which must be obtained and that only by operating the railroads as a single system under the direction of a strong central organization could the transportation needs of the country be met.

A survey of the situation showed that one of the principal, if not the principal, need was to improve the condition of motive power and rolling stock.

Greater efficiency in this respect could only be secured by greater efforts and closer cooperation of the army of the railroad shop employes, because with the urgent demands for men for military service and for munition factories it was not possible to increase the forces in proportion to the increased work. The results of the past year show that increased efforts and better cooperation was secured to an extent hitherto unknown. Personal convenience and comfort on the part of railroad officials and employes were alike disregarded. Sundays, hol-

idays and vacations were unknown to most of the railroad workers for the past year or more. Every loyal man was on the job 24 hours a day and seven days a week or as near it as was physically possible. Employes' contracts were temporarily modified with respect to shop hours and to promotions and suggestions or requests of the Railroad Administration for changes that would increase efficiency and bring about closer cooperation have been cheerfully and promptly complied with. As a result of this it is not an exaggeration to say that a degree of efficiency in operating railroad shops was reached which has never before been attained. The railroad machine has been operated at high speed and with full tonnage and the shop employes have provided the necessary equipment.

In the matter of furnishing necessary equipment to conduct transportation during the war, the railroad shop employes have gone over the top and when the records of what they have accomplished is written they will have little to regret and much to be proud of.

The war is now over and the problems incident thereto are things of the past. We have, however, confronting us problems equally important although perhaps not quite so urgent.

The principal requirements necessary to go from a peace basis to a war basis were, unlimited energy and unceasing effort. To change the shop organization from a war basis to a peace basis, which is the task that confronts us now, will require unlimited patience, tact and judgment. A degree of cooperation equal to that which has been exercised during the war will

be required. It will require the principle of the square deal to be recognized and observed on all sides and it will require absolute confidence that the necessary reorganization will be worked out with fairness.

The railroad shop employes with the cooperation of the officials have performed a great service in their work during the past year, but it could not have been accomplished without complete cooperation and confidence in those who were directing the work. They have before them during the reconstruction or reorganization period an opportunity of performing an equally great service and if that is to be successfully performed it will require the cooperation of all and the work must be done in a way that will inspire confidence.

During war times two points in the operation of railroads predominated; namely safety and efficiency, and others where they in any way adversely affected these could in a measure be disregarded. In times of peace safe and efficient service must be rendered to the public at a cost commensurate with the service performed. This, of course, means readjustments of hours and reorganization of forces, but this can and should be done along reasonable lines with proper consideration for the rights of the public and of the employes. If approached in the proper spirit and carried out with absolute fairness, necessary readjustments can be made without friction and without loss of efficiency.

The spirit of cooperation and the desire for performing constructive work which has been manifest during the past year is a sufficient guarantee that this will be done.



"McAdoo—A 'Yes' or 'No' Man"

BRICE CLAGETT, chief secretary to W. G. McAdoo, in a special article in "*Leslie's Weekly*" (of December 21st) draws a most interesting intimate picture of the Director General of Railroads, Secretary of the Treasury, and chief of numerous other big jobs.

"Mr. Clagett has been closely associated with Mr. McAdoo for several years and no other man has been in as good a position to study this outstanding figure in public life during a most critical period," says the editor of *Leslie's* in the introductory note.

In the "*Leslie's*" article Mr. Clagett, who is a newspaper man of wide experience, writes:

"I have been around the clock so many times with W. G. McAdoo, and have had so much fun watching the hour hand travel at minute-hand speed, that I have thought I should not deprive others of the pleasure of looking inside and seeing how the works run.

"When 'Ding' (J. N. Darling), the cartoonist, published a cartoon soon after the Secretary of the Treasury was also made Director General of Railroads over the caption 'Wm. G. McAdoo Going to Work in the Morning,' many of the scores of Americans from all parts of the country who came to his office every day asked me, 'How does he do it?' 'Ding' showed Mr. McAdoo in seven different costumes, each representing one of the different jobs he held at that time. That was the best cartoon 'Ding' ever drew, for he got plenty of action into that cartoon, and if anything typifies W. G. McAdoo, it is action.

"I was amazed soon after becoming chief secretary to the Secretary of the Treasury when, one morning at nine-thirty o'clock, Mr. McAdoo jumped from his carriage before the carriage had stopped, ran to his private entrance in the Treasury Department where an elevator to the second story was waiting for him, and throwing off his over-

coat and hat as he rushed into his private office, drew a sheaf of small memoranda from a side pocket of his coat and began issuing orders from them with a rapidity which I imagine few machine guns could equal.

Keeps Notebook At Bedside

"My amazement was due to the recollection that I had been with him throughout the entire previous day, and knew he had been working until midnight on questions which did not involve the making of memoranda. I asked no questions until he had completed sending a few nominations for office to the President, had called for several treasury officials and started them on work which would take hours, and in some cases days, to complete, had dictated letters enough to keep a stenographer busy for an hour, and had telephoned to several members of the Senate and House. Then, when a moment's pause came, I inquired when he had written the memoranda which had started all this activity and was laughingly informed that he always kept pad and pencil on his telephone table beside his bed, and made notations when he woke up in the middle of the night with ideas.

"In a rather long experience with public men from Presidents down, and with leading business executives, it has never been my good fortune to see any man who could dispose of questions of nation-wide importance so rapidly, and while at the same time, almost always left those who called upon him with the impression that his entire day, if necessary, was at their disposal. I have never heard him ask a caller, 'Well, what can I do for you?' or, 'What is your business?' or seen him rise to bring an interview to an end. Instead, when callers nervously assured him they would take only a minute of his time, he always placed them immediately at their ease by saying something to indicate that he was in no hurry whatever. At the same time,

the directness of his questions and of his replies, the promptness of his decisions and the general air of tenseness about the man, made it almost invariably certain that his time was not wasted.

"I have read in many magazines, newspapers and books stories about successful men who ascribed their rise in life to 'Accuracy,' 'Honesty,' 'Perseverance,' 'Industry,' 'Courtesy,' and a few other standard virtues, and, reading them, I have never been satisfied. I had thought it was taken for granted that a really successful man would have all or most of these qualities. And so I have always asked, 'But, how was he accurate, honest, persevering, industrious or courteous?'"

"Probably no abler set of men have served the Government during the war crisis than the Treasury Department officials. Yet I have seen important documents handed to Mr. McAdoo by an official initialed several times and apparently ready for his signature, only to have him quickly and surely discover a mistake which, if not noticed, might have had serious consequences. Let a letter to a man he knew be placed before him with a wrong initial, and he never fails to discover it. Let a misspelled word appear (and I have known the champion stenographer of America to misspell words, and have seen misspelled words in the letters of our leading financiers) and Mr. McAdoo will note the mistake and correct it.

Secret of Great Capacity for Work

"But what is the real answer to the ability of one man to perform, day in and day out, the stupendous tasks entrusted to Mr. McAdoo for the last few years? My answer is: 'The ability to say "Yes" or "No," the faculty for winning to his side and holding the very ablest executives, the habit of thinking quickly, honestly and without prejudice and the intense enthusiasm and strength of will which radiates power and confidence.'

"How many hours of time he has saved, by that ability to say 'Yes' or 'No,' it would take a mathematician, a

historian and a Boswell to estimate. Believing sincerely, in the concentration of authority, he never fails to make decisions promptly and then assume full responsibility for them. On many of them hung not only his own future but, in some cases, even the future of the country.

"Many men, in fact most big men, have the faculty of getting others to work for them, and naturally this faculty is very highly developed in the Secretary of the Treasury, Director General of Railroads, etc., etc. At the Railroad Administration there are thirteen principal advisors in addition to the Regional Directors and Federal Managers heading railroad systems throughout the country. At the Treasury Department there is an immediate staff of seven. Unless a question involved a matter of broad policy, he told one of these men to handle it, sure in the knowledge that it would be handled ably and expeditiously. Perhaps it is significant to remember that since he entered the cabinet six years ago, not one of his principal assistants has resigned, although the positions of a few of them have been changed. This is a rather unusual record in Washington where men go into office and leave frequently.

"It is by making his assistants realize that they share with him in the glory of accomplishment; by always giving credit where credit is due; by showing such sound judgment and activity himself, that those who come in contact with him almost automatically emulate him.

"Many men—and here of course I am dealing only with successful men, for in this connection the unsuccessful do not count—take some thought of themselves. Mr. McAdoo never allows thought of himself to control. Frequently when I remonstrated against his doing too much work he has answered:

Soldiers' Example An Inspiration

"How can we here in America think about our fatigue and health while the war is on? When the men in the trenches start for an objective,

they do not stop until they have reached it, regardless of whether they have any food or whether they have any sleep or whether they have any pain. As long as this war is on, we have got to follow the same course, even if it costs a few lives. When the war is over, I can take a rest, but not now.'

"I am not exaggerating when I say that, at the lowest estimate, half of the people who try to interview a cabinet officer, want to take up his time and energy on matters which could much more easily and promptly be disposed of by his fifth or tenth assistant. Even though realizing that the chief of a division has entire authority and ability to dispose of their particular piece of business, nothing satisfies them unless they see the secretary himself. That is why it is so extremely difficult for a really important man in Washington to stick to his schedule. This is particularly true of a man like Mr. McAdoo, whose natural inclination is to see every one who calls, and who wants to keep an absolutely open door for all comers.

"In order to dispose of a great deal of business, every active person has arranged a schedule for himself or has had one arranged for him. The difficult thing is not making schedules, but keeping to them. Naturally, Mr. McAdoo has his. The mornings, during the last part of the war, he spent at the Treasury Department, and after lunching at home with Mrs. McAdoo, he spent the afternoon, at an entirely separate office in another building, where are the headquarters of the United States Railroad Administration, an organization having under its jurisdiction more than two million employes. Tuesday and Friday afternoons are always taken up by cabinet meetings, and all during the war there was an additional White House conference on Wednesday afternoon, participated in by 'the industrial cabinet,' which included Baruch, Garfield, Hoover, Director General McAdoo and one or two others. That left as far as Mr. McAdoo was concerned, only Monday,

Thursday and Saturday afternoons to manage his huge railroad job. But on Monday and Thursday afternoons he holds his own cabinet meeting at the Railroad Administration, attended by the heads of its various divisions, and at those meetings enough is accomplished to last an ordinary man several weeks.

Has "Photographic Mind"

"Another help to speed in the transaction of business is the possession of the so-called photographic mind. I knew a newspaper man once who could take a pile of New York newspapers, glance through them almost as rapidly as he could turn the pages, and when he had finished have in the back of his mind a complete record of every important item, with a sure recollection of the position in each paper where each item appeared. In reading memoranda and letters, Mr. McAdoo possesses this quality to a superlative degree. He can glance hurriedly through a mass of papers, and at the end have firmly fixed in his mind the one or more salient points which must be discussed or decided. He possesses the same faculty for getting at the point quickly in a discussion or argument.

"Once, I remember, he was hastily summoned before a Congressional committee to discuss a question which he had turned over to a subordinate, and with the details of which he was not at all familiar. Riding to the Capitol with him while he drove his automobile through a maze of traffic, I read to him the memoranda of his assistant on the question. Arriving at the Capitol, he was ushered immediately into the committee room and asked to state his views. He plunged immediately into the argument and set forth with the greatest clarity the facts presented in the memoranda I had read him, and then concluded with one or two added points which clinched the argument so conclusively that the committee, including his political opponents, gave him what he wanted.

"Mr. McAdoo is not a silent man, but he seldom talks without something

effective to say. Never dictatorial, not 'bossy,' his decisions are given with a note of finality which seldom leaves room for argument. Frequently I have heard him listen patiently to the views of opposing factions and then bring the conversation to a close with a statement of his opinion. 'And that is a decision, gentlemen,' he sometimes concludes.

Necessity of Resignation

"Some people, not knowing the real McAdoo, could hardly believe it when he gave as his reason for resigning the necessity of making a larger income. They had supposed him to be a wealthy man. Such people had smiled when during the Third Liberty Loan Campaign, he advised male America to wear 'half-soled breeches and half-soled shoes.' Yet he tells smilingly how, soon after entering the Treasury Department, his splendid old negro messenger, who had served under many secretaries of the treasury, told him his trousers were wearing out. 'Well, have them half-soled,' directed the Secretary to the startled messenger.

"Earning only moderate salaries themselves, some men could not understand why a man like Mr. McAdoo could not live on a salary of \$12,000 a year, even in Washington. Such people do not know Washington, and do not know the responsibilities which go with serving in the cabinet. They do not know that it was no uncommon thing in past administrations for a cabinet member to pay out his entire salary for house rental.

"One small item in the expenses of a man with such varied activities is that of photographs. Few of the thousands of people who request a public man for an autographed photograph realize that each picture costs upward of \$1.50, and that he pays for it out of his own pocket. Few realize, too, that an honest government official pays cash for many items which one with an easy-going conscience could put on his expense account and charge to the government. Mr. and Mrs. McAdoo have never entertained socially in

Washington, partly because of the expense and partly because the secretary has had to work every night. At the outbreak of the war he resigned from all his clubs in order to economize.

His Sense of Humor

"I have heard it said that no man can be really successful unless he has a sense of humor and lets it run loose at times. Certainly this is true of Mr. McAdoo.

"With intense amusement, he told me once how, shortly after becoming Secretary of the Treasury, he was riding to New York by himself. It was at the time that the Federal Reserve System was the big question before the country. A man across from him was reading a New York newspaper containing a bitter attack on the secretary. Suddenly the man threw down the paper in disgust, saying: 'That man McAdoo must be a fool!'

"The secretary, with a perfectly straight face, agreed heartily and audibly with his vis-a-vis, and the two fell into a discussion of how big a fool the Secretary of the Treasury was. Finally, unable to stand the strain any longer, Mr. McAdoo said: 'I am absolutely sure that you are right, because I am the Secretary of the Treasury myself.'

"Thoroughly abashed, he began an argument to show that he was entirely mistaken in his first view, and the secretary just as earnestly took the affirmative side of the debate. When the man finally left the train, the argument was still continuing, and Mr. Adoo was laughingly patting him on the back, assuring him that he was in no wise offended and had enjoyed himself immensely.

Full Speed To Last Minute

"The former secretary's cordiality and informality have led many who approached him in his capacity as Secretary of the Treasury or Director of Railroads to think he was 'easy.' They have invariably found out their mistake before they left his office. Always liberal with his own money, I have heard him argue, regardless of time, to save the government a few

thousand dollars. Once an architect was trying to fix the price on some work he was to do for the government, when the argument finally came down to one-quarter of one per cent, and Mr. McAdoo finally got that one-quarter of one per cent.

"Soon after taking over control of all of the railroads of the country about a year ago, the director general started a series of inspection trips in order to get personally acquainted with the railroad situation and with the railroad men.

"Let me get out for myself and see things, and then when someone brings up a question concerning a particular railroad, I will know what he is talking about," he said once, and it was perhaps typical that, having been over the railroads in every section of the country on inspection trips, with the exception of the Southeast and desiring to finish the job right, he left on a final inspection trip two days after announcing to the President that he would have to resign as Director General of Railroads on January 1. To his assembled staff, he said:

"Remember that I am not going to quit until January 1; until midnight of December 31, we must keep up the pace."

His Plans For Future

"Just a word about the senseless

rumors circulated following the Secretary-Director General's resignation. The people who tried unsuccessfully to ascribe Mr. McAdoo's resignation to a dispute with the President over anywhere from one to a dozen questions do not know the two men. Whatever else may be said of 'Mac,' as the President always calls him, and of Mr. Wilson himself, they are straightforward and honest. If he had had a dispute with the President, he would have said so, and the President, whom Mr. McAdoo always called 'Governor' (a survival of their intimacy when the President was governor of New Jersey), would have had his say too. Camouflage had its proper place when the soldiers of liberty were dealing with the Huns, but there was no camouflage in the two offices of W. G. McAdoo.

"I am not going to do syndicated articles for the magazines," said Mr. McAdoo when hearing the regrets of his official family over his resignation, 'and I am not going on a chautauqua lecture tour, because my talents, if I have any, don't run in that direction, but after a little rest, I shall, for the sake of my family, plunge into work again.'

"And, having seen him keep the wheels of the clock buzzing for many twenty-four-hour days, I believe him."

Sobriety Among Engineers

In another column of this paper we are printing an article by Mr. Kittle of the Illinois Central Railroad, in reply to a statement made by Dr. William Brady of Louisiana, criticising the sobriety of engineers, firemen and trainmen. We have not seen Dr. Brady's article, but from the character of Mr. Kittle's article we are amazed that Dr. Brady should have made the statements attributed to him.

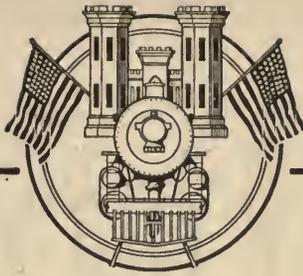
The editor of *The Commercial Appeal* is more or less familiar with railroading since he was a boy. There is no mechanical branch of industry where sobriety is more generally prac-

ticed than by railroad transportation men.

Engineers, firemen, conductors and shop men have led the country in temperance. The heads of the various brotherhoods years ago preached temperance to the members.

Yes, forty years ago, when there was a saloon at every way station, everybody drank more or less, but this is true no longer, and even in the cities where liquor is sold, one does not find engineers and men of their sort loafing around saloons.—*The Memphis (Tenn.) Commercial Appeal*, November 29, 1918.

MILITARY



DEPARTMENT

Letter to Master Mechanic S. R. Mauldin from Sergeant Perry R. Roby, formerly mechanic at Water Valley Shops, now with the colors in France:

From Sergt. Perry R. Roby,
8th Co., 2nd Air Service Mech. Regt.,
A. P. O. 702,
American E. F.

Oct. 18, 1918.

Mr. S. R. Mauldin,
Water Valley, Miss.

Dear Friend:—I received your most welcome letter some few days ago. I was glad to know that you and family are all well. I surely would enjoy seeing the kiddies now at their stunts, and, of course, all, but I always did enjoy playing with the kiddies and having them around me.

I guess they have grown so now until I would hardly know them. They used to write to me, but I haven't had a letter from them since I left Georgia.

I certainly do appreciate hearing from my former bosses for they are the men who are carrying on the work which was, and is yet, the nearest to my heart. I like to know how the work is going on back home and enjoy very much reading the R. R. magazines which Dula sends to me. I had a letter from Mr. Royal and he was telling me how hard they were working at McComb, and I can see by your letter that old W. V. is doing equally as well.

I have had, on different occasions, an opportunity to do a little railroading in the different branches of the game, and am at present in charge of a small narrow guage system operating seven locomotives among which are two Baldwin twin engines; that is, two engines operating on the one boiler. They are a fine little machine and are equipped with the Walschaert valve

gear and, by the way, I have been up against some valve motion that I never heard of or saw before, but I came out O. K. and have learned a great deal.

This country has some very curious looking rolling stock, the engines look very quaint besides our engines, but they seem to have a very efficient valve gear and most of them are compounds. You can hardly hear them exhaust at all and if it was not for the knock in the rods, etc., you could hardly hear them coming; they also run at a terrific rate of speed.

I believe they have the U. S. beat for roadbeds only that they put the rail joints exactly opposite each other instead of the system we use in the States, and you can tell the difference very easily in riding in a short car and that is the kind that they use most.

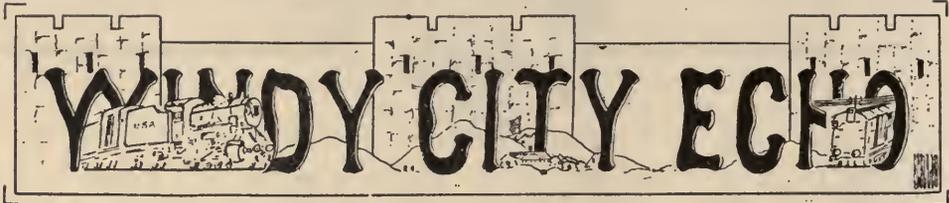
I think that I am in the position to make a fair estimation and opinion of their roads as we have certainly traveled over the greater part of France.

I would like very much to send you a few pictures which I have but don't think that they would go thru at present, but later on when we have the Hun well back in Germany I may be able to send some, and it looks very favorable at present for I think that we will keep them on the run to the end.

Well, I'll say that we are getting fine treatment and would not want for better. We have a fine Y. M. C. A. here. I can get most everything desirable, including the best of smokes.

I received and appreciated very much the magazines which you sent, and here's wishing you the best of health and my regards to all the folks.

Yours with the colors,
Perry R. Roby.



13TH ENGINEERS, (RY) U. S. AMEXFORCE IN FRANCE

Vol. 1. No 9.

OCTOBER 13, 1918

PRICE 2½ Washers

SOME SHOW

The Y had a knock out show at the Windy City but the night of September 24th. It was just the kind of a show we have been waiting for — plenty of good music mixed with comic chatter.

Miss Margaret Mayo was in charge, a playwright known for such successes as "Baby Mine" and "Twin Beds".

Miss Lois Meredith, the movie star, was as good at singing a jazz song as she was on the screen and that is stating a few. She shared honors with Elizabeth Brice of "Follies" fame who put over songs that only Elizabeth Brice could. It took one back to the Majestic where she used to stop the show.

Then there was Will Morrissey and Tommy Gray who let us in on a lot of new comedy. Morrissey sang some snappy songs and Raymond Walker, the composer, played the piano and how he did egitate those ivories.

The Y. M. C. A. is certainly to be thanked heartily on bringing up such high class entertainers to our wilderness. Here's hoping we have more just as good. We don't want any better.

OBITUARY

It is with much regret that we announce the death of Pvt. 1st. Willie Snively of Company C, who died October 1st, at an Evacuation hospital nearby.

Private Snively was one of the first men in the organization, enlisting in June 1917. He was born and raised in Oelwein, Iowa but was living at St. Paul at the time of his enlistment. His parents now live in Texas.

Our late comrade was off the Chicago Great Western Railroad, where he worked as a fireman. After arrival in France, he was promoted to Engineer, which responsible position he had filled with faithfulness and ability. He was a good soldier and served his country well.

His death is a sorrow to his friends and a loss to the regiment.

The following letter is published:

October 2d, 1918.

Captain Thos. P. Horton,
Adjutant, 13th Engineers (Ry) U. S. Army,
American E. F.

Dear Captain Horton:

We, the undersigned, friends of the late Pvt. 1st. Willie Snively, hereby tender our most sincere thanks to you for furnishing the automobile to convey the priest who conducted the funeral services for the deceased and made

(Continued on Page 5, Col. 1).

KITCHEN POLICE (K.P.)

Sitting here in the kitchen, peeling a bucket of spuds,
Wearing a dirty apron to cover my blue serge duds,
A hundred thousand in the bank, — society man that's me,
But because I was late at roll call they gave me a weeks [K. P.]

Sitting here in the kitchen with slop all over my jeans,
Picking rocks and splinters out of a barrel of beans,
My thoughts have gone a wandering to what I used to be
Before I missed that last Post Car and they gave me a weeks [K. P.]

I think of the nights I aquandered doing the harroom [stunts],
Gee, what a sissy I was, what a hapless hopeless runt,
Oh, I was there with the girls boys, they called me a [lady's man],
What would they say if they saw me now, scraping a [greasy pan]

The Mess Sergeant is a slaver, he gives a man no rest,
The first cook he's a villain, I hate the second the best,
Oh, sure boys I enlisted to march away to wars,
But they've got me in the kitchen doing the kitchen [chores]

A week policing the kitchen, watching the biscuits [browns],
Me, who used to order two thousand men around,
I wonder what those two thousand would say, if they [could see me now],

Washing a hundred dishes preparing for six o'clock [chow],
Ten months ago in the greenhouse I held Anita's hand
Told her I had enlisted to fight for my native land,
She leaned her head on my shoulder, said she'd be [proud of me],

She'd be proud all right, if she saw me doing a weeks [K. P.]
Dumping the slush in the hop pan, scrubbing the kitchen [floor],
Scrubbing a slimy mush pan 'til my hands are bleeding [and sore],

Fixing the hash for supper, putting ice in the tea,
ARCHIBALD PERCIVAL KNUTTY — Society Man [— That's me.]

Sgt. /c Louis V. Dulude,
Co. A 13th Engrs (Ry) US Army.

THE HISTORY OF THE THIRTEENTH

By A. A. Archbold.

(Continued from September issue).

By the time we got fairly well settled in C-----, a material improvement was noted in living conditions. The only hardship to speak of was the lack of francs. However, on September 6th we were thrilled with the announcement that the Paymaster would arrive in the afternoon. Within half an hour after his arrival, the Y. M. C. A. canteen was sold out, debts were being paid off, and from the interiors of the stables issued such mysterious phrases as "Read'em and weep," "Don't find me bones," etc., and one wondered what kind of a funeral was going on within. Large numbers of men who were off duty in the

evening repaired to the restaurants and partook of pomme de terre frites, a la Française, bifteck, and salade de homard. The Debit de Tahac was also well patronized that evening and large purchases of Maryland and Turkish cigarettes were reported. French dictionaries were also purchased in numbers, as well as postcard souvenirs, briquettes (pocket lighters) and cigarette holders.

During the days before our departure to our present location, baseball was the favorite pastime in the great courtyard for the men off duty. Being a barracks of considerable size, there were five French soldiers for every one of us. They lined the baselines whenever a game was in progress and were very interested spectators. We were the first to introduce the game in that region, and the Frenchmen could not understand how such a herd ball could be caught and thrown so accurately. It was not long though, before they were able to appreciate and cheer a good play.

Occasionally we would meet an American in the Foreign Legion, or a French soldier who could speak English, from whom we drew many first-hand experiences of the war. This, and a great many other things, our proximity to the front, occasional air battles overhead, truck trains of supplies moving forward, the sound of distant harrages, which at night was accompanied by flashes in the sky, the issue of gas masks and steel helmets, all helped to give us our first consciousness that we were "in the war".

On September 11th, the 2d Battalion was ordered to pack up for immediate departure to our present station, and as they pulled out they were given a rousing good-bye from the men left behind. Headquarters remained with the 1st Battalion at another barracks for a week. The stables used for sleeping quarters here were a little more commodious, and were evidently used for thoroughbreds, as over each stall was some kind of a name and pedigree, however there was no difference in the smell. About the only amusement during this time was listening to the tales of the Gay City. Limited numbers of men at a time had been given three-day leaves to Paris and had many interested audiences upon their return. Before we finally took up our work, several officers of the regiment were called away for more important work, among these being Lieut. Colonel N. L. Howard, Major R. D. Black and Capt. C. E. Carson, and Lieut. Felton. Lieut. Colonel Howard has since returned to the regiment to assume command as Colonel.

(Continued on Page 4, Col. 1).

WINDY CITY ECHO

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S. L. Beckwith, Editor-in-Chief.
D. I. Hette, Associate Editor.
T. Sullivan, Editor.
J. P. Casey, Treasurer.
W. G. Burns, Business Manager.

EDITORIAL

The United States has long been called the Melting Pot of the world. A look at any regimental roster of the Army will substantiate that statement. Some of those who have migrated to the United States have subsequently been so busy working that they have failed to take out citizenship papers, while others take out their first papers and never finish the job.

From the standpoint of not a few, the benefits received from being a citizen are not great enough to warrant them casting off allegiance to their native country. In fact, there are one hundred and one reasons why they haven't done so in the past, but since G. O. 53 and Bulletin 68 have come out, every barrier has been removed from a red tape standpoint.

It is now quite simple for those who desire to have a voice in the public affairs back home after the war to change their citizenship so that they may have this privilege. Company commanders will explain the facts to those who are interested.

IT'S OUR BOYS THAT COUNT

By Lois Meredith.

(Editor's note) We had a real live honest to goodness American actress in our office recently. This made us so nervous that we couldn't interview her the way we wanted to, so she wrote an article for the W. C. E. Miss Meredith is over here as a Y. M. C. A. entertainer, playing for the boys at the front.

To play even a small part in the world's greatest Drama, — after playing many big parts in so many stage dramas — is something so wonderful that it is beyond my power to describe. Everybody back in the States, who see the war only through the newspapers and the moving picture screen, spends a lot of time figuring out what will count as the most important feature in our not far off and certain Victory. Some say airplanes, some say big guns, some say this or that new invention. They are all wrong.

After playing to thousands of doughboys (and by that I mean all American soldiers) I am firmly convinced that all the tools of war count for nothing when compared with the spirit and courage of our troops. They go up to the front as though they were going to a picnic, but at the same time one can read that serious "We'll get'em — We can't lose — look in their faces.

That is what will count and what is counting off every front were they have raised the Stars and Stripes. I am very glad to have my little say-so in the Windy City Echo. I had heard about the 13th Engineers long before I had the opportunity to visit them — you have made a great reputation for yourselves all over France and I congratulate you. Yet you have caused me the first sigh I have had since coming to France. The sight of your railroad and you running it and the regular American locomotive lives made me just a little bit homesick for that grand old "Tis of Thee".

Co. A

Corporal J. D. Murray — Editor.

Thad Cannon journeyed up to visit some Engineers from St. Louis the other day and after carefully shining up the two service stripes, walked up to one and said: "We've been over here more than a year", and was told to run away on home as they'd led him on the big London parade.

Mess Sergeant Hindley says if he continues to feed the boys hot cakes for breakfast, the Officers are sure going to have a hard time to discharge some of this mob after the war is over.

I wonder what Nice looks like after Freddy Saar, McGloin, "One Long" Ring and Bob Brunner get through with it. I wonder if any of the pretty lamps are left.

Patty Cahill, the boy in the rear rank who isn't too proud to shake hands with the man who has risen up from the ranks, claims that brown beans are not a substitute for potatoes. Nobody is arguing with you Patty.

Call-boy to Mouch Landis: "Do you refuse to go? Just remember it isn't me that's calling you, it's Lafayette".

Mouch, rather sleepily: "All right Lafayette, We are here".

Dave Scannell has bought out the all-night Restaurant and has changed the name from the "Gag and Choke" to the "White Lunch Room". — Adv.

Walt Huggans says, "Hell, Heaven or Hoboken by Christmas" sure sounds good to him. Say Walt, you're way out in the woods, ain't you?

Art Bain's latest stove-pipe — "43 sacks of mail tomorrow, fellows. All French".

George Beyer has finally gone to work and he isn't weaving green leaves in fish nets this time either.

Engineer Charley Barrand sighting Boche aeroplane 10000 feet high or more — "Yes boys, it's a two seater".

Art Pittman is looking forward towards the end. He is getting ready for civilisation by springling talcum powder in the blankets at night so that sheets won't be too smooth and keep him awake when he gets home.

Everhart, our new Yardmaster, laments the fact that "They are having rice riots in Japan".

Arnold Sheehan arrived in on a drag at 10: 15 PM and was called by the Sergeant to go back up again at 10: 30 PM, and he very politely asked, "Say Mister, can I run over to the barracks and get my overcoat?".

Bobbie Springer gave an exhibition of a bayonet charge through Mustard gas the other night after Judge "Bear Cat" Tom Wynne had found him guilty in the Kangaroo Court.

One of the bad parts of the war for the listeners, will be when the old veterans like DeBaker, Bill Hunt and Mike Kinney start telling what they did to make the world safe for Democrats.

YOUR FACE — OUR FORTUNE

The James — Jennings Tonsorial Parlors.

Two unexcelled artists and past masters in the Art of "Realteration"

Once you try our shop you will never try another

WE GUARANTEE:

Disability Discharges
Every razor we use is a Safety First —
Dulled by Special
Process so as not to cut — (too deep).
Bay Rum or Ether (ca ne fait rien)
Hair cut to the shape of the head
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Your insurance with every shave

RUN IN CO-OPERATION WITH THE WAR RISK BUREAU

WILLIAM JAMES ROBERT JENNINGS
Descendent and deiple Champion Longwait
of the famous "Jesse" Wrestling
Barber of the World.

PROFESSORS IN THE ART OF BARBERISM

Best on the face of the Earth.

Co. D

By Sgt. Hillel

Guess Sgt. Whitt and his crowd are having the time of their young lives now. Plenty of excitement — Eh Charlie?

Bob Mace has given up the bachelor life, rather "tired of living alone". He ought to be in pretty good company now with Gus Lindeman and Augy Anderson as running mates.

It must kind of make things feel like old times for Johnnie Dee to be pounding the key again. Between George Erven and himself they ought to be pretty well able to take care of the telegraphic business for Uncle Sam at the "Extreme End".

Wonder how Corp. Yates, Bump Webber and Fred Draeger like switching in the moon light without lanterns. No lights after dark is the general order of things up in that country.

George Campbell is back at his old job as operator.

Corp. Wallace spent his ten days with his father. He sure is lucky to be able to spend his permission with his best pal.

Two Andersons in camp now, George and Ed. Burgess and Stidd were called in by the Mechanical Department, to help out during the big rush.

Cross is now the Chef de Cuisine. Wheat cakes with plenty of syrup for breakfast. Pretty soft for the boys up there.

Permissions were cut off just when Hartung, Repeck and Deavers were ready to make their splurge at Aix-les-Bains. But they ain't the only ones who were disappointed.

Orville Elston is having a busy time keeping the wires intact.



OVERHEARD IN CO. — KITCHEN, WALSHINGTON

Dusty Dan. (after four hours slavery on the coal pile)

"Well I'll be damned, tomatoes again today. Whyne! don't they cherchez some other kind of fruit for a change. I've had so many tomatoes that I won't even eat ketchup when I get back home"

Hungry Hank: (a fireman on the extra gang) "Whaddya mean back home?"

Dusty Dan: "I mean that this argument is all over. All we have to do now is trim the edges"

Hungry Hank: "Well I hope you're right. Say this piece of cheval is all gristle. Hey cook, got any seconds?"

Cook: "Yes, when you eat what you got. Do you think we grow meat around here?"

Hungry Hank: "What makes you think this is meat? I think the Mess Sergeant and the Cobbler got mixed in their orders today"

Dusty Dan: "Yes sir, we are sure trimmin' those Dutch-----s now. Get any mail today? I didn't get even a French postcard"

Hungry Hank: "No, but I got 3 Christian Science magazines and 4 Squidonk Bladders"

Dusty Dan: "Sure that's the reason. You fellows fill up the boats with a bunch of small-time sheets that don't have anything in 'em but local news and patent medicine ads"

Hungry Hank: "Yes and you're one of those guys who keep the base censor tied up with a lot of American-French correspondence that's about as important as a German peace offer"

Dusty Dan: "Wowie, but I'm weary. I've shoveled enough coal today to keep the Kaiser's next bone warm"

Hungry Hank: "Yes and I've travelled there and back today"

Dusty Dan: "When's pay day? Heard anything about it?"

Hungry Hank: "No, and I don't want no. I've got three months Class A allotments and a bunch of insurance premiums to be held out and I won't get any francs until we make the return trip"

Dusty Dan: "I'm due for permission the first of next month. Where's the best place to go?"

Hungry Hank: "Nice"

Dusty Dan: "I've been there once"

Hungry Hank: "Then wotinel are you asking me where to go then?" There's only two places in France"

Dusty Dan: "Where's the other place?"

Hungry Hank: "Nice"



WAR ORPHANS

The little notice in regard to lack of support of war orphans certainly had a good effect in some quarters. Capt. Sawtelle feels that Co. D was not given due credit for its efforts along this line and claims that several Milwaukee & St. Paul men have already adopted orphans in addition to contributing generously to the regimental fund or company fund.

We should like to know the names of the men who have individually taken over the support of unfortunate children as we believe such action is worthy of publicity. He also states that three of his men have contributed as follows: Private Robinson 30 francs, Private Cavanaugh 23 francs, Private Gonsalves 20 francs.

We have not heard from any of the other companies (except Co. C which has done its part) but it is likely the francs are rolling in for the good cause and next month we will be able to report a good regimental record. The Windy City Echo will be glad to print each company's record or individual records if they are sent in.

Lieutenant Whisler, Personnel Officer, has the distinction, we believe, of being the only officer to take an orphan, altho a number of them have given good sums to the general fund.

In this issue appears the photographs of ---- Odette, and Melle. Hourdan the two little girls adopted by the Windy City Echo

(Continued from Page 1, Col. 3)

On September 18th the last of the regiment was ordered to leave, and we pulled out of the city about the same hour of the night that we arrived there. At the Red Cross Canteen which a detail from our regiment helped to construct, we had a good midnight lunch, after which we piled on to a train of box cars, all bearing the usual marking on the outside, "40 Hommes-8 Chevaux", and which were

furnished with benches running lengthwise. Some two or three of the men, who no doubt in civil life insist on an Ostermoot, went snooping up and down the train and located the car containing the barrack bags and had a heart to heart commune with Morpheus the balance of the night. For the rest, sitting elbow to elbow, with equipment piled high on all sides, sleep was out of the question. Emergency rations furnished breakfast, and soon we reached the territory which was to be the scene of our future operations. At each station, a certain number of men were dropped off by previous arrangement, to form the present personnel of that station. The main body arrived at Headquarters station about noon and after meeting up with their comrades who had arrived before and prepared the way, had a good dinner and were assigned to barracks. It was found that water was at a premium, and for a good many days thereafter the men washed their mess kits at the locomotives, from which also they drew pails of hot water for washing up each morning. Headquarters was established in a little shack down by the tracks in front of a collection of low woden buildings representing a French hospital, chairs, tables, and filing cabinets were improvised out of boxes and odd lumber, and the administration of the regiment was continued with scarcely a hitch. The barracks assigned to the regiment were of the Adrian type, one thickness of half-inch lumber with a flare on either side. Light came in through the cracks and through the canvas windows. The floors were Nature's own. For about three weeks the men familiarized themselves with the road which they were to operate, which was about fifty-five miles in length, and continued their studies of French equipment and method of operation. We were then, and are now, to all intents and purposes a part of the French Army, being rationed and quartered by them and subject to their instructions as regards the performance of our work of operating the line.

The realization that we were subject to the dangers of war was enhanced during the first

two weeks at our present location. Enemy raiders flew over the region every night and in a great many cases dropped bombs perilously close to the quarters of the detachments. Not having got used to it, these were nights of terror for a good many. There seemed to be no let-up for a time, and members of some detachments were compelled to spend several successive nights in places of shelter without chance of sleep, while on, some occasions, the Boche airmen selected our trains as their special victims, compelling the crew to stop and seek shelter under the boiler of the engine.

(To be continued.)

ESTABLISHED MAY 1917

BOWEN AND STRAYER

(Tailors to the Tailors of the Thirteenth.)

If you want to be the Beau Brummel of the Boulevards and the Bumps —

If you want to look like a one hundred percent commissioned officer —

If you want to have a soldierly appearance without being a soldier —

If you want to be considered the best dressed Buck, 1st C. P., Non-Com, or Officer in the regiment —

THEN

Come to us with your Wrinkles, Spots, Chevrons and Service Stripes.

We handle an exclusive line of O. D. material, gasoline, Black, O. D., and Gold Braid.

POCKETBOOKS CLEANED FREE OF CHARGE

BOWEN AND STRAYER

Oldest establishment in the Regiment. Officially recognized without rival. Poetry, photography and Stovepipe only sideliens.

HQ. A. A. ARCHBOLD

Iree Smith, has run into some very acute situations lately, but rose to the occasion a la Santa Fe.

Lardawes Robinson is back on the job again at F---- Chorus" What job?

Nube Jim stayed at home the other night. His francises must have given out. Nest-ce pas?

Little Ernie, and JoJo want to have a time clock installed to enable them to get the payrolls out easier.

Heres hoping Moon won't have to ask for the mess money, more than twice this month.

Rags Jiallagher had another guy down last week. How many does that make?
Those who know Lt Julien, the dentist at the French hospital, regret his leaving this vicinity. He exemplified all that one reads and hears about French gentlemen, and we all hope to see him soon again. Bon voyage scissor-bill.

Apologies to the Simon-Moon commissary. We lost their ad for this issue, but let's hope we don't lose their subscription aussi.

Capt. T. P. Horton, is again back among us, and looking better than ever. It must agree with some people to lose what he did.

Mississippi Smith, better known as Iree, received his new monicker from the quantity of water he uses while shaving. The other day Nube Jim counted twelve pangs full.

U TELL M

Ted Sullivan — Editor.

Y do all the Y entertainers end up with "Pack up your troubles". Anyway, we couldn't put anything more in our kit (blue) bags if we tried.

The squareheads now admit there are some Americans in France. Yes, and before long there are going to be some Americans in Germany and not in prison camps either.

The Crown Quince must be enjoying his War of Movement if that is what he wanted. At last he has the opportunity to lead his troops — to the rear.

We hear that Germany has substitutes for everything of value. Wonder what she is using for Victory and Peace.

Kaiser Bill went up the hill
In quest of world domination.
Kaiser Bill fell down the hill,
And took his whole DamNation.

WHO SAID HOOODOO?

On Friday, September 13th a thirteen mile advance was made and by midnight of the thirteenth 13,000 Heines were taken prisoner. And the 13th Engineers helped out greatly in the transportation of men and supplies.

Emperor Wilhelm: "I'm the Kaiser"
The World: "The Devil, you are"
Emperor Wilhelm: "And this is Germany"
The World: "The Hell, it is"

Well, anyway, the piano belongs to the regiment.

OVERHEARD

"Arrest O'Keefe."
"Yes Sir, which one?"
"Why, O'Keefe."
"But there's more than one, Sir"
"Well then, arrest one of 'em"

It's about time to start saving to pay those "Peace by Christmas" bets.

The Rhine wines of yesterday are the Rhine Whines of Today.

Here's hoping we are farther north by the time this gets in print. Not that we are fond of northern climes, but thru Germany is the shortest route home.

(Continued from Page 1, Col. 1.)

it possible for him to be buried according to the ritual of the Roman Catholic Church, of which the deceased was a member.

We desire that a copy of this be published in the regimental paper and a copy sent to the parents of the deceased.

Respectfully yours,

(Signed) Frank J. O'Keefe
Joseph C. Mack
R. E. Wood
COMMITTEE.



Co. C

V. H. Williams — Editor.

Old Dynamite Redden, his nose all aglow,

Resolved on a forlough to Nice he would go.

He reached "Gay Paree" all joyous and gay,

Found it a "hon" place and there he did stay. [low,

Three wild days and nights found his funds running

He had heard of the Red Cross, so there he did go.

A package of "Bull" and a feed worth while,

Found Redden again on his feet with a smile.

He arrived at his post in plenty of time, [shine,

With his nose like a glow-worm and a wonderful

A "hon" place is Paris and be sure had some time,

But he's now pulling freight on the six-bis line.

The following citation is given our local pumpman in recognition of his gallant work in France during the period August 25th to September 3th, '18.

A gray haired lad, very stately is he,

A Red Cross worker, when in gay "Paree",

A laundryman by trade, yes, 'tis true,

With success in the future for him in view.

He has delightful habits, sedate, serene

Though he rides in taxis where he can't be seen

For an ordre de transport to the QM he'll go,

But a visit he owed him, we very well know

For the fair ones he's a getter, and right there on

We've no way of telling except by his line, [time,

The dope is against him, though it hurts me to tell,

For he's a pal and a comrade and a brother as well

A mighty good scout but he slings it high,

For the "bull" with him is an alibi

First Sergeant Harrison having been sent to the Artillery School, we are pleased to announce the appointment of Sergeant Ralph S. Stephenson as First Sergeant of "C" Company

DE FEET IS OUR BUSINESS

ALBERT COOK and MICHAEL J. KARLESKIND

We have saved more soles than Billy Sunday
and heel to no man.

Equipped with all the modern machinery, material and man power we are in a position to make old shoes new and new shoes old.

Time and money no object as we can guarantee our work on our sole of honor.

Nobby hob nails on the outside.
Hobby Nob nails on the inside.

Military heels with a click to them and we have the guts to give you a perfect laeing.

Sam Browne belts adjusted to the figure or vice versa.

Brass and the famous "Dons" Eyelets.

"WATCH YOUR STEP"

There is no KID about our work, as we have nothing to HIDE.

ALBERT COOK and MICHAEL J. KARLESKIND

Work guaranteed to the last.

MEDICO

Ted Sullivan — Editor.

Doc Seagrove says he likes the spirit of France. We don't get you Doc. What do you mean? Vive La Pinard!

No, Lieutenant Baker is no relation to our Secretary of the well known scrap.

Bob Morris met his brother Roy for the first time in over a year, and they both celebrated by going over the top with the aid of a cork screw.

The Medical Department already has its war waif. So why go further?

Major Harris says Germany has been suffering four years with the "Krupp".

Congratulations Lieut—er—Captain Smith.

We've got a lot of nice new fellers but we don't know their names.

Sgt. Akers says he doesn't understand why they call American soldiers "privates" when all the world knows about 'em and there is nothing private about that.

Captain Carter says he is not responsible for the little liver pill which bears his name.

Eat, Drink and be Merry because tomorrow we may move.

Weiland says this war has gotta end soon because he's got a date at Tearney's for New Year's Eve.

Sergeants may come and Sergeants may go but the buck is a buck forever.

Pete Boyle is looking for the guy who is trying to Billy Sundayize France.

THE RECRUIT

I used to wake up with a sticky tongue
And an eye that was dull and red,
And the songs that the early birdsie sung
I heard on my way to bed;
But now I jump with the reveille
And my eyes are bright and clear
And I thank my lucky stars each day
That the government brought me here.

I used to be mean as a hermit crab
Till I'd swallowed my morning drink,
But now that I'm wearing the Olive Drab
I'm blithe as a bobolink,
For the fresh air thrills through my throat
and chest
And I just want to shout and roar,
And life has a savour, a zip, a zest
That I never have known before.

I used to be flabby and soft and white
When I sat at a desk in town,
But since I've been learning the way to fight
I'm husky and hard and brown.
It took a cocktail to make me eat
The choicest of food, but to now
You watch me march to a mess-shack seat
And wade through the army chow.

So I smile a sort of a shame-faced smile
When I think how I pled exempt,
And I'm glad that the boards saw through my guile
With a glance of cool contempt;
And though I may perish across the seas,
I'll be one of a splendid clan,
For the army's taken a piece of cheese
And made it into a Man!

In Camp and Trench: Songs of the Fighting
Forces, by Berton Braley. George H. Doran
company.

6

Co. F

The Santa Fe in France.

'Twas in the sunny land of France beside a railway car
I saw a long and freckled youth who chewed and spat afar.

"Comment vous portez-vous, monsieur", I said in accents chaste.

He spat again and wiped his hands upon some oily waste,

"Oh, hell", he said, "we, we. But say, I'm on. I'm from the Santa Fe".

"And do you like it here?" I said. "Well, I cannot complain".

Was his reply, "but on the dead, some things give me a pain.

The grub's alright, the pay is fair, I want to do my bit,

But it is tough to hear a sleeper called a wagon lit".

They'd never stand that crazy way
A minute on the Santa Fe.

"We've got a pretty longish haul from tide-water clean back.

We pull our freight the twenty-four, but what's a single track —

Or, as they call a railroad here in France, "chemise de fer".

You look surprised, but it's the truth, or may I never stir!

Home, sealskin underwear won't pay —
It's hot stuff, is the Santa Fe.

"The other night they dropped some bombs and busted up the track

A half a mila beyond a little junction called Tabac.

• Captain', I says to old Pink Gibbs, 'regretful I reports' —

• You can that guff, and, blast your eyes, go clear that wreck', he snorts.

I hustles out, and feel good! — say,
'Twas almost like the Santa Fe!"

— Maurice Morris in N. Y. Sun.

Co. B

Frank J. Burge — Editor.

To have a pretty Croix Rouge nurse act as one's private secretary is quite unusual. Nevertheless, when Fatty Arbuckle, Steinsick couldn't find time to write he found one on our hospital train de luxe who did it for him.

Watch us grow! Have you ever thought to compare the mileage operated by the 13th now with that of a year ago? Some difference!

The Chef de Scoops has as usual experienced the same difficulty in preparing for action. In order to release the scoop situation why not issue scoop cards?

A Chef de Scoop upon being asked why he ate at a certain place, replied: "Because I was hungry".

One evening upon arrival at Coontown, Conductor Jimmy Elliot was greeted by Lt. Dan Coons and informed that it would be necessary to take the train on thru to what was once a city. Engineer Guy Hill and Fireman Hutchins were in the cab along with Lt. Coons and a French pilot. What the Frog pilot was for nobody knows for according to Jim after they got started it would have been some job to stop them: Those in the regiment who have never experienced wild rides cannot appreciate the situation. Going tres rapide along a piece of track that is liable to be a minus a section here and there is anything but a Grand and Glorious Feeling.

American officers in speaking to our engineers address them as "Sergeant". We know not why — We know not why.

The Windy City may now be compared to a deserted village. No more bunk fatigue and afternoons off at the High Platform.

Now that the baseball season is over our pastimers are unable to follow the example of the big leaguers in the States and flock to the shipyards.

Cbeer up boys, there are only 144 million more bushels of beans to eat. So far, we have been unable to determine the exact amount of rice there is left in the world but at the present rate of consumption the 13th ought to be leading any regiment in France, barring the assistance of the Annamites who have just returned.

Dillinger "Well, old boy, are you working every day?"

O. B. Daniels: "Oui, oui, and twice some days"

The Italian Permissionnaire has been pulled off much to the sorrow of the train and engineers who used to get at least 12 hours rest at Capt. Kennedy's Lodge besides having the opportunity to visit the largest town in this district.

Judge Conger of the Y canteen at Washington is deserving of a great deal of praise for his recent efforts at the terminal during the great rush. His free hot chocolate stand was a mighty good idea and was especially appreciated by the boys who were just going out or coming off the road.

Pay day doesn't seem like pay day when your luck is against you.

Co. E

John J. Duffie — Editor.

Corporal Harry Sisk the popular Company E Hostler, after an illness of three months, has returned to the States for recuperation purposes. Harry departed from the 13th Engineers, was on the water 13 days and arrived at an Atlantic port on the 13th days of the month. The trip across was a very pleasant one due to the courteous treatment received from Lieut. Blair and the crew aboard the U. S. S. ----

Invitations have been received for an informal party to be given, by the "Tea and Biscuit Club", in Piccadilly Hall on the night of October, 20, 1918. Music will be furnished by the Trafalgar Square Orchestra.

Reception Committee:

Casey Jones
Aspirant Gelzer
Bugler Fargher
John Bull Godfrey

Wm. H. Ring alias "Chop Chop" who has mastered the art of switching cars both day and night wishes to employ a private secretary to look after his correspondence. Applicant must have a thorough knowledge of the French language as most of work will consist of replying to Parisian letters.

A YEAR AGO TODAY

Eddie Outward the smallest member in Company E had the largest assortment of French grenades.

Bill James opened an out-door tonsorial parlor.

We had our first instructions in trench digging -- Toye and Kellogg model.

Received our first issue of sudless soap.

Bull Durham was selling for twenty-five cents a sack which caused a number of us to be sick from inhaling that strong French tobacco.

We subscribed \$13,000 for the 2nd Liberty Loan.

Medill McCormick and Gouverneur Morris paid us their compliments. Fritz also dropped a few calling cards.

A large shipment of U. S. mail arrived and a few letters post-marked Paris for those who already enjoyed their first three-day permission.

Mathew Murphy the steam shovel engineer transferred to the Aviation Corps. When last heard from he was doing some excavating in the clouds.

Kenneth Mckenzie straggled into camp last evening singing: "Oh who is she with tonight Boys" A suggestion was made that Mac write her and find out.

A terrible catastrophe was averted when the alertness of our company censor discovered that Walter G. Phillips enclosed a letter in the wrong envelope. "Walt" had a letter written in French enclosed in an envelope addressed to a girl friend in South Dakota.

Frank McNeely who recently joined the Tank Corps brought up his Tank for our observation one day last week. Frank reports Tank driving far superior to Ford humping.

Francis LeRoy Herrington has given up his Yardmastership and has taken a job on the road. "Spot" is now an accomplished "Brake Master"





The Handling of Snowstorms to Avoid Blockades

By E. J. Boland, Roadmaster, Wisconsin Division

THIS is a subject of no less importance than other work performed on railroads, and during the winter season, must be given the closest attention, both by the Road and Operating Departments. The first and foremost thing to do is to prepare for the handling of snowstorms, and before the winter season sets in all equipment used for this work should be carefully inspected and put in condition to fight the snowstorms to the best advantage. The old saying, "In time of peace, prepare for war," should be our guide in the handling of snowstorms; and a great deal can be accomplished during the summer season when working conditions are most favorable for preparing to take care of the early snows of the season. As snowstorms call for quick action in combatting the conditions, it behooves us to make all of this preparation that is possible before the sudden change in our Division organization is required, for, when the time comes to operate snow-fighting equipment, there is plenty of thought and action required of the employes to keep the line open and safe, without wasting time on preparations that should have been made prior to the stormy season.

All wedge snowplows should be installed on Roger Ballast cars by the Mechanical Department, and the very best of these cars should be selected, especially those with good solid sills; if necessary, renew the sills with strong timbers, and see that truss rods are in good condition. There should be at least one of these wedge plows for each District, with at least one Russell plow

for each Division, or some other class of plow equally as good or better, with wing attachments for widening the snow, in order to make room for further snowfalls.

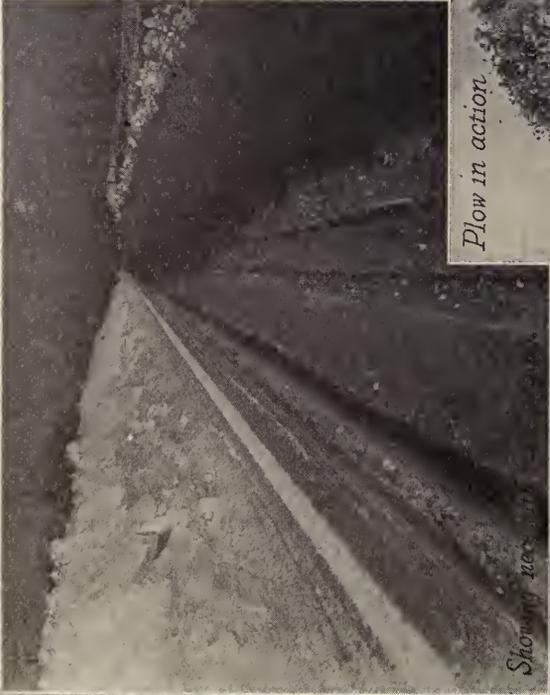
In using the wedge snowplows placed on ballast cars, it is absolutely necessary to load down the car, in order to give it the weight to combat the heavy banks of snow that it is to encounter. Some of the Divisions load these cars in the fall of the year with gravel or sand, which freezes in the car, making it difficult to release the cars in the spring of the year until the contents are completely thawed out, and if the sand and gravel is wet, when loaded, the car may be damaged to a certain extent by the frost heaving the sand and gravel. The best material for this purpose is first-class lump coal as it does not freeze up and car can be released at any time, and the coal can also be used as an auxiliary supply for the locomotive. The man in charge going out with one of these wedge plows should see that these cars are filled before starting, as an empty or light car might cause serious trouble.

As the wedge plows do not do any flanging, there should be one or more flanger cars placed on box cars to be operated over the line following wedge plows on ballast cars, in order to flange out between the rails; while the wedge plows do not perform any flanging between the rails, they are, in the opinion of the writer, the most efficient and economical device for opening up track in cases where the drifts are not too deep.

The most convenient snow-fighting apparatus is a Jordan Spreader; this



At the plow



Showing tier



Plow in action

can be used in the beginning of a snow-storm in assisting the wedge plows of all classes in opening up the line and keeping it open for traffic by using the flanger on the front end of the spreader, which can be operated by air from the engine. It is necessary to install a small cabin on this spreader to protect from the severe cold and storm the operator who manipulates the air apparatus for raising and lowering the flangers and wings. The wings on the spreader can often be used while the snow is not too deep in the beginning of the season, to spread the snow out a great deal farther than can be done by the wedge plows or the latest improved snowplows, and this is one of the main features in handling the first snow of the season. If this snow is well taken care of and spread out to a good safe distance, the later storms are much more easily handled.

The Jordan Spreader is especially valuable in yards, where it will in a great many instances do the work of hundreds of men. For instance, in a Terminal having a large yard with parallel tracks, the spreader can commence on the first track and put out the wing away from the main line and spread the snow down level with the rails, 22 feet beyond the track on which the spreader is traveling. After a trip through the yards on this track, they can go back to the end of the yard and take the next track and spread the snow 22 feet farther, and this operation can be repeated until the entire yard is entirely freed of snow to the top of the rail. At the same time, by operating the flanger, each track can be flanged out.

Where the yard is too large to spread the snow to the outer track, it can be spread out for several tracks (or until the snow gets to be such a high bank that the spreader is unable to shove it farther out) and left in a wind-row over one or two tracks in the yard, and the spreader again operated on the other side of this snowbank and the snow spread out over several more tracks, as in the first operation. No matter how

large the yard may be, this spreader can be operated through the entire yard in this manner by leaving wind-rows of snow every so often. The majority of tracks can then be operated, while work train with flat cars can be placed along side of these wind-rows and the snow loaded and hauled out. These yards can be cleaned in this manner in from one hour to one day, depending on the size of the yard. Of course, the large yards will be but partially cleared, leaving these wind-rows to be hauled out; on the other hand, it would take hundreds of men from one to two weeks to do the work of this spreader. This not only means a saving of labor, but keeps the yard in operation for the handling of trains for several days or probably weeks that a great many of the tracks would not be in operation, and the amount of saving in dollars and cents could not be estimated.

Where the wedge plows are used constantly, a square shoulder is formed, and with alternate thawing and freezing weather, these shoulders and snowbanks become frozen, and will cause serious trouble in the snows that come later before the first snow leaves, unless the latest improved snowplows, with wing attachment, can follow the wedge plows over the different Districts, widening out these snowbanks, so that the wedge plow can again pass over the Districts and clean out the fresh snow with safety. At the same time, they can be used on certain Districts where the snowstorm is the severest to assist the wedge plow in keeping the line up.

In some instances, extra water tanks are placed with the engines of snow-fighting trains. This, of course, can be successfully done by placing steam pipes from the engine to this extra tank to keep the water from freezing, as this water may not be used for several days and would freeze in the tank were it not piped so that steam could be placed in this tank occasionally for thawing purposes. However, the writer has never experienced any trouble account of shortage of water, as laborers who accompany snowplows can shovel snow

into the tank to keep the engine supplied with water until water tank can be reached. In some cases, engines have been kept alive for days by using snow as described above, and I believe it is a much easier way of overcoming the shortage of water than using an additional tank equipped with steam piping.

Among the preparations that can be made in advance is the location and installation of snow fences to prevent the snow from drifting in the cuts. These fences are placed on the side of the track in the direction of the prevailing winds, which is in most cases in a northeasterly direction, but this can only be determined accurately by the Officers in charge of each Division.

Where the right-of-way is not of sufficient width, it is necessary to set the snow fence back on the adjoining farm lands, whence they must be removed in the spring season; and this was one of the reasons that made the construction of portable snow fences necessary. Most of the farmers along the right-of-way will consent to permitting railroad companies to place their snow fence on their land adjacent to the right-of-way, if placed there after fall plowing is completed, but in some instances it is necessary to pay the farmer a small amount for this privilege. The location of these snow fences should be given careful consideration and the snow fence located where it is needed. Unless switch is on a fill with no wind-break adjacent to it, a snow fence should be placed in the direction of the prevailing wind, far enough away to catch and drift all snow before reaching the switch. With a small expenditure this will avoid a great deal of trouble which would otherwise be necessary to keep switch cleaned out; will also avoid accident through trainmen endeavoring to use switches when they are partly blocked with snow, and also expense of keeping section men working overtime for doing the work that this snow fence will do.

Where a Division has several Districts troubled with snow blockades, it becomes necessary to utilize Supervisors,

Roadmasters, Trainmasters and Traveling Engineers, assigning them to work trains on different Districts. As it is necessary to operate these trains constantly, sometimes for two or three weeks at a time, without interruption, there should be at least two or more supervising officials on each train, so they can get their rest alternately, and they have a very important duty to perform, both in getting the line opened up for traffic, and keeping the Train Dispatchers thoroughly posted on just where the snow trouble exists.

Such information is especially valuable in enabling trains to avoid trouble. For instance, if a train stopped to take water at a tank where the snow was drifting heavily, the snow would drift in around the car wheels and, even though the train stopped at the tank for but a few moments, it might be unable to start again, and the line would be blocked until the snow-shoveling gangs could be gathered up to release the train. In such cases, if the Dispatcher be advised of the conditions, the trains could be required to take on a full tank of water at the tanks on either side and avoid stopping at the tank where they are liable to be blocked.

In the case of sidings, similar conditions may occur at one end of the siding. In such case, orders should be issued by the Dispatcher requiring trains to use the other end of the siding, backing into the passing track, if necessary. Similar conditions may arise where snow is drifting at or near one end of passenger station platforms. In such cases, orders would be issued requiring the trains from one direction to pull well by to the other end of the platform, and trains in the other direction to stop at the same end, so as to be able to get their train well under way before striking the other end of the platform where snow is drifting.

It might seem that such instructions would lead to the issuing of a great many train orders, which it would be difficult for the trainmen to keep in mind, but the trainmen themselves are usually well posted as to the conditions

on their district, and realize the necessity therefor.

It is especially necessary for the engineer to see that a full head of steam is maintained. At times he will just manage to get through one snow-drift, and while congratulating himself on his success, he will strike another drift, while he still has low steam pressure, and get stalled. The engineer who is familiar with his district will probably meet with little difficulty of this kind, as it is his practice, as soon as he has passed through a snow-drift, to slow down his train at a suitable location on the nearest fill, so as to get up a full head of steam before proceeding; it may even be necessary for him to stop his train for this purpose. Of course, the stopping of the train requires sending out flag for protecting train, and to avoid this flagging, which may occupy but a few moments, the engineman will sometimes proceed and then get blocked where it may be necessary for him to send out flag for an indefinite period.

In heavy storms, where it is necessary to operate snow-plows, it is good practice to block trains a station apart, as this gives the enginemen a clear line to the next station and puts them in much better position to combat the heavy drifts.

It also becomes necessary to reduce tonnage in proportion as the storm increases, and the officials in charge of snow-plows should be conferred with as to this reduction, as they are familiar with the conditions. After the storm is over and the line known to be open, tonnage is sometimes increased to the extent that trains are often stalled, due to the heavy wheelage account of snow falling in on the rail; so for sure operation of trains, the tonnage should be held down until the line is thoroughly flanged out, as this heavy wheelage does not cease as soon as the storm ceases.

The reduction of tonnage, of course, makes more trains, but this is a help, rather than a hindrance, in keeping the line open, and also is a safer operation than having fewer trains, but stuck in snowbanks.

The Supervisors and Trainmasters,

where possible, should be kept on trains operating the wedge plows placed on ballast cars, while the Roadmasters and Traveling Engineers, who cover the entire Division, should be placed on the snow-plows and spreaders, as these should be operated over the entire Division in clearing the road by widening the snowbanks for easy and safe operation of the wedge plows.

Air whistle and air brake on snow-plows and spreaders should be kept in first class condition, as it is impossible for the engineer on the engine following the plow to see ahead, while the operator of the snow-plow can see clearly at all times in the cabin on the forward end of the plow. The operator of the plow should have a thorough understanding with the engineer in regard to signal of this air brake. The cabin windows should be equipped with good clear glass, so that the operator can see everything clearly, even to small kinks in the alignment of track.

One of the most important features to be considered in operating snow-plows is the speed at which they should be run. A high rate of speed is liable to be disastrous and too low a rate of speed is equally objectionable, and a careful system of signals governing speed should be used for the use of the man operating the plow, and the engineer. With light curvature or straight track, in good surface and alignment, the plows may be operated safely at a speed of thirty to thirty-five miles per hour. It is considered to be good practice to place two engines behind the plow, in order to avoid a high rate of speed and, at the same time, have the power behind the plow which will enable it to push through the drifts at the slower rates of speed.

As it sometimes becomes necessary to operate these work trains constantly, sometimes for two or three weeks at a time without interruption, it is necessary to have with the train proper equipment for taking care of the train crew, supervising officers and laborers, and for this purpose there should be a sleeping car, with an extra caboose or outfit car, fitted up especially for this purpose.



The way she looked when she brought her train in.

A good place for a spreader



Necessary provisions should be carried so that hot meals can readily be served at the proper times.

This article would be incomplete without a few words concerning the duties of the section foremen, signal maintainers and other employes concerned in the handling of track and switches, interlocking plants, and public and private crossings, during snowstorms.

During the winter season, the signal maintainer should use especial care to see that all connections at interlocking plants are tight and that the switch point fits perfectly; during snowstorms his responsibility is increased tenfold, and his presence is necessary to see that switch points, etc., are kept free of snow, and avoid damage which sometimes occurs through towerman forcing levers over.

The section foreman and signal maintainer should work in harmony and the former should arrange to locate men at the interlocking plants during snowstorms, keeping them there, if necessary, night and day in shifts to relieve each other as long as the storm lasts.

Greater care is usually required in the case of wet snow than with dry snow, on account of the danger of the former freezing, and while proper attention to clearing out around switch points, pipe lines, etc., is demanded in the case of dry and drifting snow, still further care,

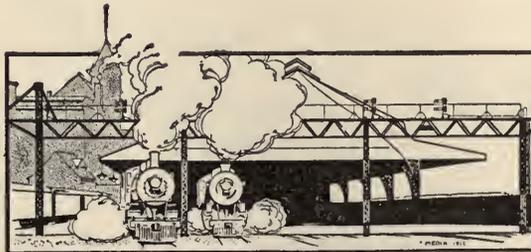
if possible, should be exercised in the case of wet snow.

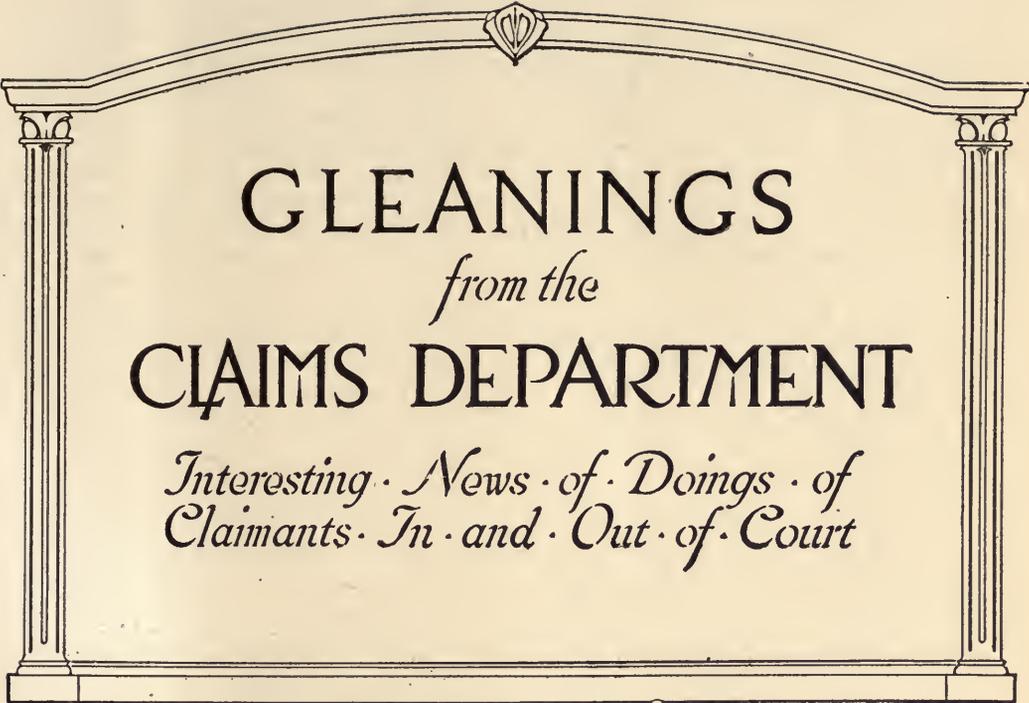
The section foreman carries the same responsibility for all switches on his section, and especially in regard to main line switches, where trains meet and pass. It is his duty to see that brooms are in place for the convenience of trainmen and it is the duty of the latter, before heading in or out of a siding during a snowstorm, to see that the switch points are properly cleaned.

Similar responsibility rests with the yard foreman, who should keep in close touch with the situation, conferring frequently with the Yard Master, to see just which yard tracks are absolutely necessary to keep open.

The handling of snowstorms is no one man's job, either to supervise or direct, and it is the duty of each and every employe to use his best judgment in coping with the trouble, even to the extent of taking on extra help when he finds that his authorized forces are unable to keep the situation under control.

The successful coping with snowstorms, thereby avoiding delay or complete stopping of trains, reflects credit on all operating and maintenance forces of the district concerned, and if every such employe displays the proper interest in the situation, there will be but very few snowstorms that will block the line, even temporarily.





GLEANINGS

from the

CLAIMS DEPARTMENT

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

HOW TO PREVENT ACCIDENTS INTELLIGENTLY TOLD BY MEN WHO KNOW

During the first ten months of the present year personal injuries (both fatal and non-fatal) reported to the Interstate Commerce Commission by the Illinois Central Railroad System increased 39 per cent. It is high time that the officers and employes and safety committees of this railroad were devoting more attention to the important question of the prevention of accidents. A large portion of the increase in accidents during the first ten months of this year was in shop accidents and accidents occurring in the Maintenance of Way Department. How to prevent such accidents is told in an interesting and instructive manner by B. D. Little, machinist, of Jackson, Tenn., and S. H. Parks, section foreman, of Obion, Tenn., in articles which follow and which should be carefully studied by officers and men on the railroad:

PREVENTION OF ACCIDENTS TO SHOPMEN

By B. D. Little, Machinist,
Jackson, Tenn.

Until a few years ago little if any effort was made to instill into the minds of shop employes the importance of exercising proper care in the performance of their duties and the necessity of placing about them the necessary safeguards to prevent personal injury to themselves or to their fellow-workmen, but since the initiation of the "Safety-First" campaign, much has been accomplished through the medium of periodical meetings of the Safety Committees and the investigation of accidents, by these committees. It is now a well-recognized fact, that one of the most valuable assets of a railroad is a safe man and one of the greatest liabilities an unsafe man, one who is careless of his own safety and careless of the safety of his fellow-workmen. A careless employe not

only creates a drain on the resources of the railroad by which he is employed, but, in addition, places himself liable to temporary if not permanent disability, and in the latter case, he brings suffering to those dependent upon him for support through his loss of earning power:

Too much cannot be done towards impressing upon employes, especially new employes, the importance of taking such precautionary measures in doing their work as will result in a job being done within the shortest time possible, and without taking any hazardous chances. The practice of resorting to careless measures in doing certain work is also prevalent among some of the employes who have been in the service a number of years, so the campaign of education along the lines of safety should not be limited to employes just entering the service.

The chances of sustaining personal injury while working in or around shops are many and I will mention a few suggestions which I think, if applied, will tend to make a reduction in the number of injuries in the shops.

When working on or around locomotives, which have been stripped for the purpose of making repairs, employes should first note that the engines are placed on substantial foundations and that there is no loose material overhead, which is liable to fall while the workmen are engaged in making repairs on the floor or under the engines. The latter precaution would not be necessary if the proper care was exercised by the men dismantling the engines to see that all parts removed were placed on the floor.

All tools should be inspected at the tool room before they are issued to the workmen. There should also be regular inspections made of tools at the work benches and such as are found to be defective should be discarded or placed in safe condition.

A careful workman will not use a tool which is in a defective condition or one which is not suitable for the particular job at hand. Blacksmith

tools which are batted on the face should be immediately dressed.

Machines should never be operated with excessive lost motion or with defective tools. Excessive lost motion causes chattering which has a tendency to break the tool.

Goggles should be worn by men operating machines so as to prevent injury to the eye by flying particles and, as far as possible, machines, especially brass lathes, should be equipped with shields in front of the tool. If it is not practicable to equip certain types of brass lathes with shields, the machine should be so located that it will not be necessary for employes to pass while it is in operation.

All belts in shops should be inspected regularly in order to detect any weak spot that might exist. Overhead pulleys, shafts, timbers, hoists and cranes should be inspected to see that they are properly fastened.

Pathways in shops should never be blocked with material removed from engines or blockings, etc.

The operators of steam hammers should see that there is no one around when the hammer is in operation, excepting those whose duties require them to be there; this is especially true when the operators are engaged in cutting cold steel or iron.

The use of gloves by employes operating machines is dangerous and the practice should be discouraged if not prohibited.

Men using extension electric light cords should be cautioned to see that they are properly hung before commencing work, as if they are permitted to lie on the floor where employes step on them in walking back and forth, the insulation will soon wear off and will eventually result in someone receiving a severe shock.

Boilermakers engaged in cutting off rivet and bolt heads should be instructed to use a broom or other protection to prevent the heads from striking someone and inflicting personal injury. Boilermakers should also discontinue the practice of throwing ma-

terial out of the front ends of engines. There is always a possibility of striking some passerby. The helpers should carry the material from the engine and place it on the floor.

Blowers in roundhouse should be inspected before a connection is made, as the practice of making a connection with couplings with stripped threads is a bad one and liable to result in a serious burn.

Mechanics working on locomotives should see that there is no one close to the engine when an attempt is made to apply the brakes, open the cylinder cocks or move the engine. Hostlers should also exercise care to see that all material has been removed from under and on the engines before moving the engine from the house.

Washout plugs should never be applied, after washing the boiler, unless they are in first-class condition.

Cinder pit men should know that there is no one in the pit before knocking fires from engines and that there is a sufficient amount of water in the boiler to carry the engine to the next fire, providing the engine is in running service.

There should be sufficient help employed in moving loose material around the yards, especially in the handling of wheels and tires to prevent them from overturning. Trucks should not be overloaded, as this is liable to cause the men moving them to sprain their backs.

Men operating wheel presses should be instructed that after pressing off a wheel if it is not chained, it should be placed against the press at an angle of at least 20 or 30 degrees so as to prevent falling and serious injury to those engaged in handling the wheels. The operator should also be instructed to see that the dummy pin used in pressing out crank pins is free from dirt or grease which will prevent it from slipping when the pressure is applied.

Ladders used in and around the shops should be inspected regularly and those found with broken or rotten

rungs should be repaired before they are used.

It is highly important from a safety standpoint that sufficient lighting be provided in and around shop buildings.

The entire question of safety resolves itself into a subject of education among those most vitally concerned, the employes themselves; and in my opinion, a co-ordinated effort on the part of all concerned in bringing to light any existing unsafe conditions and calling attention to unsafe practices, will do more towards eliminating the personal injury evil than anything else that can be said or done.

PREVENTION ACCIDENTS TO TRACKMEN

By Section Foreman D. H. Parks, of Obion, Tenn.

The railroads have made great strides in the prevention of injuries to trackmen during the past six years through the medium of committees, illustrated circulars and bulletins, commonly known as "Safety First" work. However, the meetings are attended and treated with indifference by a good many trackmen and other employes. This indifference on the part of a large number of the employes is the greatest retarding factor now commonly encountered in advancing the principles of safety work.

Another handicap in advancing safety work among trackmen is that a greater part of their information is received in circulars from time to time, but there is always something lacking in these circular letters and they do not infuse the men with the pep or the interest that personal contact creates. Letters of this kind are taken as a matter of course and receive about as much attention and excite as much interest as the directions on a keg of spikes.

In order to bring this safety work before trackmen we should have a safety inspector, a maintenance of way man who is familiar with the work. This safety inspector should go over

the railroad with a motor car in company with supervisors and road masters, talk to the men at work and report conditions or irregularities pertaining to safety. He should direct the attention of the men to unsafe practices in doing their work to defective and dangerous tools which they may be using and to unsafe conditions which exist and talk to them in a general way along the lines of safety. By coming in touch with the men individually out on their work he would be able to get results and secure better co-operation. The inspector should draw the men out and get suggestions from them and cause them to think along the lines of safety.

All maintenance of way men agree that the safety movement is a good thing, but they are indifferent and are not inclined to exert any energy along that line. A foreman will consider it as a side issue and devotes little thought to it; however, if he sees that some higher officer is behind the work his interest grows and through him we may expect some gratifying results.

Periodic inspections should be made by safety inspectors in a systematic manner and with something definite in view. In addition to talking to the men the results should be tabulated and brought before the various officers for their information and action; the reports should be analyzed and used in stimulation of rivalry among the men, for men who do not look at this in a sentimental mood may be reached by creating competition among them. No discipline is assessed in conducting safety work, and it is necessary to get the support of these men by touching their sentiments or by working on their pride and creating competitive spirit in remedying unsafe conditions and practices.

Injuries to employes may be divided into three classes: First, from obstructions or from the physical conditions of machinery, etc.; second, the carelessness of men working in unison with other employes; third, the carelessness of the injured party. How-

ever, we may charge all of these injuries to the foreman in charge for not cautioning his men or for not being on the alert for obstructions or for defects in equipment. If the maintenance of way book of rules and the other instructions are observed closely a great reduction in personal injuries will result; our rule books cover the situation almost completely. Though the foremen may read the book through they do not always grasp the meaning or the importance of the instructions and in a short time they do not remember or recognize the rules, a large number of which are safety rules. Instructions and standards should be adopted with the understanding that they will be observed strictly or else they should not be issued at all, for rules not enforced cause indifference.

Men will observe the safety rules when convenient but they are wont to take chances, when it is possible that by exercising a little more caution they will slow up the work. The present days are strenuous ones for the maintenance of way man and he is prone to neglect those things which he does not deem absolutely essential to the progress of the work at hand, although what he sometimes deems non-essential are very important from the safety standpoint. The foreman regrets accidents or injuries to men in his gang, but he is often negligent in the anticipation of these accidents. He seems to consider them as a matter of course, but on investigation we find that a large per cent of accidents could have been prevented by a little foresight and by the exercise of caution by the man in charge.

The foreman out on the work without flagging tools tells you that "the men left them off the car" that morning, although it is his personal duty to see that he is properly equipped when he starts out. The old time foreman tells you when you find him with the track obstructed and with insufficient protection that he has been employed at that work for a large number of years and has never had any trouble

from that source. He points with pride to his record of long continued success, but he should be made to understand that his great success is not the result of his carefulness and his strict observance of the rules, but it has been pure luck and he will realize that if he does not change his methods his luck may change.

Motor accidents can be avoided by proper discipline of the foreman in charge. We will eliminate personal injuries to trackmen when we make this matter a part of our day's work together with our other duties, and see that safety work is done as perfectly and as neatly as other work. The class of labor generally handled by track foremen is ignorant and sullen and not responsive to training or to efforts to educate the men individually. Therefore, it is necessary for the foreman to always be on the alert and to watch each individual very closely to insure his safety. Large numbers of men are injured by the raising of motor cars or by running them too close together. Laborers get their feet and legs mashed and bruised and sometimes broken by getting on and off these cars in motion; this can be stopped by the use of a little vigilance and discipline on the part of the foreman. No foreman should be allowed to run a motor over 15 miles an hour; each man and each tool should be properly placed on the car and everything in order before the car is placed in motion, and the only safe way to operate a motor car is to obey the rules. The man that obeys rules on a railroad and does what he is told to do will not be apt to have any accidents.

Foremen often permit, and sometimes insist on, their men using defective tools contrary to the wishes of the management, when by using foresight and judgment they may have good tools on hand at all times.

While the section foreman's work is principally the maintenance of track he should be alert to note conditions and unsafe practices on the part of the employees of other departments and the

general public. He should report them to the proper authority or take steps to remedy them himself. It is a standard every where to keep obstructions back at least six feet from the track. A foreman will sometimes allow buildings to be constructed with less than standard clearance; again, in spite of the fact that he keeps his yards and tracks free from material and rubbish, he will permit the owners of industries along the tracks to pile coal and lumber and other material too close to the track; he is often backward about approaching the patrons of the road and will allow hazards to exist on that account. Here is a chance for him to show his ability and if he handles these people right he will get results. Of course, there are parties who will not co-operate and it may be necessary for the foreman to move the obstructions with his own men; it will then be necessary to make a statement of the cost and forward to the proper officer and have a bill rendered against the parties at fault; the bill may not be collected but its presentation will have a good moral effect on the man who insists on piling material too close to the track.

Anyway, the best safety device known is a careful man. The section foreman's duties are so varied, that many of these things will escape the most observant of them. To make them enthusiastic in the safety movement we must set them an earnest example; we must necessarily be patient and must not let our efforts lag. *

HOW DESIGNING ONES TRY TO PALM OFF OLD INJURIES ON THE RAILROAD

Horace Hiley, colored, claimed to have fallen from the top of tank of engine No. 1045 in the East St. Louis shop yards, at 7:30 a. m., December 16, 1917, resulting in serious and permanent injury to right knee. No one saw him fall. He worked on the 17th and half of the 18th and resumed work again on the 24th of December. After that he occasionally lost a day or two

from work just as he had done prior to the alleged injury. However, in March, 1918, suit was filed in East St. Louis for \$10,000, and it was alleged that his right leg was broken at the knee and that he was bruised and lacerated and would henceforth be totally incapacitated to do manual labor. The case was tried on May 28th. Hilley's doctor testified to serious injury to the right knee and that same was much swollen. The doctor also testified that the knee cap was "floating" and that disability for long periods would necessarily occur in the future. As there was total failure to prove negligence against the railroad, the case was non-suited after the testimony of the plaintiff had been taken, but later on claim was filed before the Illinois Industrial Board and the railroad there introduced its proof showing that this man had a diseased knee of long standing, developing from an injury he received near Newton, Miss., in 1912, when his leg was run over by a wagon. Fellow workmen testified that he had been lame in the same knee long prior to December, 1917. The Industrial Board decided the case in favor of the railroad. This case is illustrative of how designing ones often try to palm off old injuries as having occurred negligently while employed by the railroad.

WORTH \$100 IF HIT BY A TRAIN

Born of proud ancestry near the headwaters of Scuna river in the year A. D. 1883, "Pete," whose perfect likeness is shown above, was the idol of fond parents, and big hope of "Colonel Blank," who manifested much pride in showing the handsome young colt to admiring neighbors.

At an early age "Pete" was left an orphan and the tender mother care was sadly missed, but as months rolled into years he developed into a rugged beast, well qualified and adapted to long days, between cotton rows in front of a plow. Many years of faithful service were given his master uncomplainingly in



even exchange for his keep, and the hundreds of bales of snow white cotton produced under the scorching rays of a semitropical sun by this hybrid, sold at fabulous prices, contributed largely to the financial and social standing which the "colonel" enjoyed. Finally when he had gone "over the top" and age began to show unmistakable signs; when hard work was no longer possible, "Pete" was sold for a monetary consideration, traded and sold again repeatedly, then fate dropped him into the hands of "Richard Roe" at Coffeeville, Miss., a sightless and toothless stack of whang covered bones. At last, when the 1918 crop was laid by, when it was apparent that "Pete" could not endure another cold winter with high priced feed, he was turned out on the way-lands of the railroad to end his days and bring riches to Mr. Roe in a claim for death by train accident. But L. M. Caldwell is foreman of the Coffeeville section, an efficient man always on the job, and because of this fact "Pete" has been given a new lease on life. Mr. Caldwell put the mule in "pound" and notified Mr. Roe of his act, requesting him to come for the animal and bring along 50 cents as charges. Mr. Roe advised he did not think the mule was worth that much money, so a compromise was agreed upon. Mr. Caldwell cancelled the charges in consideration of a promise that "Pete" would be kept away from the railroad. At a public sale, only a few days ago, "Pete" sold for the handsome sum of \$1. He would have been worth \$100 if hit by a train.

LETTER FROM LIEUT. LIVINGSTON, FORMERLY CLAIM AGENT AT PADUCAH

The following letter from Lieut. Livingston, formerly claim agent of the Illinois Central Railroad, at Paducah, written the day after the armistice was signed, has just been received:

Nantes, Loire-Inferieure, France.

November 12, 1918.

Dear Mr. Hull: You may be interested in the enclosed circular, which reads:

"Huns are waiting. Trenches ahead. Speed up. You won't if you ride on top of or stick your head out of cars. Keep your ivory in. Only six inches clearance between tops and sides cars and tunnel arches and bridges and signal towers."

Evidently the circular was the inspiration of some hard-working R. T. O. (Railway Transport Officer) after he had spent some busy hours making voluminous reports covering the untimely demise of some one who didn't "keep his ivory in." We don't disregard "Safety First" even in war times. I got this sign off one of the French

box cars in a troop train, marked "Hommes 40—Chevaux 8."

I suppose you are in receipt of more information than we are concerning the armistice which was signed yesterday. We got a wire stating the terms this morning. Pretty fine. And it's a blessing, too, for this winter would have been a terrible one on the front. I've not seen much of it, but war is horrible. I'm in position to say that from experience.

The Hun saved himself a thorough licking by coming to terms at this time, for he was on the run, and would have been disastrously defeated by Christmas at the latest.

The next question is, of course, "When will we get back home?" and, of course, no one can tell. I sincerely hope it will be soon, as France doesn't appeal to me particularly. Managed to spend a few days in Paris a short time back.

I suppose that the affairs of the railroads are in a somewhat chaotic condition now, but I hope that there will be a place for a hard-working claim agent in your department before many moons.

Sincerely,
BROOKS LIVINGSTON.

The Following Letter Is Self Explanatory and Is a Deserved Compliment to Passenger and Ticket Agent C. G. Shepherd

To Hon. W. G. McAdoo,
Director General of Railroads,
Washington, D. C.

Dear Sir:

On September 14 I purchased at Mendota, Ill., a ticket for Dixon. Arriving there my purse, containing about two hundred dollars (\$200.00), was missing. I returned by first train and after identifying same, it was returned to me by Mr. C. G. Shepherd, Passenger and Ticket Agent.

He was about to mail it to my address and refused reward. He is known as an honest and pleasant gentleman, but an entire stranger to me. This is without his knowledge or solicitation.

Inclosed find his card I asked for.

Yours very respectfully,

H. D. Ranger,

Sandwich, Ill.

DeKalb Co.

PASSENGER DEPARTMENT



Little Talks with the Rambler

Notes of Interest to the Service

THE RAMBLER BECOMES PEEVED.

THE following story of the Rambler I got, for the most part, from Snap Shot Bill, who, as is well understood, seems to have a faculty for knowing everything about everybody without making himself obnoxious. Bill said the Rambler was peeved although come to think of it, it was my observation that the latter was not so much peeved as thoughtful; and, for him, rather quiet, as though his slogan had turned on him and instead of it being "everything helps" it had become "everything has gone wrong." The fact was, that on Christmas day, when above all days in the year the Rambler should have been joyous, he went off by himself for the better part of the day to where it did not seem that he was in position to either spread or receive the usual "good cheer" that should have prevailed with him and those with whom he came in contact. He had refused several invitations to spend the holiday with friends without giving very much of a reason why he did so, except that he had replied laughingly to the invitations that he had a novel scheme for a Christmas dinner that he had thought for years he would like to try out, and he believed he would do it on this occasion. So on the morning of Christmas he took a trunk line through train,

leaving the city at 10 o'clock in the morning, and went on it about a hundred miles to a point where he met a return train at 1 o'clock in the afternoon; his point being to have his holiday dinner on a dining car. The plan worked apparently to his satisfaction, for on the return trip he had what he afterwards told Bill was "a very satisfactory spread." As a matter of fact, however, it is fairly doubtful if he knew whether his dinner was satisfactory or not, for all through it he seemed more or less preoccupied. So engrossed in thought did he seem to be that he attracted the attention of a motherly looking lady who sat opposite him at the table. However, he was not so far gone in his abstraction as to fail to pass her the salt shaker when he noticed that she seemed to be looking for it and found it out of her reach, the little act causing a friendly smile to effuse her features; and, as she said, "Thank you," the Rambler became conscious for the first time that she seemed to be a friendly sort and had apparently been studying him in a covert manner. So arousing himself, in fact, shaking himself together, as the expression goes, he smilingly bowed his acknowledgment of her thanks, and noticing that she wore a war service pin, remarked, nodding to it so that the lady understood, "I presume you are relieved now that the armistice is on.

for I am glad to see that the star is still blue and not gold." "Oh, yes," she quickly responded with a smile, "In common with other mothers, I certainly am relieved." Then she added smilingly, "Do you know, I don't believe the boy is half as glad as he ought to be." "How so?" was the inquiry, to which she replied, "Well, you see he is in the Railway Engineers and while he evidently has had lots of work to do, according to his letters, he complained because he was not at the front line and in the fighting. Strange, isn't it how boys get that notion? But I think he has been doing his part just as much as though he had been in the horrid trenches, or over the top, don't you?" "I certainly do," was the emphatic reply, "and," he continued as he reached down and took from the floor the morning paper from where he had thrown it upon being served with his meal, "could he read this, he, too, might be made to see it. Shall I tell you about it?" On her affirmative he continued. "As the article here is long, I will not attempt to do more than call your attention to the points made, but I will give you the paper and you can send it to the boy if you wish. It is an account published for the first time of the great preparations made on the other side for the carrying on of the war, not only in men but in money and in material. 'Man power alone,' he read as he glanced through the article, 'was but one factor in the preparations for American participation in the war. Behind it lay vast machinery, which was required in operations. Railways and motor roads were constructed and across the sea were brought locomotives, cars, rails and motor transports of every kind.' Here, madam, is what your boy should be particularly interested in and after marking the passage for her, he read again as follows: 'The American army has brought over to France and has in operation 967 standard gauge locomotives and 13,174 standard gauge freight cars of American manufacture. In addition it has

in service 350 locomotives and 973 cars of foreign origin. To meet demands which the existing French railways were unable to meet, 843 miles of standard gauge railway were constructed. Five hundred miles of this have been built since June 1. On top of this, the department of light railways reports the construction of 115 miles of road, and 140 miles of German light railways were repaired and put in operation. Two hundred and twenty-five miles of French railway were operated by the Americans.' "It further says," the Rambler continued, "that these figures represent a fairly good-sized American Railway Company, and it then goes on to tell about how busy the engineers were in road-making and kindred matters. Then it states something about what it meant to feed the men, mentioning incidentally that we have 390,000,000 rations of beans alone on hand today. More interesting still possibly to your boy, if he does not already know more about it than this article shows, is what it says about the developing of French ports, concerning which the interesting statement is here made that 'so largely were the French port facilities increased that the English armies could have had their bases at the lower French ports, if necessary. In other words, American work in port construction lessened to a material degree the value to the Germans of their proposed capture of the channel ports.' Your boy, madam, if he was in that work, need not worry but what he was doing his share in winning the war. I doubt not that he accomplished more as an individual where he was than he could possibly have done on the firing line."

The ice being thus broken with the "little mother," as the Rambler had mentally called his opposite seat mate, at the close of the meal the former went and sat with her in the parlor car. They chatted very genially together on various little commonplaces, but of course chiefly about that boy

of hers. Of a sudden, however, on glancing out of the window, the Rambler was surprised to find that they were entering the city again; and, when at 4 o'clock in the afternoon the train reached its destination he was clearly in a better mood than he had been on starting out.

While the Rambler had been thus making his dinner trip, Snap Shot Bill had been an extremely busy man, and in a way, a somewhat excited one. He did not leave the city for the holidays and so his gifts had been sent to him at his boarding house where he, as is already known, was practically "a member of the family." His excitement was due to the fact that one of the gifts he received was a radiopticon—one of those projecting machines that throw on to a curtain all kinds of pictures as they occur on cards or in photographs. Not only that, but they also reproduced the colors of a card or picture in all their original brilliancy. It had been given to Bill primarily to reproduce the photographs that he so loved to take and it was operated by merely making connection of the machine with any of the ordinary electric lights of the house. With it had come a lot of beautifully colored postcards of landscape and water scenery, the giver knowing well the liking of the recipient for pictures of that kind. A curtain also was a part of the outfit. Of course, Bill tried it out immediately on his boarding house family, and as it was a great success, he became crazy to pass the good thing along, as he expressed it. So he called up Tyro's house by telephone, and as that individual himself answered the call, the following conversation ensued: "Say, Tyro, this is Bill. Had a radiopticon given me this morning and it will be just the thing to amuse you people with after you get through stuffing that dinner of yours. Any harm in my coming out and bringing the thing with me? Don't want to intrude, you know, but thought it might help your Christmas festivities. How about it?" "Come on," was the

hearty response. "That will be great. Have nothing special for the family here today and will be glad to see you." "All right, good—Gee whiz!" he excitedly exclaimed into the phone, "I don't know as I can come after all. I forgot that Prof. — is up from my old town with his daughter and I promised to call on them this afternoon. I'm afraid I can't come after all." "Is the daughter the party you told me about when the Rambler went down to her burg to settle a ticket claim? There was something about their rowing down the river together, wasn't there?" "Yes, that is the party. They have come up, as they always do about this time of the year, to hear a symphony or two. Say," he added pleadingly, "you will like them. What's the matter with my bringing them with me?" "Nothing at all," laughed Tyro. "Will be glad to make their acquaintance." "See you later, goodbye."

Bill then began to work at the telephone with the professor. He had some trouble in getting him and his daughter to go with him under the circumstances, but he finally persuaded them, having that about him which generally carried things his way within reason. Furthermore, at the time the Rambler put the latch key in the door of his apartment on his return from the train, and was wondering what he would do to finish up the day, beginning really to feel lonesome, Bill had had a further thought and got around to him. So he rang up the Rambler from Tyro's, whose home he had reached, just as the former passed into the hall of his apartment. Bill told all about the wonders of the radiopticon and that he was out at Tyro's with it to give them a show in the evening; and, he added, "Mrs. Tyro insisted that I call you up and get you to come out." This last was a deliberate fabrication, committed on the spur of the moment to offset what he thought to be a hesitancy on the part of the Rambler to accept the invitation, that he knew was coming, to go

out there. "Where have you been all day, anyway?" he continued. "I could not reach you this forenoon at all." "Oh, I have been having a very good dinner," was the reply, "and have just got back. Yes, I will come out. It's the 6 o'clock train, I suppose?" Whereupon Bill said, "That's fine, they will all be glad to see you. Yes, it's the six o'clock," forgetting either purposely or otherwise in the entire conversation to mention the presence of the professor and his daughter.

In due time the Rambler appeared at Tyro's, and of course was fairly surprised at finding the professor and his daughter there. But on it being explained to him by the latter that they had come up for the Symphony Concerts, the Rambler smiled good-naturedly, remembering a little experience he had at one of those concerts with Mrs. Tyro the previous season, and somewhat demurely remarked to her that he hoped she would enjoy them. Snap Shot Bill's show with his radiopticon was a great success. It was enjoyed by all, for among other things, Bill had sorted out some of his cards and arranged them in sequence to tell a story that he called "The Brook." He began with a picture of a snow-capped mountain, following it by one from which the snow had melted except in little hollows from which tiny streams of water were seen trickling. Subsequent pictures showed in detail the beginning of the stream, its passage through the mountains, growing in volume until lower down it became a raging torrent with cataracts and rapids, from thence forming a wide river and finally becoming a sluggish broad stream flowing into the sea; the different pictures also depicting scenery above the timber line and then in the forests, followed by scenery of the plains and the marshes, ending with a depiction of the boisterous sea that had swallowed the waters of the stream whose beginning had been shown as a tiny thread. Bill was complimented on the completion of his exhibition, particularly by the

professor, who was much interested in what may be called the science of the machine and its working. In a quiet way he had much to say as to how the charming results had been obtained, ending with the remark that as far as the colored cards were concerned, it was interesting to note that it was all a matter of vibration—vibration of light waves. Finally the little party broke up, Bill, the Rambler and the Professor and his daughter returning together to the city. While throughout the evening the Rambler had never lost his geniality, he had, nevertheless, been unusually quiet for him; so much so that Bill marveled to himself and wondered what was the matter, especially as he had noticed that on the Rambler's parting from Mrs. Tyro she seemed to have given him a quiet look of understanding.

It was, therefore, with the possible good intention of trying to cheer him up and make him forget whatever was on his mind to upset him, that late in the afternoon of the next day Bill went to the Rambler and said laughingly, "What do you think? That old Professor has got up here in town and has met some of his college cronies, with the result that he has deliberately shaken his daughter in the matter of accompanying her to the concert this evening. He says there is going to be a reunion of his class at the club, and that he would not miss seeing the boys for a whole season's program of concerts. He has sent me his ticket to the Symphony and asks if I will not please accompany her." "Well," said the Rambler with a smile, "nothing the matter with that, is there? You will see his daughter through, of course. It would be a pity to disappoint her when she came here for the express purpose of having her annual revel in music." "But you see," was the reply, "I am a season ticket holder myself, and while this ticket of the Professor's is in a good part of the house, I like my regular seat better—" "And," interrupted the Rambler, "you probably do not go alone. How about it, Bill?"

"You have guessed it, although I don't see how. It is a fact, nevertheless, that my season tickets are a pair. I am up against it, for the Professor has given me no opportunity to explain. He simply sent the ticket over with a note and I haven't the slightest idea where to reach him. He is not expected back at the hotel until bedtime. I thought perhaps, Rambler, that you would be a good sport and help me out by taking the Professor's ticket yourself. I will fix it up with the lady." "I don't care particularly for those concerts," was the somewhat hesitating reply. "They are rather highbrow for me. I fear a Jazz band is about my calibre in music. I went once last year with Tyro's party, you know. However, to help you out, I will take the lady, if you will arrange the matter."

The Professor's daughter accepted the substitution with evident good grace, for she was particularly smiling and cheerful when the Rambler met her at her hotel and conducted her to the concert hall. They arrived at the latter somewhat early and the lady immediately began to read the program notes, excusing herself in so doing by explaining that she found she enjoyed the music much better after she had, in advance, an idea of what the musicians were interpreting. For the want of something better to do, the Rambler followed suit and read program notes until the concert began. He tried, as the various numbers were rendered to fall into the spirit of the occasion, but with indifferent success. He could not, however, but admire the enthusiasm displayed by his companion as she applauded at the close of the various numbers. As for himself, the concert dragged with him as a whole. But he seemed to pick up a little interest when "Russians" by Daniel Gregory Mason was rendered, and at its close remarked to the Professor's daughter, "I thought I could really see the two streams coming together and flowing through the woods, meadows and lowlands as they played that." She looked at him in surprise for a moment and then, that he might not

see the smile she could not suppress, turned away her head, for she understood that the Rambler was alluding to the program notes, this being what he had read:—

"We stand at the source of the Moldau, which flows from two springs in the Bohemian forest. A single flute announces a quick undulating figure; with dispersed pizzicato notes of the violins and the harps the sunbeams seem to sparkle in the waves. The waters flow on; two flutes bring in the wave motif in sixths, the clarinets in thirds, and finally the stringed instruments take it up. Simultaneously, with this up-and-down, undulating accompaniment, there is heard in the woodwinds the real theme, a quiet melody in E minor, of folksong character. Horns are heard; a hunt draws near, while the wavy accompaniment, together with the sparkling sounds of a triangle flows on and on. By degrees the notes of the horns die away; the hunt is speeding far in the distance, and there breaks in upon the ear the music—half march, half polka—of a rustic wedding. After the wedding festival has passed away the undulating accompaniment figure appears once more, this time in the flutes and clarinets, the violins coming in with a placid melody, sections of which are marked by short arpeggios for the harp. 'Moonlight and Dance of the Nymphs,' this is called in the score—a subject capable of colorable no less than poetic treatment, and handled here with truly charming musical ability. Now the dance of the waves hastens its speed, and the waters are foaming wilder, for we have come to the Rapids of St. John. The whole orchestra, with cymbals and the bass drum, joins in the tumult and presents such a patriotic din that the whirl of the Moldau's water could well pass for a second Niagara. Through these rapids we pass into the broadest portion of the stream, which now flows majestically at the base of Vysehrad. The first theme is given forth in E major; the accompaniment figure becomes slower and more powerful, and the

whole piece closes in stately, if somewhat too sonorous splendor."

The next and final number on the program was Friedrich Smetana's symphonic poem, entitled "The Moldau." It was a beautiful thing with a good swing and volume and of such a melodious character that even a layman could appreciate it. So at its close the Rambler, for the first time in the evening, applauded heartily. On his way back to the hotel he spoke of it to his companion at which he caught her smiling again, at the same time evidently trying to suppress a laugh. He saw that he had made a break somewhere, and asked somewhat quizzically what was the matter, adding that he had evidently missed a note, to speak musically, somewhere between those last two numbers. She apologized demurely, but finally could not refrain from breaking out in an infectious, good-natured laugh. "But, Mr. Rambler," she said, "your musical ear is evidently all right, but you missed the story. Excuse me for laughing, please. That story of the two springs and the stream in the shade of a Bohemian forest is not the motif of the 'Russians' as you assumed, it is that of the symphonic poem called 'The Moldau'—the last number, that you liked so well. You read ahead and got your two numbers mixed." He was silent for a moment, and then good-naturedly said, "Well, I see now that the poem does illustrate that story, but I could see two streams in the 'Russians' just the same." "Maybe so, I was seeing in it the serious tragic aspect of the folk songs as they portrayed 'A Drunkard,' 'A Concertina Player,' 'A Revolutionary,' 'A Boy,' and 'A Prophet.' But, as father would say, music is all a matter of vibration, and the sound waves as they reach you may have telephoned a two-stream picture to your brain. But if so, if you really did see a picture in 'Russians' such as you say, it could not have been the sparkling and bright scene that the poem should have given you."

Whether this episode helped to con-

tinue the quiet mood of the Rambler, I do not know, but he was so far from being himself that I asked him one day later what on earth was the matter with him. He thought a moment as though weighing carefully his reply and then said, with an assumed burst of frankness, "Well, to tell you the truth, I am peeved. I am peeved at the carelessness of some people I could mention that are in the railroad business. I will tell you about it," he added, brightening up with an apparent air of confidence. "A little while ago we had occasion to have sent out a circular to agents, asking them what folders of foreign lines were needed at their station. We sent to a list of 274, from which we received a reply from 168. It is true that of the remaining 106 it would not follow that a reply was necessary, although I was a little surprised at the percentage and wondered how much was due to carelessness or how much due to the legitimate assumption that no folders were needed. But what peeved me particularly was the fact that of the 168 replies, on 62 of them we had to supply the name of the station, the agents omitting to fill in that important feature, making us dig into the official list to find what station this and that individual represented. In time, however, we got them reduced to three, and of the three we never have located one of them, as we cannot make out the man's name that signed the blank. One had returned the blank without either name, date or station affixed to it. Of course, in time we sent a tracer, to do which, necessitated checking back from the entire list those from whom we had received known replies and sending to all that remained. By this we caught of the three all but the one whose name we cannot make out. We are living in hopes that the latter will get tired of waiting for folders to be sent him and send in again, this time with the name of his station. But," he concluded, with marked gravity, "wouldn't it peeve you to have to

go to all that unnecessary work for nothing?"

I smiled at his story, well knowing that little vexations of business of that kind never threw him out of his natural buoyancy to the extent that had been manifest in him for the past week or ten days. Later, I laughingly told Snap Shot Bill of the Rambler's alleged cause for depression, whereat that individual instead of bursting into his usual flippant laugh, said somewhat seriously, "I know what's the matter with him, poor fellow. Mrs. Tyro told me. The Trunk Lady has written to both of them announcing

her engagement to one of the officer-surgeons of the hospital to which she is assigned. They are to be married as soon as the war is over."

"So that's it?" I thought to myself later, "Poor fellow, I am afraid he is hard hit. I am sorry now that I joked him the other day about the Trunk Lady and the fellow from Iowa, and about the Professor's daughter having money. My! But it certainly was the irony of fate to make him go to that concert with the latter. However, it may be a good thing for him. It is time he was settling down."

Notes of Interest to the Service

Among many others, the following schedule changes have recently taken place, or are to become effective in the near future, that may be of interest to our agents.

Pennsylvania Lines — West — Radical changes on these lines took place January 1st, among them being the following:

From Chicago: For Pittsburgh, No. 118 now leaves at 2:00 a. m., 20 minutes earlier; No. 22, the Manhattan Limited, 9:45 a. m., 45 minutes earlier; No. 124, Pittsburgh Express, 7:30 p. m., 30 minutes earlier; No. 142, 7:40 p. m., 35 minutes earlier; No. 136, Steel City Express, 11:40 p. m., 20 minutes later; No. 34, Seaboard Express for New York, 10:30 a. m., 30 minutes later; no changes in leaving time of Mercantile Express No. 106, Metropolitan Express No. 40 and the Pennsylvania Limited No. 2.

From Chicago: For Louisville and Cincinnati, No. 216 now leaves at 9:20 a. m., 10 minutes earlier; no change in leaving time of No. 236, Cincinnati Night Express, and No. 336, Louisville Night Express.

From St. Louis: No. 114, Eastern Mail for Pittsburgh, leaves at 7:45 p. m., 23 minutes earlier; no changes in leaving time of No. 20, the Keystone Express, and No. 30, the New Yorker; No. 26, the Commercial Express for New York, leaves at 12:30 p. m., 5 minutes later.

Yazoo & Mississippi Valley—Observation parlor car formerly operated between Memphis and Clarksdale on train 13 and 24, has been extended to operate between Memphis and Vicksburg. A new daily sleeping car line has been inaugurated between Memphis, Tenn., and Yazoo City, Miss., operated southbound on Train No. 41, Memphis to Clarksdale and Train No. 523 Clarksdale to Yazoo City; northbound it is operated on

Train No. 524 Yazoo City to Clarksdale and Train No. 12, Clarksdale to Memphis. The line is filled with 12-section drawing room sleeping cars.

Atlantic Coast Line—Pinellas Special, Trains Nos. 95 and 96, have been inaugurated between Jacksonville and St. Petersburg, Fla., being operated on the following schedules via Newberry, Dunnellon and Trilby: Leave Jacksonville, Fla. (A. C. L. R. R.), 10:00 a. m., arrive St. Petersburg, Fla., 6:30 p. m. Leave St. Petersburg (A. C. L. R. R.) 10:45 a. m., arrive Jacksonville 7:15 p. m.

Seaboard Air Line—Jacksonville-St. Petersburg trains now leave Jacksonville at 9:55 a. m. (No. 3); 1:05 p. m. (No. 15); 9:30 p. m. (No. 1).

Pullman car line between Jacksonville and Tampa has been inaugurated on train No. 3. A new sleeping car line has been inaugurated between Tampa, Fla., and Atlanta, Ga., operating via Seaboard Air Line, Tampa to Hampton, Fla., G. S. & F. Hampton to Macon, Ga., C. of G. Macon to Atlanta.

Florida East Coast—It is announced that effective January 1st, to take care of winter tourist traffic, arrangements have been made to open additional ticket offices as follows: St. Augustine, Fla., Corner King and Cordova streets; Ormond (in the Hotel Ormond); Palm Beach (in Hotel Royal Poinciana); Miami (in the Hotel Royal Palm).

Missouri Pacific—Changes have taken place as follows: Train No. 15 leaves St. Louis 6:40 p. m. for Kansas City and Joplin; train No. 45 from St. Louis to Jefferson City taken off. Sleeping car service between St. Louis and Joplin via Pleasant Hill has

been inaugurated, westbound car moving on trains Nos. 15-205.

Rock Island Lines—The following California service for winter season, 1918-1919, has been promulgated: Golden State Limited, No. 11-3 leaves Chicago at 6:00 p. m. and St. Louis 9:03 p. m. The Golden State Limited is operated westbound via Rock Island Lines to Tucumcari, El Paso & Southwestern System, Tucumcari to Tucson, and Southern Pacific to California.

St. Louis-San Francisco—This company announces that the impression has gone abroad that the leaving time from St. Louis of "The Texas Special" was changed on Sunday, November 17th. This is incorrect, and the announcement continues, "The Texas Special" continues to leave St. Louis Union Station daily at 6:30 p. m.

Louisville & Nashville—Changes on this road include departure from St. Louis of train No. 51 now leaving 8:08 a. m. instead of 8:25 a. m.; No. 53 leaving 8:30 p. m. instead of 9:00 p. m.; No. 55 leaving 2:40 p. m. instead of 3:00 p. m.

Wabash—This road has announced the departure from St. Louis of No. 11 at 8:00 p. m., the complete service between St. Louis, Des Moines and Omaha, consisting of No. 11 and of No. 3, leaving at 9:03 a. m. No. 52 and No. 53 Decatur-Hannibal accommodation trains have been discontinued. No. 28 leaves St. Louis 11:55 p. m. **Baltimore & Ohio**—Train No. 6, Pittsburgh-Washington Limited; now leaves Chicago at 5:10 p. m. instead of 6:05 p. m.; No. 8, Washington Special, now leaves Chicago at 10:00 a. m. instead of 10:30 a. m.

New York, Chicago & St. Louis—Notice is given that effective January 1, 1919, operation of trains between Buffalo, New York and Belleville, Ohio, will be according to Eastern Standard time.

Mobile & Ohio—Trains of this road now leave St. Louis as follows: No. 3, 8:04 p. m.; No. 1, 7:56 a. m.; No. 5, 4:40 p. m.

The following interesting article, under the title of "The War—and Afterward," is from "Ticket Agent Talks," the monthly magazine of the A. T. & S. F. Passenger Department:

Consider that to win this war—and it was some war—we had to transport our munitions, men and materials from the place of origination to the Atlantic Coast, from there over three thousand miles of ocean to France or England, and thence to the front line trenches.

The American railroads have, with practically no increase in equipment, been able to transport millions of men and millions of tons of materials to the seaboard; from here they were placed in vessels and taken to either France or England. On arriving, the men disembarked and were transported

to intensive training camps near the port of debarkation. The materials were unloaded and placed in temporary storehouses. From the training camps and from the storehouses the men and materials were moved forward to concentration centers, and from here they were taken by narrow gauge railroads to within eight or ten miles of the front line trenches. Movement to the trenches was by motor lorries.

This country trains the railroad man to a high point of efficiency, and these men put their efficiency, thoroughness and speed into effect in France, with the result that the impossible was accomplished in the way of railway engineering and railway transportation. The boys "over there" did things which the Frenchmen said could not be done.

It is going to be up to the railroads of this country in no small measure to assist in bringing about the reorganization which is now necessary. We, in this country, will have problems, difficulties and exigencies to meet which, though nothing to compare with those of the French and English, will be, nevertheless, stupendous. Probably no organization or industry has such a widespread and definite effect upon the country as the railroads, consequently the period of reorganization which must come will have to be dealt with carefully by railroaders and railroad companies, for in a way their handling of the problems will act as a precedent for the other industries of the country.

We have made two cars do the work of three, and now every move must count toward the ultimate return to pre-war days. The war-time prosperity must not be let slip away from this country. It must continue, and the only way it will continue is for you and I to work faithfully for the common good.

England had only to send her men across the infested English Channel and then to the battle front.

We had to concentrate our forces on the east coast—take them across three thousand miles of sub-infested ocean and then get them to the battle front.

These men must be brought back and most of them returned to their original home towns. It will be a big undertaking—the labor market must not be glutted—and yet the demand for labor must be taken care of as quickly as possible. Because of the war the world will need labor, and need it badly, but labor must be properly distributed so as to supply the imperative demands first.

This country's unparalleled feat has enabled us to say once more, "Peace on Earth," and then to once more put our shoulder to the wheel and work for a speedy return to pre-war basis.

With the distractions of war a thing of the past and the official discouragement to railroad travel removed, says the Chicago Evening Post, the "playgrounds of the nation" will again resume their place in vacation planning. In his annual report to the secretary of the interior, Stephen T. Mather, director of the national park service, sets forth the improvements which have been made for the comfort and convenience of the tourist in the way of roads, camps and trails.

He also suggests several new areas as worthy of parkhood, such as Mammoth cave in Kentucky, the Grand Canyon of Arizona, several stands of California redwoods and, what is of particular interest to Chicagoans, the Indiana sand dunes with their abundant bird life and unique flora.

The reports brings to mind again that our national parks are more than a playground. They are preserves for the wild animal life which has melted away so rapidly before "civilization and the ruthlessness of man"—the elk, deer, bear, goat and sheep and the big cats—and they preserve them in their natural habitat, without which background they lose half their charm and interest. This enterprise appeals to any man or woman whose soul rises above the conception that wild animals were made only to be eaten.

The supervision of these areas of scenic grandeur and primal activities could hardly have fallen into better hands than Mr. Mather's. He is no swivel-chairist—if we may coin the word. His enthusiasm for the great out-of-doors of America is such that he wants to share it with everybody. The wild animals are his personal wards, and the most satisfactory picture he ever had taken portrays him with a couple of 5-month-old mountain lion cubs in his arms, captured in the Yosemite.

His love also embraces the wild flowers, and one of his big fights last year was against the pasturing of sheep in the parks, for these animals leave a trail as devastating to tender plants as a prairie fire. He also vigorously opposed the attempt last year to kill elk and deer in the national preserves on the ground of scarcity of meat, which would have profited nobody except the pot-hunters and might have resulted in the extinction of several species.

It has been decided to open all of the Flagler System Hotels this season, except those at Nassau, Bahama Islands. The opening and closing dates for the season of 1918-19 are as follows:

PONCE DE LEON—St. Augustine, Tuesday, December 24, 1918—Monday, April 7, 1919.

ALCAZAR—St. Augustine, Monday, January 6, 1919—Saturday, April 19, 1919.

ORMOND—Ormond-on the Halifax,

Tuesday, January 7, 1919—Monday, April 7, 1919.

BREAKERS—Palm Beach, Wednesday, January 1, 1919—Saturday, April 5, 1919.

ROYAL POINCIANA—Palm Beach, Wednesday, January 15, 1919—Monday, March 24, 1919.

ROYAL PALM—Miami, Wednesday, January 1, 1919—Tuesday, April 1, 1919.

LONG KEY FISHING CAMP—Saturday, January 4, 1919—Monday, April 14, 1919.

The General Index of Railroad Stations, pages 1137-1407 in the Official Guide, now shows the number of the time-table of the larger railroads in which each station may be found. This plan takes the place of the separate indices which were formerly shown for each system. For instance, suppose one wishes to find Pontiac, Ill., on the Illinois Central. In index in the back of the the guide, it will be found as on the "Illinois Central-2," the figure "2" indicating that it is in "Table 2" of the Central's schedule showing.

It is presumably understood by this time that the additional passage charge of half cent a mile for the privilege of riding in parlor or sleeping car has been discontinued. Tickets issued for transportation in coaches will be accepted in parlor and sleeping cars without additional charge except the usual charges of the Pullman car lines and the extra fare charged on certain trains account limited running time.

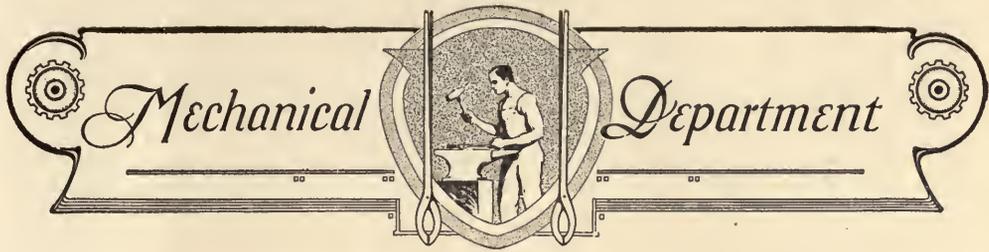
"Now I wonder," said the editorial writer as he had finished a convincing dissertation on the cost of war. He has assigned to each of the allied nations its indemnity, juggling billions as carelessly as a vaudevillian juggles billiard balls. "I wonder," he mused, "where I can make a touch for two bits."

Ofttimes, when as I scrape my bristling cheek

And find the razor blade will not behave,
'Tis then I yearn to be a Bolshevik,
For Bolsheviks never have to shave.

He hunted the Hun in his concrete lair,
And he faced a gun with a careless air,
And he looked at Death and he didn't care,
But he feared to sit in a dentist's chair.

"Soft coal makes it hard for me," she said, as she was cleaning house. "But when they burned hard coal it was soft."



UNITED STATES RAILROAD ADMINISTRATION

W. G. McAdoo, Director General of Railroads.

Division of Operation

Mechanical Department Circular No. 11

Rules and Instructions for the Inspection and Testing of Stationary Boilers
Washington, D. C., November 1, 1918.

Rule 1

These rules shall apply to all steam boilers and their appurtenances operated by railroads under Federal control, except the boilers of locomotives or boilers used solely for heating which carry pressure not exceeding 15 pounds per square inch.

Rule 2

The chief mechanical officer of each railroad will be held responsible for the general design, construction, and inspection of all boilers covered by these rules. He must know that all inspections are made in accordance with the rules, and that the defects disclosed by any inspections are properly repaired before the boiler is returned to service.

Rule 3

The working pressure of each boiler shall be determined by the mechanical engineer, using the formula commonly used in determining safe working pressures, and after a thorough inspection and report by a competent inspector. The minimum factor of safety allowed shall be four.

In determining safe working pressure, the maximum allowable stress shall be 7,500 pounds per square inch for stay bolts, and 9,000 pounds per square inch for round or rectangular braces supporting flat surfaces.

Rule 4

Each boiler shall be given a serial number by the operating railroad. A metal badge plate showing this number and the safe working pressure shall be attached to each boiler.

Rule 5

Specifications of each boiler shall be kept on file in the office of the chief mechanical officer of the railroad. Within ninety days after this rule becomes effective, each railroad will file report (Form MD-25) with the chief mechanical officer of the railroad and a copy with the assistant director, Division of Operation, in charge of the Mechanical Department, United States Railroad Administration, Washington, D. C., for each boiler subject to these rules, giving all the data called for thereon.

Rule 6

Each boiler shall have at least one safety valve of sufficient capacity to prevent an accumulation of pressure more than 5 per cent above the working pressure and shall be connected direct to boiler.

Safety valves shall be set at pressure not to exceed six pounds above the allowed working pressure.

Working safety valve on boiler shall be tested each day boiler is in use. Failure of safety valve to open before an excess pressure of ten pounds has been reached must be immediately reported to the proper authority, and repairs made.

Not less frequently than once each three months all safety valves on boiler shall be tested and adjustment made, if necessary. At this test, as well as at all other tests where the safety valves are adjusted, two steam gauges shall be used, one of which shall be in full view of the person adjusting the valves.

Rule 7

Each boiler shall have a steam gauge, graduated to at least fifty pounds above the working pressure, connected direct to steam space of boiler, equipped with a suitable siphon and with not more than one cock or valve between boiler and gauge. This cock to be located near steam gauge.

Steam gauges shall be tested at least once each three months, or whenever any irregularity is shown and shall also be tested before any adjustment is made of the safety valves. Each time gauge is tested, siphon pipe and cock must be cleaned and examined.

Rule 8

Each boiler shall have at least three gauge cocks and one water glass, so located that the lowest reading shall be at least three inches above the lowest safe water line. Each water glass shall be equipped with a valve at each end of glass and with a blowoff or drain at bottom of glass. Gauge cocks, water glass and water column valves, cocks and connections shall be maintained in an operative condition free from leaks and shall be cleaned of scale each time boiler is washed.

Suitable lights shall be provided for waterglass and steam gauge.

Annual Inspection

Rule 9

Before being placed in service and not less than once each twelve months thereafter, each boiler shall be subjected to a hydrostatic pressure 25 per cent greater than the working pressure and the boiler and appurtenances carefully examined while under pressure.

After hydrostatic pressure has been applied, a thorough inspection shall be made of every accessible part of the boiler. Manholes shall be removed to permit of interior inspection.

Boiler having lap joint longitudinal seams should be examined with special care to detect grooving or cracks at edge of seams.

Water tube boilers shall be examined with special care to detect blistering on the tubes, tubes bending and leakage or corrosion where tubes are fastened to headers.

Soot and cinders shall be cleaned from furnace and combustion chamber and a thorough inspection made of the brick lining and setting, the fire wall, baffles and grates.

Threaded and flange joints on steam header, steam pipe and blowoff line shall be carefully examined for signs of corrosion or wasting.

After repairs are completed the boiler must be fired up, safety valves set, and boiler and appurtenances examined. All cocks, valves, seams, pipes, flanges and joints must be tight under this pressure.

All defects disclosed by any of the above inspections must be repaired before the boiler is returned to use.

A certified report of the inspection and repairs (Form MD-27) shall be filed with the chief mechanical officer of the railroad and a copy sent to the assistant director, Division of Operation, Mechanical Department, Washington, D. C.

Rule 10

Locomotive type boilers working under a pressure of 125 pounds or more shall have the stay bolts tested at least once each month. Locomotive type boilers working under a pressure of less than 125 pounds shall have the stay bolts tested at least once each three months. Vertical boilers working under a steam pressure of 100 pounds or less shall have the stay bolts tested each time the hydrostatic test is applied. No boiler shall remain in service with five or more broken stay bolts.

Rule 11

Boilers shall be thoroughly washed as often as water conditions require, but not less frequently than once each month. Special care shall be given to water tube boilers to prevent an accumulation of scale in the tubes and the tubes must be scraped, if necessary. At wash-out periods, soot, ashes and cinders shall be cleaned from furnace and combustion chamber, and brick lining, setting and fire wall examined.

Semi-Annual Inspection**Rule 12**

Not less frequently than once each six months an inspection of the boiler under steam shall be made by a competent inspector. He shall test the safety valves, gauge cocks and water glass, blowoff valve, examine and test the feed pump or injectors, examine steam pipes for leaks, giving close attention to leaks around threaded joints, see that pipes are well braced, that all valves are operative, examine the setting of the boilers and the general condition of the boiler room, with especial reference to fire risks.

He shall report any defects found to the division officer in charge and to the local officer in charge so that prompt repairs can be made.

A certified report of the inspection and repairs (Form MD-26) shall be filed with the chief mechanical officer of the railroad and a copy sent to the assistant director, Division of Operation, Mechanical Department, Washington, D. C.

Miscellaneous Rules**Rule 13**

Boilers equipped with fusible plugs shall have plug cleaned of scale not less than once each three months.

Rule 14

Boilers in batteries connected to same steam header shall each have a suitable valve between boiler and header, which must be maintained in an operative condition.

Rule 15

Each steam outlet from boiler (except safety valve connections) shall be equipped with a suitable valve, which must be maintained in an operative condition.

Rule 16

Injectors and pumps must be kept in such condition that they will feed water into the boiler against the maximum pressure allowed on the boiler.

Rule 17

Feed water heaters shall be cleaned and inspected as often as water conditions require, but not less than once each three months.

Rule 18

Boilers with any of the following defects shall be withdrawn from service until after proper repairs are made: Cracks in cylindrical boilers or headers; bags or bulges in shells of external fired boilers or unstayed surfaces of internal fired boilers; bulges in arch or water tubes; more than one gauge cock inoperative; safety valve inoperative.

Rule 19

Boilers showing indications of having been low in water or of mud burning shall not be used until after inspection by a competent inspector.

Rule 20

Where necessary to plug flues, the plugs shall be tied together with a rod not less than $\frac{3}{4}$ inch in diameter and a report of same made to the officer in charge, who will have proper repairs made.

Rule 21

When making internal inspection of one of a battery of boilers, another employe will be stationed outside of boiler, whose duty shall be to prevent steam valves from other boilers being opened into boiler being inspected.

Rule 22

The boiler room shall be kept in a clean and sanitary condition, old clothes, waste, etc., must not be allowed to accumulate in or around boiler room.

Rule 23

An annual certificate of inspection shall be posted under glass in a conspicuous place in the boiler room. This certificate shall show the number of the boiler, the allowed working pressure, the date of inspection and the signature of the inspector.

Rule 24

Inspection certificates may be made in triplicate and copy filed with state inspector of boilers, when desired.

Keep the Nut With the Truck

By Wm. J. Ormsby, Master Mechanic, Freeport, Ill.

THE avoidable hazard of accident which is with the railroads each day, due to missing oil box and column nuts, can be traced to the poor methods used in the original application of these parts, and the hap-hazard manner light repairs are made to these vital parts. There would be no such conditions as exist today, if every road made a campaign on locking every nut. Shortage of material is no excuse, for all roads have an abundance of light gauge scrap iron, which can be made into the best nut lock in existence today and which can be applied by anyone with assurance that it will perform its full duty.

Our passenger cars run over the same rails and make many more miles than our freight equipment and a nut is never found missing from cars that have gone through the shop since the issuance of instructions from General Superintendent Motive Power, which specified that where car was shopped, or wheels applied, the bolts were to be double nutted and a 3-16 cotter applied,

the latter to fit close up to the nut. Until such time as the railroads made an intelligent effort to lock the nuts on all freight equipment, just so long may they expect to have their light repair men applying nuts by the keg full, at every terminal within the jurisdiction of the M. C. B. Association. If all the nuts that are applied by these men in thirty days could be assembled in one pile, and the members of the association invited to view the mountain, I feel sure they would not be long in devising ways and means of turning this enormous expense into revenue.

Rarely do we hear of or see a missing grabiron, simply because they are applied in a thorough manner and while the penalty attached to this kind of a defect has some bearing on the repair forces, it goes to prove all we need to do to correct any defect is a concentrated effort from all roads. If the problem of missing nuts is not soon solved by the roads themselves, the Government will make a missing nut a penalty defect—after tracing a bad

accident to this kind of a truck failure. No doubt then, pressure will be brought to bear on the car department forces, that will insure the locking of all nuts. Light repair men are doing their part to make emergency repairs, but the repair track is the place to end this evil and not leave the job to a man who has a monkey wrench, hay burner and a string of nuts to contend with,

as well as keeping out of the Yardmaster's way.

At a meeting of the officers of western lines, held in Waterloo, for the prevention of loss and damage to freight, I heard Mr. East insist on the agents keeping the bill with the car and to make this their by-word. I think the Mechanical Department would do well to copy and make theirs: "Keep the nut with the truck."

FROM THE LAW DEPARTMENT



DIVISIONS OF RATES—POWER OF INTERSTATE COMMERCE COMMISSION.—In *McGowan-Foshee Lumber Co. v. Florida, Alabama & Gulf R. R. Co.*, 51 ICC 317, the Commission said:

"The Florida, Alabama & Gulf Railroad Company on oral argument contended that the division prescribed should apply to shipments that moved prior to the effective date of our order prescribing the joint rates. Manifestly in fixing divisions of rates prescribed by us we cannot go back of the effective date of our order prescribing the rates the divisions of which are before us for determination."

ABSORPTION OF SWITCHING CHARGES—FEDERAL CONTROL.—In the case of *Kaw River Sand & Material Co. v. A. T. & S. F. Ry. Co.*, 51 ICC 350, the Commission said:

"The Santa Fe applies the Kansas City basis of rates from complainant's plant only when shipments are destined to points on its own lines. No possible justification can be found, under a unified and coordinated national control for a different treatment when shipments are destined to points on lines other than the Santa Fe. Indeed, it is substantially accurate to say that there are no 'shipments destined to points on lines other than the Santa Fe,' for federal control makes, for present purposes, all the lines serving Kansas City, except the connecting electric carrier, a single line. . . ."

"As stated above, the provisions for the absorption of switching charges in the tariffs of the various carriers are not uniform. Some of the carriers provide for the absorption of switching charges on competitive business only; others provide for the absorption of not to exceed \$3 per car; and still others will absorb switching charges only to the extent that their revenues will not be less than \$15 per car. Under present conditions and the elimination of carrier competition, when there is absorption of switching charges within a switching district, the provisions therefor should be uniform where similar circumstances and conditions prevail."

VENUE OF SUITS AGAINST CARRIERS UNDER FEDERAL CONTROL. In the case of *Rhodes v. Tatum* (Court of Civil Appeals of Texas, October, 1918) 206 S. W. 114, the court held that under the Act of Congress of August 29, 1916, empowering President to take possession of systems of transportation, and Act March 21, 1918, as to operation of transportation systems under federal control, section 9 of which gives the President all powers necessary or appropriate to give effect to the powers of regulation and control, the President's appointment of a Director General, and the orders of the Director General Nos. 18, 18A, and 26, in effect requiring suits against carriers under federal control to be brought in the county where plaintiff resided at the time of the injury, or where the cause of action arose, and prohibiting trial of a suit brought in any other county, are valid, and that one injured in New Mexico suing a railroad in Texas could not by mandamus compel immediate trial of his action contrary to these general orders in the absence of compliance with No. 26 permitting application to the Director General for relief in the event of unnecessary hardship by postponement according to these orders.

DELAY—DUTY OF CARRIER WITH RESPECT TO MOVEMENT OF FREIGHT.—In *Adams Express Co. v. Burr Oak Farm* (Ky.), 206 S. W. 173, the Court said that as a common carrier, it was the duty of the Express Company to transport a shipment of cattle within a reasonable time and that its common-law liability as an insurer does not include delays in shipments, it being liable, when such delays occur, only when they are the result of its negligence; that where there is no stipulated time fixed in the contract for the delivery to be made, the principle applies that the delivery should be made within a reasonable time, and that when that is the rule the shipper assumes the risk of unavoidable accidents and of unusual and ordinary delays incident to the ordinary conduct of the carrier's business. The Court further said that what constitutes a reasonable time within which a carrier should make delivery is not susceptible of an unvarying definition but must be governed by the circumstances of each particular case. The Court, applying these principles to the case in hand, held that where a fast passenger train which was not scheduled to stop at the destination of the shipment of cattle, detached the cars containing the cattle and left them on a side-track, causing a delay of 4 hours, the Express Company was not liable for this delay, where the shipment was carried to destination by the first train following which stopped at the destination.

Loyal Letter from a Colored Employe on the Mississippi Division

Dec. 7, 1918.

Water Valley,
Miss.

Kind Sir:—I received my Fourth Liberty Bond on the 7th of this month, and I sure appreciate it that I can loan my government money. All that I regret is, that such an opportunity was not granted to me before. We are

colored boys and are trying to do our bit, so thank all that are concerned in it; and we love the name of America, which we will stand pat for, not only our money, but our lives if we are needed.

I remain yours in service of the I. C.
R. R.,

Mason Kirkwood.

FREIGHT TRAFFIC

DEPARTMENT



Development Bureau

By Donald Rose, General Development Agent

THIS article is written for the purpose of briefly outlining just what the aims and objects of the Bureau are, and something of our plans for the future.

Previous to the United States assuming control of the Railroads of the country, the active work of the Bureau included, not only agricultural development of the large territory traversed by our railroad, but also the industrial and immigration work, which was most essential on a system such as ours. Under present conditions we are not in position to follow up the two latter subjects, and consequently devote our time and attention to the pressing needs of agricultural development in all its varied phases.

We are placing special stress on the development of the dairy interests, the encouraging of live stock interests generally, increasing the fertility of the soil, augmenting the use of silos, encouraging the conservation of feed, and advocating the greater production of sweet potatoes and the building of dry kilns to protect the potatoes.

We are accustomed these days to hear much of reconstruction, reorganization, increased production and conservation, and in changing from a war to a peace basis, it is very necessary that serious consideration be given these subjects. It requires no argument to prove that increased production of all foodstuffs

is one of the most important duties before us at the present time, and coupled with it is the conservation of our products in every way possible.

This Bureau is already carrying out arrangements to increase the production of live stock by encouraging the farmers to raise more and better cattle in the use of purebred sires and through the organization of various clubs. Special attention is being given to the dairy cow, one of the greatest of all food producers. We are holding at various points along our line, suitable to this phase of farming, community meetings, addressed by dairy experts from the Agricultural Colleges and others, and every assistance is rendered the farmer in selecting and securing efficient herds of dairy cows. This work was never more necessary than at present. The herds of cattle in many European countries have been sadly depleted and American breeders will be called on for substantial aid in the renewing and up-building of these herds.

Realizing that the most economical results in the raising of cattle and dairying are obtained by the silo, we are endeavoring to increase the number of silos in every farming community, and with success. The silo is a reservoir for the conservation of feed, it provides a balanced ration, a succulent feed in winter and a pasture in time of drought.

The necessity for intelligent handling of sweet potatoes is being brought forcibly before the grower and a radical improvement is looked for. The crop is usually large and satisfactory, but in many cases only fifty per cent of the yield is fit for use or market, on account of careless handling and storing. This waste is deplorable and we are using every effort to correct it. We have had constructed a miniature model sweet potato storage house, after plans and specifications furnished by the United States Department of Agriculture, which will be used for demonstration purposes in our campaign on Southern lines during the winter months. With such storage houses, or dry kilns, in use by our large growers, and greater attention to the handling, there is certainly no reason why the grower should not be able to use or market the entire crop.

The Bureau is devoting considerable time and energy to the question of soil improvement. To meet the demands for increased production of foodstuffs, we must have a fertile soil, and this cannot be obtained without special treatment and attention. The soil should have more nitrogen by growing legumes, more limestone, better fertilization, better preparation of the seed bed, better cultivation and better seed. Soil improvement is most important and necessary and we are now arranging to form

special limestone and soil improvement clubs where practical demonstrations will be made in soil testing. Farmers are gradually becoming convinced of the fact that limestone is an absolute necessity for acid or sour soil, if the best results are to be obtained, and special efforts are now made to secure it. At several stations on our line the farmers have formed themselves into limestone organizations and have erected bins at such stations, with a storage capacity of several carloads, in order that they could have a supply on hand just when required. This is a hopeful sign, and we are encouraging the movement in other directions.

In addition to the important subjects enumerated, we are giving attention to other matters of less importance, but all tending towards the main object of greater agricultural development.

This Bureau desires in every way possible to cooperate with Commercial Clubs, Chambers of Commerce, Farmers' Associations, County Agents and individuals, in order to increase the food production and bring about improved agricultural conditions in the territory in which we are interested. We would also be glad to receive communications from our own agents, if at any time they believe that we can be of service in furthering the interests of their particular community along the lines of our development work.

New Year Resolutions

By W. P. Whalen, Car Record Department, Local Freight, South Water Street

Now that the old year is starting to wane
And the New Year approaches on wings
It's the regular time honored custom, you
know
To reform and all those sort of things.

You've done it, they all do it, every year
The smoking, imbibing and such
You promise yourself you'll be "off of
for life"
And resolve never more you will touch.

But the novelty kinda wears off the new
life
When the first couple weeks have passed
o'er,

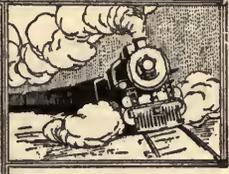
And you hanker and wish for a "tall one"
or two,
And to smoke like you did as of yore.

And you say to yourself "Aw life is too
short
To be bothered with good resolutions,"
And the first thing you know, all your iron
clad rules
Have done numerous air revolutions.

And thus it goes on, year in and year out
As far back as you can remember,
But regardless of that, we always can quit,
On the thirty-first day of December.



TRANSPORTATION DEPARTMENT



My Job

By P. E. Odell, Trainmaster, Indiana Division

WHEN I was requested to write an article for the magazine, I decided that I would get away from the old line of stuff, telling *how* to do things and picked for a subject the one that is uppermost in my thoughts—My Job—"Train Master"—that's all, but I like it! You may call this story "a tract"; you may throw it aside with a smile or a jeer, but somewhere way down in your little old works, something may say: "There's some truth in what that fellow says."

I like the job because the men I work for and with are the best on earth; because the work takes me out in the open; because the territory is God's country, 453 miles of it from Peoria through central Illinois to the Wabash river, at two different points, the home of catfish, corn and red hogs, and a lot of good people; through Indiana to Evansville and Indianapolis—good old Indiana, where the honest hand of good fellowship is always sticking out! It's the home of our general manager, our general superintendent, Abe Martin, and a whole lot of other good ones! I am reminded of Abe because I'm writing this while seated on a stump in Brown County, waiting for the local; occasionally I hear the bark of a squirrel, or the rattat of the woodpecker. That's the stuff that turns up the wick that feeds the flame that gives you power, and if the crew on this local does not comply with the rules when I pull this test, I'll be able to talk to them in way that will soak in and they will not leave me with the g.t.h. spirit.

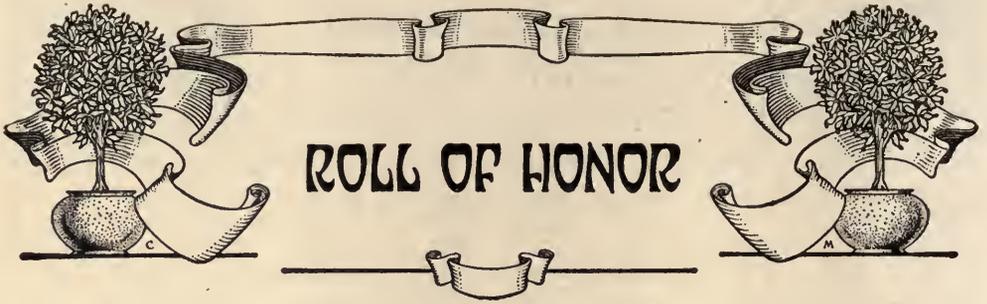
It's the big outdoors, personal contact with the men, that gives a man

the power that's got rawhiding backed off the board. Seems to me I would rather hear a shell coming than a telephone bell—perhaps it's because the greater part of my life has been spent in an office. If I can correct irregularities by being out with the men, I don't need much of an office and won't have to write many letters. Some day I expect to get a better job, sure thing, somewhere if not here, but they will have to chain me if they expect to keep me in an office. The men want to see their immediate superior, tell him their troubles and if he is big enough, things will always look brighter when he leaves them.

I recently had occasion to visit an office of another company and things certainly looked blue. When I left, the chief clerk followed me to the door and asked me to come back often. He asked me how I did it—My answer was: "Keep the old smile working."

Results are what we are after and a cheerful disposition and strong personality coupled with decision go a long ways farther than a grouch and "bulldozing."

I could write this stuff till the cows come home, just as easy as rolling off the stump, but if I don't cut it, Col. Anderson will. After all, the job is a good one, but not always a *bed of roses*. There are days when things do not go as smoothly as we would like to have them, but when we get in off the road and find complimentary letters from our superiors and comparative statements showing the little old Indiana division on top, or flirting with it, Oh, Boy, Ain't It A Grand And Glorious Feelin'?



Name	Occupation	Where Employed	Years of Service	Date of Retirement
Peter S. Cummings	Operator	New Orleans, La.	29	12-1-18
Richard H. Horn	Asst. Round-house Foreman	Centralia, Ill.	38	12-1-18
Joe Cauffman (Col.)	Laborer	Grenada, Miss.	18	7-1-18
Frederick E. Allen	Chief Dispatcher	Jackson, Tenn.	47	10-1-18
John J. Lambert (Y. & M. V.)	Yardmaster	Chicago Terminal	30	12-1-18
Abe Pearson (Col.)	Fireman	Greenville, Miss.	32	4-1-18

United States Railroad Administration

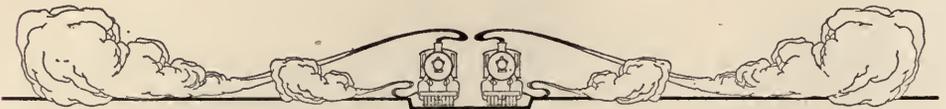
Circular No. 51

Washington, D. C., October 25, 1918.

To relieve the railroad telephone and telegraph facilities from unnecessary business the following rules are issued:

1. Use the telegraph and telephone *only* when the mail will not answer the purpose.
2. Send by mail messages written late in the day, on Saturday afternoons, Sundays or holidays which cannot be acted upon at once and which will reach their destination by mail in ample time for action.
3. Omit superfluous words; avoid unnecessary file numbers and references—**BE BRIEF.**
4. Use telegraph code systems where it will effect a saving.
5. Limit the use of telephone facilities, both railroad and commercial, to railroad business and to the shortest time practicable.
6. The Telegraph Section, Division of Operation, will establish effective system of censoring with a view of reducing the number and length of telegraphic communications.

W. G. McAdoo, *Director General of Railroads.*



Claims Committee Recommendations and Suggestions

The season is upon us when heated car service will be furnished for perishable freight. The Claims Committee recommends that steps be taken now to ascertain if the heaters which will be required are in good condition and if ample supply of charcoal is on hand at the various locations where it will be needed for the heaters. The Claims Committee is of the opinion that this matter should be given early attention by the respective division organizations and that they should see that the equipment is ready for the inauguration of the service. Experience of former years has been to the effect that the railroad has sustained substantial losses by reason of the lack of preparedness for the beginning of the heated car service. The purpose should be to eliminate similar losses this season.

Superintendent Patterson, of the Illinois Division, wrote to the Claims Committee: "I feel it is high time that we concern ourselves more seriously with supervision that will bring about the observance and application of suggestions and recommendations already made and the carrying out of the rules and instructions that have long existed. All the new suggestions in the world will amount to naught unless we have supervision that actually supervises. Before the best results can be obtained, the division organizations must be roused and become alive to the spirit that underlies the whole important matter of loss and damage to freight. If I were called upon to name the most important thing in the elimination of claims, I would say unqualifiedly *more intense supervision*. We must have the spirit and intense supervision, for they constitute the very foundation of the structure relied upon to prevent loss and damage to freight."

The panacea of Superintendent Hill for the freight claim evil is as follows:

"1. Furnish proper and ample facilities

for receiving and delivering freight.

"2. See that proper selection and inspection of equipment is made for loading.

"3. See that containers conform to classification.

"4. Check carefully the receipt of freight.

"5. See that it is properly loaded and stored.

"6. Prompt and careful handling in making up and forwarding of trains.

"7. Promptly place at destination and notify consignee.

"8. On delivery get receipt properly signed.

"9. Consider elimination of payment for claims for concealed damage or shortage.

"10. Endeavor to eliminate claims on shippers load and count, especially where freight is unloaded by consignee at his warehouses."

The Claims Committee agrees that Superintendent Hill's prescription, if properly administered, will cure the disease. It is taken for granted that Superintendent Hill will put his entire plan into effect on the Kentucky Division without delay, and it is to be hoped that all other divisions will rapidly fall in line.

Superintendent Dignan suggests that vouchers in settlement of freight claims should be delivered through the agents instead of being sent direct to the claimants. He thinks that if these vouchers were delivered through the agents that it would enable them to keep a better check on claims paid at their respective agencies. The Claims Committee is unanimously of the opinion that this matter should be given very serious consideration. Formerly, vouchers in settlement of freight claims were delivered through the local freight agents. On account of irregularity on the part of a few agents, the system was abandoned and thereafter vouchers were sent direct to

claimants. This system opens wide the door for irregularity on the part of claimants. As between the two evils, the Claims Committee is of the opinion that the possibility of irregularity in delivery of vouchers would be lessened if the vouchers were delivered through the local agents. When a claim is ready for payment, and voucher is sent to the agent, the claimant could be so notified. This would seem to make the check complete.

MR. PORTERFIELD TELLS HOW TO REDUCE FREIGHT CLAIMS

General Superintendent Transportation J. F. Porterfield has written the Claims Committee, giving his views in regard to things which should be done to reduce loss and damage to freight, as follows:

"Claim analysis and recommendations made by your committee are given careful consideration by myself and staff.

"Forty-two per cent of the claim payments are divided as follows: Rough handling of cars, 18; defective equipment, 13; delays, 5; improper refrigeration and ventilation, 3; errors of employes, 2; improper loading and stowing, 1. These are principally chargeable to lack of supervision on the part of division officers and others responsible therefor.

"The larger item, chargeable to rough handling in switching in yards and by trains on the road, can be decreased by more active supervision to eliminate unnecessary rough handling. While we have been making an active campaign along these lines, it has been my observation that insufficient attention has been given to the reduction of speed in handling cars in flat yards, so that the prevention of damage to cars and their contents will not depend so much on reducing the speed by hand brakes. In gravity yards sufficient riders should be employed and brakes kept in serviceable condition.

"Loss and damage, due to defective

equipment, is chargeable to lack of attention on part of agents, car inspectors and others selecting cars for loading, indifference on the part of shippers, together with failure on part of the railroads to properly maintain equipment. There is no adequate plan for taking care of this maintenance, each road endeavoring to use foreign cars as long as possible and deliver them to another line before actual repairs are necessary. Our road, for example, has less than 7 per cent of its box cars at home. Until some adequate, properly supervised, practice is adopted for maintaining equipment, the loss and damage from defective equipment will increase as more general use is made of the total equipment.

"Claims for delay, improper refrigeration and errors are chargeable principally to lack of supervision on part of division officers, including yard masters and yard clerical forces, to insure forwarding live stock, perishable, manifest, merchandise and other high-class freight in proper trains scheduled for handling same, including proper icing, ventilation, and to maintain proper records, all of which are fully covered by adequate workable rules in the possession of officers and employes concerned.

"Considerable high-class freight is being forwarded in tonnage trains to be passed between district terminals by the faster trains scheduled purposely to handle same, which results in the loss of a day nearly every time this preference freight is forwarded from terminals in the wrong train. In addition to delays resulting in claims, this practice reduces the average train load by unnecessarily increasing the number of lightly loaded manifest trains, while the manifest trains scheduled to handle this traffic are filled out with tonnage freight that could be just as well handled on the slower and less expensive trains. In a general way we have a fast freight schedule in each direction each day on which this high-class freight should be handled, there-

by keeping it on time, insuring proper icing and satisfactory service to our patrons. The errors of employes are principally failure to reconsign, forwarding loaded cars as empties on improper waybills, insufficient records of seals, icing, ventilation, etc.

"I would recommend that after preliminary investigation of avoidable claims the head of the department considered responsible be furnished a

memorandum on form showing the amount, basis of claim and briefly outlining responsibility, so that a separate and instructive inquiry can be made by the mechanical department covering the use of defective equipment, by myself in case of delays, improper refrigeration, ventilation, etc., and by general superintendents in cases of rough handling, improper loading, etc."

Contributions from Employes

Mr. R. J. Carmichael,
Instructor of Passenger Train and Station Employes,
Chicago, Illinois.

Dear Sir:

Your letter of July 1st in reference to analysis of every day duty of a Passenger Conductor during the period he is in charge of a train, also, his flagman and porter toward advancing the service to the highest degree of superiority. This is a very good subject. One that requires a great amount of attention, and one that will be beneficial to all employes in the passenger service now, or those making their maiden trip. I will quote a few subjects to which I always adhere, viz.:

- 1—Safety First.
- 2—Punctuality.
- 3—Obedience.
- 4—Sobriety in its largest sense.
- 5—Neatness in apparel.
- 6—Diplomacy.
- 7—Co-operation.

In reference to Safety First: Keep satchels and all articles from aisles where passengers have to pass in entering or leaving train. Keep watch of satchels in racks and see they are well secured, so they cannot fall out from motion of train. Not to allow go-carts and heavy packages in aisles. Place same in vestibule on opposite side of exit. In handling trap and vestibule doors, no person should be allowed privilege but train crews employed on their particular runs. In making station-stops, to discharge passengers, one of the train employes shall be first out on platform. In loading and unloading passengers where step-stool is used always place same lengthwise, watching closely to see they make no mis-step. Before leaving station see that all baggage trucks are clear of train before giving proceed signal. In case of train running by a station platform, engineman will not back train until we get a man on rear of train to prevent accident.

In reference to punctuality: To be on duty one-half hour before leaving time to inspect train if such is ready to receive passengers. Also to see that inspec-

tors make proper test of signals, brakes, and all parts of heating apparatus is in perfect condition.

In reference to Obedience: Obedience to the rules is essential to the safety of passengers and employees, and to the protection of property.

In reference to Sobriety: To be sober in your deeds, words and actions.

In reference to Neatness. See that your clothing is always neat and clean and your shoes polished. This bespeaks character.

In reference to Diplomacy: To know that "a soft answer turneth away wrath." To be kind and considerate to those in our care, and to have a proper regard for the feelings of others. Never to use any insulting remarks in performing our duties, regardless of what may arise.

In reference to Co-operation: To have flagman and porter co-operate with you in performing the several duties. To instruct trainmen how you check passengers and also how to handle an unexpected crowd in the safest manner possible. Also to teach them how you wish them to call stations, calling twice in middle of coach, pronouncing station by syllables, and always facing passengers. After leaving this station enter coach by calling out distinctly what the next station will be. One very bad practice is the reading of papers or literature on train by employees. This diverts their minds from their work. Another important point is for them to always be willing to assist elderly people, women with children and foreigners who are not familiar with the English language, off the train carrying out all luggage for them. At initial stations, and larger towns along the road, it is well for flagman to enter coach and announce stations along its route, so that passengers will not board wrong train.

TICKETS

In collecting transportation, regardless of how large a crowd I always make it a point to thank passengers for tickets and tell them at the time their train is due at their destination. I always make it a practice to commit to memory the time each one of our passenger trains are due at each station on our district, also the time each passenger train on a foreign line is due at a junction, and if they are local or through trains and if through trains the stations they stop at. In this manner when you pick up a ticket you can readily give the passenger the desired information. I always address a gentleman as Brother, and a lady as Lady. In case a lady or gentleman in the presence of lady asks in regard to some connections, I recognize same by touching my cap before answering inquiries. I check all passengers who are going beyond second station. Passengers, who are to leave our train and board another connecting train on our or a foreign line, I make three punch marks crosswise in middle of hat check. I have all such passengers in forward end of the coaches, so they will be first to alight, and not miss their connections. In case we were late, I would wire ahead to connecting line giving numbers of passengers and destinations of same. I always mark hat checks with three punch marks across top of same when passengers want to get off and purchase another ticket to go beyond their first destination, leaving check in his possession until he returns. In checking passengers in ladies' coach where men and women are seated, I place a hat check in front of man's hat (not on either side) and place one in the holder for lady, straight up and down. Where two ladies are seated going to same place I place check crosswise to signify two. In collecting half fare tickets, I always inquire age of child. In many cases you find children over half rate riding on half fare tickets. I got children seventeen years old with half fare tickets. Generally if you ask a child (in a low voice) "How old are you Johnny?" or "Mary," they will be proud to tell you, in this way, learn the truth regarding their age. A passenger boarding our train going to the end of our run, I make it a practice to ask him if he is going farther North or South. In many cases I get passen-

gers in a south trip going to Texas points, where we would get the tickets through to New Orleans, and in the North trips get passengers going to points in the Northwest where we could get them to use our lines to St. Paul via Albert Lea. In regard to passengers boarding trains without tickets, we watched closely and finally was reduced to a minimum. I always waited for passengers to purchase tickets.

During December, 1917, we made one of our big runs on passengers boarding trains without tickets. Travel was very heavy, and weather inclement. One passenger out of 3500 in one week, boarded train without ticket. I always handle 915 reports (Tickets honored and not lifted) by keeping one with hat checks, and mark same as when I collect tickets. I always keep record of each trip, and can give report of same for three years back, also a record of full fares from open offices, full fares from closed offices, half fares from open and closed offices. We handled for three years five hundred ten thousand six hundred and ninety-eight revenue passengers. In handling crowds going on pleasure trips to some particular town, I find it a good plan in collecting the first ticket to see it is dated properly on back and get serial number of same. In this way, there is no bother in turning over tickets only just to watch serial number. In this way you can readily discover an old date ticket. In making out my ticket report, I place card ticket in packages of about 100 in a stack. Placing them in station order, placing one way tickets first, going portion, round trip next, returning portion next, half fares next. I place simplex and half fare simplex in station order in same manner. I keep all coupons together, keep all foreign issues together and all 915 in station order, and all trip passes. I keep a ticket report filled out for my trip and I write up cash fares on same when I leave the stations. I handle mileage in same manner. When I arrive at the end of my run, my reports are made up.

In closing I am rather proud to relate that in my three years of service, we never had a personal injury and no complaints from injured feelings.

Yours very truly,
(Signed) W. H. SHARKEY,
Conductor, Amboy District,
Wis. Division.

Meritorious Service

CHICAGO TERMINAL.

Towerman J. P. Roberts, Matterson, has been commended for discovering broken arch bar, extra 1840, northbound, Nov. 30. Train crew was notified and train was stopped. Necessary action taken to prevent accident.

Engineer L. McCord, engine 669, Fordham train 93, Nov. 29, has been commended for discovering point on trailing point switch broken when coming out of house onto track 5 into yard, and notifying Train Master's office, in order to have section men repair same. This action undoubtedly prevented possible accident.

Signal Maintainer Keller, Homewood, Ill., has been commended for discovering and reporting broken rail at Dixie Highway. Arrangements were made to have repairs made, thereby preventing possible accident.

During November the following suburban trainmen and gatekeepers lifted card

passes and commutation tickets account having expired or being in improper hands: Conductor, H. Butcher; Flagman, A. Kruger; Gatekeepers, Margaret Moore and Frieda Gross.

ILLINOIS DIVISION.

Conductor H. L. Beem, Champaign, has been commended for discovering and reporting C. & I. cars 21535 and 1545 with no light weight stencilled on same. Arrangements were made to have cars stencilled.

H. H. Schneiderjohn has been commended for discovering and notifying train crew, extra 1529 south, Nov. 19, rod dragging under car in train. Train was stopped and obstruction removed, thereby preventing possible accident.

Brakeman G. J. Derment, Champaign, Ill., has been commended for discovering broken arch bar on I. C. 20058, extra 1565, Nov. 22. Car was set out, in order that repairs could be made, thereby preventing possible accident.

Division News

CHICAGO TERMINAL

Freight Agent, Fordham, Ill.

Miss Anna Gibbons, of Car Record Department, has been absent from her desk several days, due to a bruised ankle which she received in an automobile accident, December 1st. We all hope that Anna will soon be back with us again.

Mr. Edward H. Hohnhaus, disposition clerk, has decorated himself with a Chas. Chaplin mustache. Cut it, Ed.

Mr. J. B. Hamilton has been appointed terminal freight agent, with office at Fordham, Ill. All clerks under his jurisdiction wish him success in his new position.

Mr. A. Frantz, chief clerk's wife and children have returned from Fresno, Cal., where they have been enjoying a most pleasant vacation.

Mr. J. B. Hamilton, terminal freight agent's wife and mother have been suffering from an attack of the Flu. We hope for their speedy recovery.

Mr. William Taylor, file clerk, visited friends at Kankakee, Ill., December 1st and 2nd.

Miss Rachel Clark, stenographer, was absent from duty three days on account of illness. Miss K. Pipp, stenographer from Wildwood office, filled the vacancy, and we were all glad to see Katy.

Mr. J. C. Burns, formerly a yard clerk at Wildwood, and now in the service of Uncle Sam's Navy, in company of Mr. Hennessey, L. F. O. clerk, also of Wildwood, paid Fordham office a visit on November 27th. Mr. Burns has just returned from chasing alien subs on the Pacific Coast.

Mr. Victor Haninger, car order clerk, had a birthday December 3rd.

The Stork visited the home of Mr. P. H. Wilzin, perishable inspector, on November 18th, and left a six-pound baby girl. His fellow clerks still await the cigars and candy.

Mr. Victor Haninger, car order clerk, is apparently contemplating joining Ringling Bros. on their next appearance in Chicago, evidenced by his acrobatic feats of the last few days.

Mr. Harry Miller, night train desk clerk, spent Sunday, December 8th, with friends in Champaign, Ill.

Miss Minnie Harris, expense clerk, was heard asking Mr. Geo. Smith, outbound rate clerk, what difference there was between live and dressed poultry. Is there anyone who will enlighten her?

Various rumors reach us regarding a cer-

tain bet between Mr. G. W. Smith and his partner, Mr. A. J. Quane, outbound rate clerk. For details we are told to ask Mr. J. M. O'Day's car records.

We are in receipt of a post card from Mr. J. P. Sweeney, better known as Jimmy, former train desk clerk at Wildwood, and now with the American Expeditionary Forces in France, advising that he is in the best of health and is having a grand time. His many friends, no doubt, will be glad to hear this.

Mr. Joseph Walsh, yard clerk, was absent from duty two days on account of a slight touch of the "Flu."

Mr. G. E. Shaw, clerk in charge forwarded trains at North End nights, was seen at the Colonial theatre, Sunday night, December 15th, in company with our new stenographer, Miss Genevieve Mauk. Jack O'Lantern is apparently losing none of its popularity.

Mr. Johnny Stack, our popular timekeeper and paymaster, was very generous to the girls of the record department Sunday, December 15th. Gum drops and chocolates were in vogue, and we think the occasion must have been his birthday. Are we right, John?

Miss Sydney Meziere, car record clerk, is leaving us for a couple of weeks to visit her old home in New Orleans. We wish her the happiest of holidays.

Miss Rose Benjamin, interchange clerk, announces that she has a date with her Blue Star, Easter Sunday, 1919. We take this as an indication the "Rainbows" must be on their way back.

Miss Lucille Curley, stenographer, apparently is under the impression that there are only two things of interest in the newspapers these days. The announcements of the various divisions slated for an early return to America, and the ads that read "Let Hartman feather your nest." Is there anything to it, Lucille?

Mr. B. E. Finnegan, night train desk clerk, and his wife are contemplating spending their New Year's eve with relatives back home in Green Bay, Wis.

Wildwood Yard.

Miss Kate Pipp, stenographer, anticipates a big night New Year's eve.

Mr. Robert Allen, train yard clerk, recently celebrated a birthday. We are wondering which one.

Miss Violet Crozier, stenographer, anticipates on going to Memphis, Tenn., New Year's.

Mr. Clarence Sullivan, clearing clerk, ex-

pects to get his semi-annual shave January 1, 1919.

Mr. Savage Dwyer, interchange clerk, has decided to ditch his girl until after Christmas.

This will be Disposition Clerk Ray Watt's first New Year's in Chicago. Wonder how he will celebrate?

Mr. Edwin Hayes, assistant disposition clerk, is pretty busy nowadays trying to figure out what to buy friend wife for Christmas.

Night Chief Clerk Billy Wasson, promised someone theatre tickets some time ago, and as they are yet to be received, we are wondering if they will come in the form of compliments of the season.

Mr. Daniel Egan, train desk clerk (alias Snipe), in keeping with his usual custom, should at this time of the year be thinking seriously of his New Year's resolutions. Several of us who see him on the way to work in the morning are wondering if it is not his intention to steal the young lady in whom he seems so interested, and settle down for good.

Fordham Transfer

Thanks to our management for our new office, which is modern in every respect.

Our agent, Mr. J. B. Hamilton, through his mild and genial disposition, has won for him the good wishes of the transfer men for success in his new promotion to terminal freight agent.

General foreman, Mr. Theim, reported back on the job Peace Day, after a very severe attack of flu and pneumonia and witnessed a spirit of enthusiasm which he never will forget.

Foreman T. Conway, is planning on making an extensive trip through Europe next summer and we are sure he will make his first stopover at the Green Isle.

We are told that Foreman Mr. King got a tip that the tobacco market was going to soar this coming winter and has placed an order with a Kentucky merchant for a shipment of the natural leaf, his favorite.

Tom Cody, our smiling foreman, whom you can see on the platform at all times with one order to all, load the cars heavy, boys, they're going to connecting lines.

It is no wonder our wrong loading is on the decrease, as our supervisor, J. Cunningham, is ever on the alert.

Chief clerk, E. P. Chouinard, has moved near to our right-of-way, so as to be on hand in case of emergency.

M. J. Rohan, with the able assistance of Michael Leachy, is on the job with untiring efforts to route the freight, as authorized in the Regional Director Aishton's "Way to Ship."

O. S. & D. clerk, E. Broderick, is very busy placing his file boxes in convenient places.

John O'Neill's short bill troubles are now

at an end, for when the cars are opened, the bills are staring him in the face. "Lucky John."

Ed Hensley is well pleased with his new bill case which he received for a Christmas present.

Our timekeeper, Mr. J. Stack, is kept very busy during the second period with the deduction plan. John, like all other peace loving citizens, is very glad the war is over.

Vernie Taylor, has returned after visiting friends at San Antonio, Tex. He enjoyed a trip through the clouds in a U. S. airplane with Captain Webster, and spent a delightful Thanksgiving Day under a banana tree.

J. J. O'Connor is visiting friends at Lovelock, Tex., instead of being on his honeymoon as first reported.

Pat Morley was recently seen at the ring counter in one of the State Street jewelry stores. We wish Pat good luck.

J. Fitzmaurice, James Hanley and Toney Tuidy, are very busy learning the new dances, so as to be up to snuff at our coming dance.

We have eighteen from the Transfer now in the service of Uncle Sam and have a club formed, called The Fordham Pleasure Club, composed entirely of the Transfer Platform men, who will give their next dance at the Calumet Club House, Sixty-second and Cottage Grove Avenue, Saturday evening, January 11, 1919, proceeds to go for a reception to honor the returning heroes of our club. With the kind premission of the editor, we extend through the services of this magazine, a cordial invitation to this dance to all our friends in the Chicago Terminal.

Local Freight Office, South Water Street Executive Department

Our agent, Mr. Wells, left Chicago Monday, December 9th, to attend a meeting of the Sub-Committee of the American Railway Association, held at 75 Church Street, New York City.

Arthur and George had a very pleasant week-end in Buffalo, and incidentally learned that Niagara is still falling. While Arthur may have looked under the bed it is hoped that George did not blow out the gas.

The others are all diligently sawing wood, in fond hopes that Santa Claus will reward them for their efforts.

Cashier's Office

The one-time expert comedian of the cashier's office, George Brodrick called on us for a short visit and having won his commission as first lieutenant, we all admit that he made a very striking appearance in his uniform. After a year's absence, were we all glad to see "Brod"? Ask Green Cap.

A letter from Harry McMullen, with the

U. S. Marines, informs us that he has been wounded and is spending his time in a hospital Over There. Our best wishes for a speedy recovery.

Can't get a line in the Cashier's office, even with two new telephones. No, most assuredly not, but probably Mr. Heffron can explain the reason—"Cohen on the telephone" has nothing on "Gary Heff." To hear "Heff" on the telephone trying to collect money one would certainly be tempted to call him "Heff, get the money."

Mr. Heffron: Every day of the week with the same line of bunk for everybody.

Miss Brown? Oh, yes, Miss Brown, this is the cashier. Well, how are you? Yes, did you have a pleasant holiday? Isn't that nice. But, Miss Brown, you know these bills are legally assessed. Now I'll tell you what you do, Miss Brown—you let me have check to cover this bill and you can file claim for the difference. Now, Miss Brown, you mail it to the cashier, yes personally, and I'll take care of it for you. Yes, Miss Brown. Thank you, Miss Brown.

Do they all fall for it "Heff"? You bet they do, that is the way I reduce my uncollected.

Our department has been honored with the presence of quite a few gentlemen, carrying the title of "auditors." Considering remarks passed by several employees, it seems they are about as welcome as the "Flu" in an army camp.

I understand the Misses Sheridan, Dolan and Moroney have been seen at the Khaki & Blue Club dances. How about it girls?

Miss Hart has also been doing her bit as she attended a Blue Jacket dance the other evening at Humboldt Park.

Miss Busch received a telegram quite early on Friday morning, something on this order:

"Will arrive at 12th Street 5:35. Meet me."

Lavina was later seen in quite a large and handsome "Boat" with a gentleman in uniform. I think we could find out without much effort why the cash book did not balance Friday.

Mrs. Fullem entertained the girls of the office at a dinner party in honor of her wedding.

Mr. and Mrs. R. O. Wells, Jr., spent Thanksgiving in Columbia, Tenn., and quite unfortunately were both taken ill with influenza. However, they seem to be on the road to recovery and we all hope to have Mr. Wells with us again in the near future.

Mr. Clarence Abrahams is the proud possessor of a nice new touring car, in which he may be seen speeding up North Avenue seven nights a week. Having acquired such an outward sign of wealth, Mr. Abrahams was held up and has been seen holding his head for several days. Our

sympathy to the bandit, as his gun must be in several pieces. What's the matter with your ear, Ben?

In-freight Department

"Army," Mayer and "Chink" assemble in the vault every day to enjoy a meal of pineapples, apples and other fruit.

Gertrude Rosenberg sent Helen Monaghan to the Boston store to buy a bar of soap. Upon Helen's return she handed the empty bag to Gertrude and said "Here is your soap." Can it be possible that hold-ups are lurking in the vicinity?

While other men spend their Saturday afternoons playing pool or billiards, Mr. Berngen goes right home to wash windows and help with the housework. He is an ideal man.

Violet Pugh is lost forever to the In-freight Department. Mr. Clayton Stark is the lucky fellow. Congratulations and a long and happy married life is our wish to the newlyweds.

Miss Pugh is now succeeded by Miss Mabel Airey.

The In-Freight Department wish to announce the engagement of Helen Dolan to Clem Hanrahan and also extend congratulations to Miss Dolan.

On the sick list this month we have Earl Cahill and John Ryan. Both are improving, and we hope will be with us in a short time.

November 21st there was an exhibit of some very pretty gowns in this office. One certain young lady in old rose seemed to hold the attention of all the boys, and they expressed their admiration in a very loud manner. After many efforts to find out what it was all about, the little bird who is always telling tales, told us that Helen Foran of the Car Record Department, was taking the girls out to supper and then to a show, all because of her new job.

John Henry: Say Muldoon did you hear about the car coming from the South all frozen?

Raymond Muldoon: Thaso, what was in the car?

John Henry: Ice.

Accounting Department

Joe Loedell has been observed lately feeding pigeons with peanuts at sunrise. It is a known fact to all who know Joe that he has never failed in an investment and we all feel Joe is not spending his money foolishly on peanuts, for peanuts cost less than pigeons in the market.

Out-freight Department

Howard Besterfield's name was omitted from the list of men in U. S. service in the November issue. He is in Le Havre, France.

Mr. F. S. Gibbons, Jr., the successful can-



Richard Remmert, son of O. H. Remmert, Chief Clerk, Out-Freight Department.

didate for representative of the Out-freight Department for January, 1919, agents' meeting, seems to be the popular element winning from a field of thirteen candidates by a large majority.

November 24, 1918, was the wedding date of one of our rate men, Walter Kaylor. Hearty congratulations and best wishes to Mr. and Mrs. Kaylor.

What is "Hon" going to give "Dearie" for Christmas? He has been pricing solitaires.

When new telephone directories were issued in November, Teddy spent a whole day studying the one that came to this department.

We understand that our genial time-keeper, Mr. T. J. Feeney, is spending the holidays sampling pa-in-law's tobacco in Alabama.

Mr. Burbank must step backward for Mr. Ritchie and Mr. Feeney for they have a plant in their office that produces geraniums, goose quills and American flags.

Claim Department

Ed. Broderick was a Sailor Jack

Last to leave and first to come back.

Max Enders arrived at the office the other morning somewhat short of wind, collar and necktie in hand.

We wish to advise that the Claim Department has started a bowling session and will open Sunday, the 15th, at Bensinger's bowling alleys. There has been considerable rivalry stirred up as we have eight star bowlers composed of two four-man teams. The winners, whose names will be announced at a later date will match any star bowlers there may be in the entire South Water street local office.

Bulletin

Sunday the 15th of December, the star bowlers of the over short and damaged desk will roll off their meet against the out-bound short desk. The former are predicting victory, but John O'Mara, of the latter team, has remarked "Watch my smoke in this match." Will post the scores of the match in the next issue.

Sam Chow Pretzer, Chairman.

Anyone wanting a first class detective, call on Daniel Lyons, Jr., "the over-all slueth."

Mr. Edward Dolan, mail sorter, Claim Department, happened to take a message over the telephone regarding an inspection of flour. Somehow or other I think he was out with the wild women the night before, so he wrote down flowers instead of flour. I am of the opinion that Mr. Dolan was still thinking of the fairer sex, otherwise known as "girls."

John O'Hara made a business trip to Dixon December 1st, stopping over at Freeport to take in sights around the I. C. Junction.

Word from Clarence Carbaugh, formerly of this department, states that he was wounded by shrapnel the morning of October 14th, and is now in base hospital in France.

Mr. Foley, our correspondent, has been on jury the past week.

Ben Bristow spent holidays in Kentucky stopping over at St. Louis, Mo.

Wanted—A German to fight with Geo. Stockton.

Herman Johnson (Rags), Clarence Pretzer (Tramp) and Ed. Flanagan (Black Hand) journey to Memphis, Tenn., the first of the month.

Pat McCarthy, while on his vacation, visited the stock show. It is reported he had the "Flu" too while on his vacation.

Why is it Anderson handles a pencil like a crow-bar?

Pretzer is learning to do the new two step, regardless of how many corns the girls boost of.

To All Employees:

In behalf of the American Red Cross, I wish to thank all local office employes, for their kind assistance and co-operation, shown me during my solicitation of the Red Cross roll call.

Frank D. Squair.

SPRINGFIELD DIVISION

Mr. W. S. Williams, general superintendent of Western Lines, was a Clinton visitor Thursday, November 21st.

Mr. S. S. Morris, of Chicago, attended the division safety meeting, held in Mr. Hevron's office November 20th.

Mr. J. F. Hayes, of Chicago, was in Clinton on business several days last week.

The many friends of Mr. A. G. Turley, traveling engineer, will be sorry to hear of his death December 2nd, at Clinton, Ill. Funeral services were held Wednesday afternoon, December 4th, at 2:30 o'clock from the Presbyterian church, burial being in Woodlawn cemetery, Clinton. Sympathy is extended to the relatives and friends of Mr. Turley.

Mr. E. F. Wills, of Decatur, attended the funeral of Mr. A. G. Turley Wednesday afternoon, December 4th.

Mr. Roy Warrick, traveling auditor, was in Chicago Monday on company business.

Ardath Watt, accountant, was a St. Louis visitor Sunday.

Miss Julia Coffey, of the Accounting Department, visited with home folks Sunday. Misses Nora Banks, Louise Reiser, Madeline Bradley, Jennie Gleadall, F. Wand and D. Morrison, Clar Hoyt and Elsie Volrath were Decatur shoppers Saturday afternoon.

Miss Fairy Wand, tonnage clerk in the superintendent's office at Clinton, has accepted the position of tonnage clerk in the office of Superintendent Patterson at Champaign, Ill. Miss Wand will go to her new location January 1st and best wishes of the office force at Clinton will follow her to this position.

Mr. Harry Dewey, chief clerk to trainmaster, Clinton, was in Bloomington Tuesday afternoon looking after personal interests.

Mr. Frank Walker, trainmaster, spent several days in St. Louis last week looking after company's business.

Mr. W. A. Golze, trainmaster, has been on the Clinton district the past week in the interest of the company.

Mr. Dean Moore, trainmaster's clerk, visited at his home in Decatur Saturday evening and Sunday.

Miss Clara Hoyt, stenographer in the superintendent's office, Clinton, entertained twelve girls employed in offices at the Illinois Central station, at her home 503 N. Monroe Street, the evening of December 20th at a Christmas party.

The house was prettily decorated appro-

priately for the season and the evening was spent in games and dancing. The feature of the evening was a grab bag, from which each girl received a lovely Christmas present. Dainty refreshments were served by the hostess and at a late hour all departed after an enjoyable evening, each one declaring Miss Clara a royal entertainer.

Mr. Needham, master mechanic, was on the Springfield district Tuesday.

Road Department

Roadmaster W. E. Russell and family have returned home, after spending a two weeks' vacation in Benton Harbor, Mich., also in the southern part of Indiana.

Extra Gang foreman W. K. Horn, wife and daughter, Alvis, have returned to their home in New Orleans for the winter months. Mr. Horn will return to this division again in March.

Superintendent B. & B. S. C. Draper and wife have returned after spending their annual vacation in Fairfield, Iowa. Mr. and Mrs. Draper also visited friends in Chicago for a few days.

Miss Elizabeth O'Brien, clerk in the supervisor's office at Pana, Ill., visited friends in Clinton Sunday, December 15th.

Mr. Frank Kraft, instrument man in the engineer's office, is taking his annual vacation. Mr. and Mrs. Kraft are planning to spend a few days in New Orleans and other points in the South. Frank is very much in need of a rest.

Miss Olive Draper, clerk in the roadmaster's office, spent Sunday in Chicago visiting her brother.

Supervisor of signals, C. F. Weld, is making an inspection of the Indiana division this week.

Signal Foreman M. D. Weld made a hunting trip recently, but so far no one has been able to learn what he got on this trip.

Word has been received from Jerry Jordan, formerly employed in the Road Department on this division, but now in the Navy, that he is located at Richmond, Va. Says he is fine and may be home soon.

Walter P. Stanton, chief clerk in the roadmaster's office, spent Sunday, December 15th, at his home in Pana, Ill.

Mrs. John O'Brien, wife of Supervisor J. O'Brien at Pana, Ill., is reported to be recovering nicely after a very serious illness of several weeks.

Mr. Jerry O'Connor, section foreman at Springfield, who was seriously injured a few weeks ago, and has been confined to St. John's hospital, is reported to be getting along nicely.

Miss Alice Cheek, clerk to supervisor at Springfield, spent Sunday visiting friends in Clinton. Alice has fully recovered from the "Flu."

Miss Enda Burke, of the Road Department, and mother were Decatur visitors Saturday evening.

Switchman H. B. Robinson and wife have gone to Los Angeles, Cal., for the benefit of Mr. Robinson's health. They will also visit with relatives and friends.

Mrs. F. Walker, wife of trainmaster, has returned from a several weeks' visit with relatives in Washington, D. C.

Conductor V. E. Daniels and Engineer R. N. Hoyt have returned from a two weeks' stay at Eldorado Springs, Mo., where they went for the benefit of their health.

Brakeman J. E. Koonce, of the Springfield district, has resigned from the service and will hereafter be employed by the Union News Co. at Decatur.

Conductor C. H. St. John has returned to work after being out of service several weeks suffering from an attack of influenza.

Mr. C. H. Moles, general chairman, Order of Railroad Conductors, was in Clinton latter part of November attending to local lodge matters.

Bert Zeigler formerly employed as yard clerk in Clinton now stationed at Ft. Washington was home on a 10 day furlough, Bert is now a sergeant and says he likes Army life fine.

Brakeman Rex W. Williams who was stationed at Ft. Benjamin Harrison, Indiana in an engineering regiment has been honorably discharged and he has returned to his work as a brakeman on Clinton district. Rex was a sergeant at the time of his discharge.

Conductor F. Kapelskey has again returned to work after being out of service for sometime. Mr. Kepelskey and wife have been suffering with an attack of influenza.

Brakeman Henry O'Brien, who is traveling in Arizona for the benefit of his health, writes that he is improving rapidly and that he also likes the country real well. He does not, however, say when he will return to Illinois.

Wm. A. Goff, formerly bill clerk of this company, has been discharged from Ft. Benjamin Harrison, Ind., and has resumed work as bill clerk at Clinton.

Wm. A. Guthrie a brakeman on the Clinton district writes from France that he is enjoying good health and is seeing many interesting things. He states that he is braking over there but will be glad when the time comes and he will be able to resume work on the Illinois Central.

Dispatcher J. A. Vallow returned to duty November 26th. after being absent six weeks with the Flu.

Operator C. D. Roby of Decatur was taken sick on December 10th. with a severe attack of the Flu. and his condition is quite serious.

Katherine Henson, of chief dispatcher office, had a severe attack of appendicitis November 30th, but is again on duty.

Clinton Shops

Mr. E. G. Sterling, chief accountant in the master mechanic's office made a business trip to Decatur.

Miss Ella Hickman, invoice clerk in the storekeeper's office spent the week end visiting in Decatur.

Lloyd Pollock, fireman, has returned to resume his work after being released from the Rahe Auto School at Kansas City, Mo.

Mr. Dan Gallagher, clerk to the general foreman has returned from the Military School at Peoria and has resumed his position as clerk.

Miss Madeline Bradley, clerk in the storekeeper's office spent the week end at her home in Vandalia.

J. O. Pierpoint, fireman, has returned from the Military School at Peoria and will take up his work as fireman at Pana, Ill.

Deen Tarvin, furloughed machinist helper, now stationed at Great Lakes, is here on a five day furlough.

John Hamilton, Jr., machinist, has returned from Military school at Kankakee.

C. L. Zaneis, traveling engineer, made a business trip to St. Louis.

Miss Esther Smith, stenographer in the storekeeper's office, spent the week end in Decatur.

Mrs. A. H. Fish, stenographer, and Miss Glenna McKinney, accountant in the master mechanic's office, were visiting friends in Bloomington this week end.

Otto Young, MCB clerk, made a business trip to Centralia.

St. Louis Division

H. C. Marmaduke, chief clerk to the superintendent, is recovering from a severe attack of influenza-pneumonia.

Mrs. H. E. Clyburn, wife of Operator Clyburn, of the CD, passed away December 18th. The entire division extends their sympathy.

M. L. Foley and Harry E. Goetz who have been in training at the University of Chicago have returned and are on the job again.

F. R. McLafferty has returned from the officers' training camp, Camp Gordon, Ga., and resumed his position as assistant accountant.

Miss Lillian Milligan and Miss Berneice Hess will be in Chicago December 21st and 22nd and will receive their friends at the Blackstone.

L. F. Foley says that Santa Claus is not going to his house this year—he is afraid of the flu (flue).

H. L. Clyburn, tonnage clerk, is relieved,

having finished his Christmas shopping. Oh, you diamond. "She's been wanting one five years?" "And how long have you known her, Herbert?" Seven years!!!

The "flu" has evidently struck the time-keeper's office pretty heavy judging from the visits from "The Doctor." "What did you say, Miss M.?" "Nothing?" Silence gives consent.

P. D. Johnson, of Greenville, Miss., has accepted the position of clerk to Trainmaster J. D. White, filling the vacancy occasioned by the resignation of Miss B. L. Hess.

Road Way Department, Carbondale, Ill.

Mr. S. F. Conatser, material clerk in the roadmaster's office, spent his vacation in hunting. Oh, Sam! what did you get?

Mr. A. A. Logue, assistant engineer, and Mr. F. G. Hiller, chainman, have been off on account of having the "flu."

Mr. M. M. Backus, roadmaster, spent Thanksgiving holidays with home folks in Iowa.

Mr. M. Perdowicz, who has been working on Chicago Terminal, has been transferred to the St. Louis Division as rodman to fill the vacancy created by the transfer of Rodman B. H. Groner.

Mr. E. H. Kimmons, instrumentman, on the St. Louis Division, has been transferred to the Tennessee Division. Mr. A. F. Dyer, of the Tennessee Division, takes the place made vacant by Mr. Kimmon's transfer.

Mr. D. T. Overby, rodman, has been transferred from Mr. Rhoad's locating party to Resident Engineer Fanning's party with headquarters at Carbondale. Mr. Overby takes the place made vacant by Mr. Hierl transferred to Fort Dodge, but who is at present ill with pneumonia at Fond du Lac, Wis.

Mr. H. Rhoads, assistant engineer, Chicago offices, is at present working on the St. Louis Division, having charge of Assistant Engineer Logue's work, the latter being ill with pneumonia.

Mr. J. G. Warnecke, division storekeeper, Centralia, visited with us Monday, December 9, 1918.

Miss Sula Putcamp, file clerk, visited in St. Louis, December 17th.

Mr. L. L. Heilig and his bird dog took a hunting trip during the month of November.

Mounds, Ill.

Trainmaster W. R. Givens, Agent F. M. Block and Foreman O. C. Williamson attended Loss and Damage meeting held at Carbondale, Saturday, December 7th.

Foreman J. B. Jones and Inspector B. H. Lentz attended court at Jasper, Ala. They returned Wednesday, advising court was adjourned without hearing any cases on account of prevalence of influenza.

Dr. C. J. Boswell, district surgeon, advises he is prepared to administer influenza serum to all who desire to take treatment.

Trainmaster W. R. Givens was in Chicago recently.

Accountant Robert Ent transacted business in Cairo Monday evening.

Claim Clerk C. H. Austin and family spent Christmas with relatives in St. Louis. St. Louis.

Joseph S. Westerman, former route and rate clerk, but for the past year in military service, has arrived home, having been honorably discharged.

Raymond Wilkerson, former yard clerk, has arrived home from the Navy. While in service he was assigned to U. S. S. Huntington and made several trips to France and England.

General Superintendent L. A. Downs and Division Superintendent W. Atwill were looking over the situation at Mounds, December 18th.

Scott Rainey, of the B. & B. force, is spending a few days in Chicago on business.

Conductor Cal Hogg is in the hospital at Chicago, taking treatment.

Phillips Jay, division claim agent, was in our midst the 16th.

Master Mechanic J. W. Branton, of Centralia, visited the shops here the 17th.

Indiana Division

The death of Mr. T. J. Foley in the Illinois Central Hospital, at Chicago, Ill., on December 9th, came as a sad surprise, as very few were aware of the fact that he was ill, and the expressions of sincere sorrow heard from both officials and employes, indicate the high regard and genuine liking all had for our late general manager, and although each employe feels that he has sustained a personal loss, it is felt that the world is better for his having lived.

On Monday morning, December 16th, an interesting safety first meeting was held in Superintendent's Roth's office.

Miss Helen Lee Brooks, stenographer, in the superintendent's office, who was in the Illinois Central Hospital, at Chicago, for treatment the last several weeks, has returned to work, feeling much improved.

Kenneth Holmes has filled the vacancy in Supervisor B. & B. Sekinger's office, caused by Miss Bernadette Quinn resigning to go to Chicago.

Miss Lucille Yount, of the Road Department, has returned from a week's vacation.

Miss Laverne Mitchell, file-clerk in the superintendent's office, spent a week end in Chicago recently.

R. E. Laden, chief clerk to roadmaster, has accepted a position under Mr. W. A. Blasing, auditor of expenditures, Chicago. He will probably be located at Champaign, Ill., Illinois Division.

Miss Victoria Gustafson, of the chief dispatcher's office, is at her desk after a week's illness—influenza; also Miss Essie Reams, of the superintendent's office, was off duty one week with said malady.

Road Supervisor J. L. Pifer has resigned; he is succeeded by Frank Murphy.

Agent B. B. Knight, at Latham, Ill., has been off duty the last few days on account of illness of his family.

J. A. Lynch has bid in position of first trick operator, Mattoon, made vacant by Earl Smith being promoted to dispatcher, Mattoon, in place of C. A. Wallace, resigned. C. E. Mehringer, of Indianapolis, is acting as extra dispatcher.

Dispatcher M. W. Storm was off two weeks on account of the "flu." O. A. Knight, third trick man, was also a victim.

Miss H. L. Brooks is the recipient of a helmet from Major W. G. Arn, in France, which is muchly worn and battered up, giving the appearance of having been used by a "Hun." Anyone wishing to see same may do so as it is being displayed in one of the windows of the Owings Drug Co., Seventeenth and Broadway.

C. R. Wood, J. L. Warren and D. McLain, formerly employed in the master mechanic's office, have been discharged from military service and have reported for duty.

Hyman Fortinberry, chief accountant in the division storekeeper's office, spent Christmas with home folks in McComb, Miss.

Iowa Division

Mike Steiner, former cashier in the agent's office, had a five-day furlough and visited the office. Mr. Steiner does not expect to be mustered out before about March 1st.

Fred Beckenbaugh paid another visit to the office on a five-day furlough and does not expect to return to his duties of trainmaster's clerk before January 1st. He is now attending officers' training school at Champaign, Ill.

Mr. A. E. McCurdy, tonnage clerk, was ill with the "flu" a few days, but has returned to his duties entirely recovered.

M. J. Townsend, chief dispatcher, spent his two days' monthly vacation at Dubuque.

George Williams, chief accountant, was absent a few days on account of illness.

Paul Griffin has accepted a position as ticket clerk at the passenger station, Fort Dodge.

Assistant Accountant Leonard Chase and wife, spent the week end in Chicago.

Miss Lydia Munson, trainmaster's clerk, spent Sunday in Webster City.

Miss Ethel Cain, roadmaster's clerk,

spent Thanksgiving at her home in Clare, Iowa.

Our new timekeeper, J. H. Gardner, recently took unto himself a better half and we see from pass requests he expects to spend a belated honeymoon in Beardstown, Ill.

Mrs. E. I. Rogers, wife of Roadmaster Rogers, was called to Kansas City, Sunday on account of serious illness of her brother.

Rodman E. W. Bechtolet has resigned his position.

Miss Margaret Toohey, supervisor's clerk, at Iowa Falls, spent Sunday in Fort Dodge.

J. T. Williams, agent at Correctionville, Iowa, has returned from the hospital in Chicago where he has been receiving treatment recently.

E. V. McDonald, former operator at Iowa Falls, has returned from military service, having been located at Fort Benjamin Harrison.

C. M. Myers, former agent at Ticonic, has also returned from that camp recently.

Conductor T. F. Martin was called to Rochester on account of serious illness of his sister.

Engineer W. C. Stafford, of Sioux City, has gone to Buhl, Idaho, on account of the death of Mrs. Stafford.

Overseas cards are still being received by the young lady clerks in the superintendent's office, regardless of the armistice being signed.

Mr. J. A. Hurley, agent, was ill for a few days. The doctor said John had the "flu," but John insists the doctor knows nothing about it. Anyway John did not lose any avoirdupois.

Mr. Al Downing, chief clerk, to the roadmaster, spent Sunday in Chicago.

Emmett Coffey, of the superintendent's office, and Earl Tennant, of the accountant's office, spent Sunday in Dubuque.

Miss Edith Berg, accountant, has been seriously ill with a relapse of the "flu," but has sufficiently recovered to return to her home in Chicago.

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.

Frank Theide, former yard clerk, spent a five-day furlough in Fort Dodge recently. He is located at Camp McClellan, Ala., and expects to be home about the first of the year.

WISCONSIN DIVISION

The "Flu" epidemic hit the division hard during the past thirty days. A great many of our clerks, agents, operators, train and enginemen were laid up. Several of the local freight offices on the division were badly crippled, due to shortage of help.

C. W. Rolofson, employed as yard clerk at Bloomington, Ill., passed away on the morning of December 10th, at his home at Wapella, after a ten days' illness. He was an efficient employee and it is with regret that we learn of his death.

A. V. Allen, employed as painter in the B. and B. Department on this division, was instantly killed on the Illinois river bridge at LaSalle, December 12th. He was on swinging scaffold brushing scale and rust from steel, when his foot came in contact with a high tension wire. Mr. Allen has been in the employ of this company for sometime as a painter and was an efficient workman as well as a reliable workman. He was recognized as being a safe man and has never had an accident prior to the date of his death.

Elmo Eson, who was formerly employed as time keeper in master mechanic's office at Freeport, passed away on December 5th. He was a member of the Students' Army Training Corps and stationed at Champaign, Ill., at the time of his death.

Trainmaster's clerk, Miss M. McCoy, is confined to her home by broken limb, which she sustained on December 3rd while on her way home from the office.

Mr. H. L. Anderson has been appointed as division auditor and is now located in division offices at Freeport.

We are pleased to report there is an improvement in the condition of Mr. C. Ritz, agent at Haldane, who has been confined to St. Francis Hospital, Freeport, for the past several weeks seriously ill with pneumonia.

Federal Manager Kittle, Assistant General Manager Clift and other general officers passed over Freeport district on an inspection trip December 17th.

Unification of passenger facilities at Freeport has been completed, J. R. Marler being appointed ticket agent.

A reduction of 200 claims filed on this division in November-1918 compared with November-1917 shows conclusively that our agents are wide-awake on the loss and damage question and they should feel proud of this record.

Drive is on this week for membership in the Red Cross for 1919. Twenty-eight employees in division offices went 100 per cent in eighteen minutes. Formen canvassing Freeport shops and officials canvassing train and engine men report that they are going 100 per cent.

What remained of the old roundhouse at

Amboy, that is, the roof, was destroyed by fire a short time ago. It was the intention to raze the old building as we are putting up an up-to-date roundhouse and shops at that point. Work on the new facilities is progressing rapidly. Supervisor Conley is on the ground daily, overseeing the work of constructing the new yard. New roundhouse is being used.

We have felt a shortage in grain cars on this division during the past 30 to 60 days, but our agent at Tonica, D. C. Miller, believes in getting the cars moving quick so that they can be released promptly. Three cars were set out at his station for loading at 12:15 p. m. December 16th. They were loaded with corn and ready for movement at 3:15 p. m., the same day. Handling of equipment such as this is going to relieve the shortage.

Mechanical coaling plant at Minonk is being equipped with an electric power hoist which will be a great improvement.

The city of Minonk recently complimented the company on the neat and tidy appearance of our yard at that point. It pays to keep terminals in presentable condition.

Tool house and office of Lineman Roberts, Minonk, has been moved from its old location opposite freight office to the south yard near reservoir. "Happy" refers to it as his new summer home.

Letter was recently received from Wm. E. Reilly, who was formerly employed in freight office at Dixon and is now with the 60th Engineers in France. He states that they are working day and night, Sundays and every day in mud up to their knees, but expect to see the good old U. S. A. by spring.

M. J. Reilly, employed as switchman at Dixon, was called to Sheridan, Wyo., because of the death of Mrs. Reilly's father.

Miss Anna Mead, ticket clerk at Dixon, has returned to work. Miss Mead was seriously ill with the influenza.

Improvements at LaSalle are about completed. We expect to be handling freight in the new freight house by Christmas. Agent Kelly and his entire force are very much pleased with their new quarters. When they get the new furniture installed, they are going to have a sanitary, up-to-date freight office. The old freight house is being rebuilt to be used as an engine house.

Train No. 131 was recently delayed on the Illinois river bridge at LaSalle as a horse who had wandered down Main street started to go south over the bridge. He got half way, thought he would change sides but fell in between the ties. He was discovered by Fireman Sorenson, who was on his way to work. Horse was removed by section men with no apparent damage.

Because of the influenza epidemic, we have been short some firemen on the Am-

boy district, and the action of one of our brakeman, Geo. Anderson, at that time is commendable. Engine 1610 was called south out of Amboy for 1:00 a. m., but roundhouse foreman was going to cancel the call because of the shortage of men. Anderson volunteered to fire the engine, Amboy to Clifton and return, eliminating any delay to power, allowing us to move a train out of Amboy yard.

Merton Beck has returned from students' Army Training Corps at Lake Forest, Ill., and is again on the job in the superintendent's office.

Minnesota Division

Minnesota Division Safety Committee meeting was held in division superintendent's office at Dubuque on Saturday, November 30th. There was a good attendance and a great many suggestions were made and recommendations which are bound to further the cause of "Safety First."

The division office force has had word from Sergeant E. J. Riley, Sergeant Paul J. Ryan and Private Frank J. Hardy, all now located in France, that they are still in the land of the living and thoroughly enjoying their duties. Mr. Riley is chief clerk to General Superintendent "C" Line, while Mr. Ryan is with the 23rd Engineers. Mr. Hardy is with the 351st Machine Gun Co.

Lieut. W. J. Heckman, formerly employed as assistant chief clerk in the superintendent's office, has been mustered out of service, having been located at Camp McArthur, Waco, Texas. "Bill" is still as happy as ever, and the division office force and his numerous friends on the division are all glad to welcome him back.

Miss Hilda Blickman, supervisor's clerk, recently spent Sunday with relatives in Chicago.

Miss Grace McDonald, accountant, visited with her sister in Des Moines, over Sunday, recently.

Several of the division office force went to Waterloo a few days ago to attend a dancing party, given by some of the boys in the Waterloo freight office. All report having had a fine time.

Mr. J. B. Turney, valuation engineer, from Chicago, was taken with the "Flu" while working at Dubuque, it being necessary for him to be removed to Mercy Hospital.

Miss Esther McLaughlin, trainmaster's clerk, spent Thanksgiving Day in Chicago, visiting her sister, and also attended grand opera.

Miss Martha Wunderlich, telephone operator, at Dubuque, has been selected as captain of the Military Training Corps, of the local Y. W. C. A. and has been very successful in getting the girls to drill in true military fashion. A public demon-

stration was given of their work recently, which merited considerable praise.

Chief Dispatcher Talty recently spent his two-day vacation in Chicago.

Superintendent L. E. McCabe, Roadmaster J. F. McNamara, and Chief Dispatcher P. E. Talty, attended the funeral services of the late T. J. Foley, at Chicago. Mr. McCabe also attended the funeral services at Fort Wayne, Ind.

Federal Manager C. M. Kittle and Assistant General Manager A. E. Clift passed over the division recently.

Mr. H. C. Lynch, agent of the Illinois Central at Earlville, Iowa, passed away at his home on December 13th, a victim of influenza. Mr. Lynch had been in service on the Minnesota Division since August, 1898, and was a conscientious and faithful employe of the company. The division employes extend their sympathy to his bereaved family.

Brakeman C. Povilick has been granted a 60-day leave of absence on account of ill health, and has gone to California.

Edward J. Mead, formerly ticket clerk at Dubuque, and now in officers' training camp at the Great Lakes Naval Training School, recently spent Sunday in Dubuque. Mr. Mead expects to be mustered out of service very shortly.

Freight Agent B. L. Bowden, at Waterloo, recently acted on a committee who made an inspection of all Baxter heaters, and heater car fuel, Western Lines, as did also General Car Foreman Fuller, of Waterloo.

Miss Lucile Sims spent a week end recently visiting with friends in Chicago.

Corporal E. J. Lynch, formerly employed as chief clerk to the roadmaster at Dubuque recently called on the office force. Mr. Lynch was called home to Waterloo on account of serious illness and death of his brother.

Mr. Fred J. Heller, brother of Chief Clerk Heller in the superintendent's office, received word during the past week of the death in action of his son, Carl B. Heller, in France.

Division forces rejoice with Roadmaster McNamara and his family on the receipt of the good news that their son, George, is safe and sound, after the signing of the armistice. Their son was in the heavy drive of the last few days prior to signing of the armistice.

Several of the employes on the division have been receiving very interesting detters from Conductor H. H. Eberhart, who is now located with the Illinois Central Regiment in France.

Miss Esther McLaughlin, trainmaster's clerk, was appointed secretary of the Minnesota Division Sub-Safety Committee and has attended meetings of the committee held at Waterloo.

T. G. Pnewski, L. F. Dunkley and J. A. Reinold have been mustered out of the United States Army service and have returned to work as brakemen on the Minnesota Division.

Miss Helen Brede, stenographer in the roadmaster's office is a victim of influenza, and has been away from the office for several days.

Congratulations are in order to Division Accountant G. A. Saunders, although a little late on the arrival of Wilson Joseph Saunders, a fine baby boy, born on Liberty Day, November 11th.

Dubuque friends of Mr. J. F. McMahon were glad to see him again when he passed through recently as secretary to Mr. Kittle. Mr. McMahon was formerly contracting freight agent at Dubuque.

MEMPHIS TERMINAL

Office cars 18 and 16, occupied by Federal Manager Kittle and Assistant General Manager Clift, passed through Memphis, on the morning of November 21st, enroute to Vicksburg, Miss.

Mr. B. J. Feeney, regional supervisor of fuel conservation, southern region, was a visitor at Memphis, November 29th. Mr. Feeney was formerly connected with Illinois Central and Y. & M. V. railroads, as traveling engineer, Memphis terminal and Memphis division.

Mr. W. H. Watkins, master mechanic, who recently had a stroke of paralysis, is slowly recovering, and as soon as able to travel, will leave for Nevada, Mo., for treatment. Mrs. Watkins will accompany him.

Mr. Chas. Elvin, familiarly known as "Chuck," after a six months' stay in Sheffield, Ala., has returned to the I. C. clerical force. Mr. Elvin was for some time assistant accountant in the master mechanic's office, but is now clerk in the general foreman's office.

Mr. Frank Theobald, chief clerk of the mechanical department, was among a number who enjoyed a hunting trip in southern Mississippi. Game was reported plentiful, but on account of the serious illness of Mr. Watkins. Mr. Theobald returned to Memphis before he had an opportunity to take a shot at old grizzley.

Mr. G. S. Gaden, who was for some time day foreman of the Nonconnah roundhouse, has been made foreman of the Memphis roundhouse. Mr. Jno. Schroeder, formerly night foreman at Nonconnah, has succeeded Mr. Gaden.

Clyde McGehee, formerly piece work checker at Nonconnah, has been released from Camp Taylor. Lieutenant McGehee was a student in training for the artillery.

T. B. Cubbins, of the U. S. Navy, arrived home this week after being released from

service. Mr. Cubbins tells very interesting stories of his trips over sea, and says he wouldn't take any amount of money for his experience.

The editoress humbly apologizes for inflicting the following poem on the readers, but when the office and mechanical forces all refuse to have the Flu again, when everybody is too busy to get up any excitement, Friend Cupid seems to have forgotten what is required of him, the Fourth Liberty Loan is a thing of the past, and we are taking a deep breath before we plunge into another one—why what is a poor body to do, when she has to have something for the magazine.

The Editoress leaned on her oak top desk
Wearily trying to finish a task;

The office was noisy, as well as warm,
And thoughts ran slow from brain to arm,
The Editoress mused, as she checked a
swear,

I wish this article was already there.

The timekeeper yawned, and stifled a sigh,
For days had gone, as days will fly,
And promises made, far back as May,
Would soon be promises of yesterday.
The office force smiled, the deed was done.
Thank heaven the back pay roll had gone.

I wish every one connected with the I. C.
and Y. & M. V. railroad a "Merry Christmas,"
and if it is too late for that, then I
wish you, that which is just as good, "A
Happy and Prosperous New Year."

KENTUCKY DIVISION

Train Master Downs, Mr. McElroy of the Freight Claims Department, Chicago and Claim Clerk Fossee are making check of Evansville District stations.

H. B. Anglen, former flagman on Evansville District, who has been with 21st Engineers in France since December 1917 has returned to the States and is now at Fort Sheridan, and expects to be home within a very short while.

Dispatcher J. H. Eaker has been down for sometime with the "flu".

Operator H. B. Long, who has been at Winchester attending S. A. T. C. has been discharged and is now home.

Miss Marion Waggoner, of the Supervisor's office spent the day at Claxton with Mrs Harris whose husband has charge of the work there.

Miss Ruby Dearing is on the sick list.

Operator G. R. Newman and wife spent Saturday in Paducah Xmas shopping.

M. O. T. Dunn, who had charge of the new "Dam" but now of Duquoin Ill, was through here Saturday enroute to Louisville to spend Sunday.

Mr. J. W. Jewell, Night Chief Dispatcher,

who has been down in Louisiana hunting, has returned, bringing back with him the hide of a young aligator which he says he killed. He admitted however, that the aligator was caught, put in a pen then he shot it.

Ticket Clerk Homer Brelsford and wife spent Tuesday in Louisville.

Conductor L. E. Greer and wife are in Paducah today shopping.

Yard Master Moss was called to Mississippi last week account of his 14 year neice burning to death.

Flagman J. E. Tatum is quite sick with the "flu."

Conductor T. W. Johnson, who has been for two weeks with the "flu" is improving.

Conductor L. T. Webster and Switchman K. L. Martin attended court in Louisville the 10th.

Happenings of Interest at 12th and Rowan Street, Local Freight Office, Louisville, Ky.

Following brief illness, Assistant Claim Clerk, Adolph Buchold, is again at his desk.

Cycle messengers, Michael Welsh and Albert Fund, Flu sufferers, resumed their arduous duties.

Former rate clerk, Mr. Ed. Gilligan, who was early inducted into the Military service at Camp Zachary Taylor, informs us he will be relieved and return to the service about the first of the year. A hearty welcome awaits him.

Mr. James Ballard, Chief Expense clerk, has been indisposed as a consequence of a slight attack of the Influenza.

Miss Bernice Doll, an experienced typist, was employed November 25th and assigned to the bill desk succeeding Miss Watts, resigned to engage in commerical work.

The Stork for the second time paid a welcome visit to the home of Chief, Mr. A. H. Morton, of the Rate Bureau. No, it's not a boy—the other one is. A King and Queen in the big game is a formidable hand and need no further support numerically.

The many good friends of the popular delivery clerk, Mr. J. L. McCord, will learn with pleasure that he is almost entirely restored to his former good health after many days of intense suffering from the Flu and its consequent evil effects.

In-Formen, Mr. E. S. Stout, following a severe and prolonged illness is again at his post of duty, which fact we record with much pleasure.

Mr. George L. Heybach, aged 64, long in the service of the Company in various capacities, and latterly as Watchman at 12th and Rowan Street, died December 6th of a complication of diseases induced by asthma. He

was devoted and faithful to his many friends and to his duty. We extend sympathy to the bereaved family and friends.

Entered into eternal rest Wednesday, December 11th, 1918, at his home, C. A. Hunter aged 44 years. Mr. Hunter entered the service of this Company at the age of 14 and served it continuously and most faithfully to within a few days of his untimely death. His best services and most anxious wishes were ever devoted to the welfare and happiness of his family, friends and employer, and while we feel with keenest anguish the dispensation of divine providence, we can but bow in humble submission before the dispenser of all things, knowing as we do that it must inevitably invade the home of each and all, and to his memory, while mingling our tears with those whom he loved best, we can now but by words where words are in vain, pay that mournful tribute of respect and veneration which he so richly deserved.

Died Sunday, December 15th, 1918 at 7:30 a. m. Miss Clara I. Dougherty, sister of Miss Edmonia, at the residence of her mother, Mrs. Daniel Dougherty, 424 Watt Street, Jeffersonville, Ind. Burial St. Johns Cemetery, Louisville, Ky. We extend heart sympathy to the bereaved family and friends.

Traveling Car Agents, Mr. R. H. Pinkerton and Mr. S. M. Fitch, made a most thorough check and examination of yards and records here the 3rd, 4th and 5th instant at the conclusion of which a report favorable to the terminal organization was rendered.

Mr. R. B. Goe, Supervisor Weighing, in Company with Mr. H. F. Coleland, District Manager for the S. W. & I. B., paid us a but too brief social and business call the 11th instant.

May we not hope for another pleasant visit in the early future from the very affable accountant, Mr. J. D. Tuttle, in the Perishable Freight Service Department.

Mr. J. Grant, from the office of the Superintendent of Transportation, paid us a brief visit the 9th instant in the interest of procuring more complete Stithton embargo data from connecting lines in Louisville, to do which required his undivided attention several days.

Stithton and contiguous territory occupy the time and attention of the more expert railroad talent in recent times. It troubleth much, yea even unto this station, but none doth it concerneth even more than our cordial Traveling Auditor, Mr. E. E. Troyer, who pleasantly visited with us the 13th instant in the interest thereof. We venture the assertion that Mr. Troyer will be made happy with us when conditions there are restored to either normal, stability, or both.

Chief Accountant, Mr. B. M. Skees, is

again at his desk after a few days indisposition.

Inspector John Silk is again troubling the careless and indifferent shipper by his characteristic prying and weighing after a ten days' illness.

Receiving clerk, Mr. George E. Fisher, is appointed Out-Assistant Forman, succeeding Mr. Robert McCoy, resigned to engage in commercial work. Mr. Fisher is profoundly interested in his labors, an untiring worker, thoroughly qualified for the place, hence his success is assured.

Mr. John Egan who has had good experience on our freight platform is appointed to the position of check clerk, succeeding Chas. Reavy, transferred to another important branch of service.

Mr. Roy Richardson, recently honorably discharged from the military service, is employed as check clerk succeeding Wm. O'Hare, resigned.

TENNESSEE DIVISION

Mr. J. C. Blackwell, who has been at Camp Pike for the past three months has been discharged and has resumed his former position.

Mr. T. R. Carpri, Chief Clerk to General Foreman, has returned to duty after being absent several days account being stricken with the "Flu".

Mr. J. L. Harrington, Traveling Engineer made a business trip to Birmingham.

T. K. Halloran, Conductor on the Birmingham District has been confined to the Hospital several days with Pneumonia.

Sgt. Henry C. Voegeli, former Chief Accountant in the office of the Master Mechanic now located at Camp Pike, Ark., paid the office a short visit where he received a hearty welcome from all and especially from some.

Mr. J. V. Young, Time Keeper in the Master Mechanic's office took his annual vacation during the latter part of November, spending part of the time in the rice lands of Arkansas.

Mr. A. T. Franklin, former Asst. Master Mechanic, is the guest of friends in Jackson while recuperating from injuries received due to being struck by an auto in Memphis some two months ago.

A service flag bearing 40 stars representing employes in Military and Naval service was hung at Jackson shops during the month of November.

The work on the ten additional stalls to the Round House is progressing nicely and when completed will make Jackson one of the best equipped shops in the south.

The employes of the I. C. shop, lead by Master Mechanic Grimes and carrying a large new flag just purchased by them, had the honor of leading the patriotic parade on the 11th which celebrated the signing of the Armistice. It was estimated that more than

sixteen thousand people participated in this parade.

Mr. B. F. Rowley, Car Foreman, is confined to his home with a delayed attack of the "Flu".

Mr. Moore Parker, Yard Master at Jackson spent Thanksgiving in Starksville, Miss.

J. O. Stanley, Warehouse Foreman, Jackson, after a few days illness, is back at work.

E. N. Goddard, Jackson, Section Foreman, expects to spend Christmas holidays in Columbus, Miss.

J. L. Godfrey, Dispatcher, Jackson, after two weeks vacation has returned to his duties at Chester St.

E. E. Goodrich, Car Clerk, Jackson has been critically ill, having suffered a relapse of Influenza.

D. D. Elliott, Condr., who has been quite ill for two months with Influenza is convalescing.

C. A. Owen, Bridge Foreman, was called home account of illness of his entire family.

"Daddy Z. T. Swabble" Rate Clerk at Jackson Freight House, reports today that his daughter weighs 20 lbs.

Influenza has again appeared in Jackson, there being quite a few new cases.

F. A. Williams, Night Clerk, at the Freight House has been confined to his home with the "Flu".

Condr. F. S. Ball and wife have returned from a trip to Nashville.

Train Master McLaurin from McComb, Miss., is visiting Jackson for a few days.

Miss Kathleen Lovier who has undergone a serious operation in Riverside Hospital, Paducah is back in her place as stenographer in the Road Master's office.

After almost a months illness of the "Flu" Miss Ethel Smith has resumed her work as stenographer in Maintenance of Way Department.

Miss Margorie Alford, clerk in Road Master's office spent Thanksgiving in Memphis.

Sgt. Leo Marks formerly clerk in Maintenance of Way Department spent a couple of days visiting his old friends this month.

Miss Garnett Conley, formerly stenographer for American Express Co., Memphis, filled in vacancy in the Road Master's office this past month and from the recurrence of her visits back since then, we may judge she "expresses" a preference for railroad work.

Sgt. Major Chas A. Pinson from Camp Pike, Ark., formerly clerk in Superintendent's office, Fulton, paid a short visit to the office force the other day.

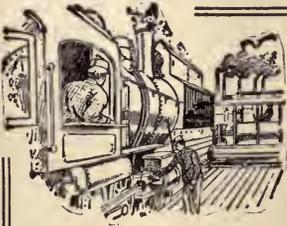
Sgt. Curtis W. Parkham, formerly employed in Superintendent's office, Fulton, but more recently from Jefferson Barracks St. Louis was a welcome visitor the other day, especially among the "fair sex", Curt says there are more reasons than one why he would like to be back on his old job, viz, "skirts" appeal to him."

Dean McDade, formerly Machinist, Jackson Shops, was in to see us the other day. Dean has just returned from "Over There". He was a non-flyer, in the flying squadron, but had the "Flu". His experiences "Over There" were very interesting, but in Deans opinion there's no place like home, he says he was on one of the ships that were lost for several days in a storm while returning home, but says that's nothing, anyone is liable to get lost on a "pond" as big as the Atlantic, that he had been lost ever since he left the good old U. S. A. We are glad to know that Dean has safely returned home, after having made a good job of "Crushing Kaiserism".

Herman O. Cole and Roy E. Pickering, Accountants in Superintendent's office, Fulton, were in St. Louis the other day doing Christmas shopping. It is not known what they purchased, but some of the "fair sex" will let the cat out after "Santa Claus" has come and gone.

The many friends of David A. Moseley, Schedule Inspector, regret very much to know that he has been absent from his post of duty for some time on account of sickness. Friends at Jackson, Tenn. (one in particular) are especially anxious to see him return.

A gloom was cast over the entire Tennessee Division, when the sad news was flashed announcing the death of our friend and beloved General Manager, Mr. T. J. Foley. We extend our heartfelt sympathy to his bereaved ones in this their darkest hour.



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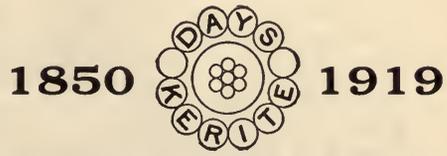
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NEW YORK CHICAGO

H. B. DeZonia, Chief Yard Clerk, Fulton, has been in the hospital at Chicago several days. His many friends wish for his speedy recovery and to see him back on duty again.

Paul P. Pickering, Chief Clerk, Maintenance of Way Department, Fulton, was in Chicago a few days ago, buying "Santa Claus" for the "Kiddy."

Mr. B. H. Groner from Carbondale has accepted position as Instrument Man at Fulton, vice Mr. Paul H. Croft promoted to Assistant Engineer, Clinton. Mr. Croft's many friends regret to see him leave, but in going, he has our best wishes in his new field of labor. We welcome Mr. Groner in our midst.

Mr. A. E. Lawler, formerly Chief Clerk, to Superintendent Bodamer, has been promoted to position of Division Auditor, Tennessee Division, with headquarters at Fulton, vice Mr. J. M. Williams, transferred to Carbondale. We are very glad to have Mr. Lawler with us.

Mr. H. S., alias Sprout, alias Shrub, alias Twig Moulder, Tennessee Division Gardener, the man who can grow beautiful flowers and shrubbery as easy as most people can grow "weeds" in their gardens, has returned after several days' visit in upper Kentucky prospecting, oil being his aim to get rich quick.

Harry Butterworth and Marshall Cole, Clerks, Superintendent's office, Fulton, made a flying trip to Chicago a few days ago to count the "autos" on Michigan Ave.

J. I. Williams has resumed his position after being absent from Superintendent's office several days on account of "Flu."

Assistant Time Keeper Mrs. T. Whayne's husband has returned from the Army. Mr. Whayne, formerly was employed as Clerk in Superintendents office Fulton and Flagman Fulton District.

Former Flagman W. R. (Bunk) Hales has recently received discharge from Uncle Sam's forces and has returned home. He says he sees no objection to letting the ladies do the work. His wife is now making the living and Train Master Williams says she's a better clerk than Bunk is a Flagman.

Enloe West, former Clerk and Bob White "The Whistler" and former Assistant Time Keeper in Superintendent's office, Fulton, have returned home, after wearing "Khaki" for several months.

R. C. Pickering, Chief Transportation Clerk in Superintendent Egan's office, has returned to work after several days' visit in Chicago on business. He says from the crowds on the streets, there must have been a circus in town.

Assistant Tonnage Clerk Miss Hortense Johnson spent Thanksgiving in Louisville.

Miss Rue Brooks, Record Clerk, Superintendent's office, made special effort to have the "Flu," but was unsuccessful and returned to work, after being absent a couple of days.

LOUISIANA DIVISION

During the past week we completed our annual inspection trip with car No. 7 which consumed the entire first week of the month, and while the trip consumed a week of hard work for the entire staff, every one who had the pleasure of accompanying the inspection party, commented on the good results obtained and enjoyed the work.

For the past several weeks, a party from the Valuation Department have been working in the Superintendent's office at McComb clearing up work authorities, and our Accounting Department will certainly be glad when this work is cleaned up.

Mr. W. A. Blazing, Auditor of Joint Facilities, recently paid the Superintendent's office a short visit and had quite a little conference with the Chief Clerk, Traveling Auditor and Chief Accountant relative to accounting matters; some very good information was obtained from Mr. Blazing pertaining to accounting matters and we certainly enjoyed his visit and hope he will come again.

Mr. R. M. Mooney, Chief Accountant in the Superintendent's office, spent his vacation during the latter part of November in Chicago and on his return had lots to tell the force about the good time he had in the Windy City.

Mr. H. A. Wilmot, formerly Assistant Accountant in the Superintendent's office, now stationed at Camp Pike, Arkansas, as Sergeant in the Camp Surgeon's office, was a Thanksgiving-day visitor. The boys were all glad to see him and we are hoping that he will be able to return to work in the accounting department in the near future.

Mr. F. J. McGuinness, has just returned from the Officers' Training Camp at Camp Pike, Ark., and resumed work as warehouseman at McComb several days ago.

Mr. J. E. Schneider, Chief Dispatcher at McComb, is now off on a fifteen day vacation which he is spending in Cincinnati.

It was quite a surprise to all concerned at McComb to receive advice of the promotion of Division Storekeeper L. L. King to position of Assistant General Storekeeper. Mr. King while located at McComb made many friends and not only his office force, but all of the employes who came in contact with him, regretted to see him leave this point.

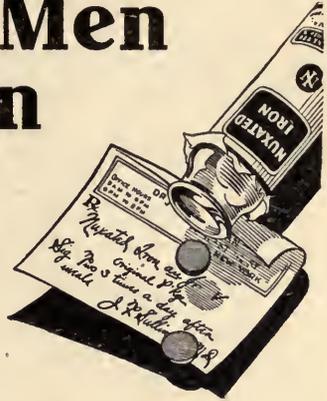
Mr. King was succeeded by Mr. C. B. Sauls, who is a McComb boy, well known and liked by all of the force at this point, and we were glad that the management selected one of the McComb boys to fill the vacancy created by the promotion of Mr. King.

Mr. J. F. Ohden, formerly employed in the Store Department at Memphis, was transferred to McComb to fill the vacancy caused by the promotion of Mr. Sauls.

Engineer J. R. Lilly and wife are visiting

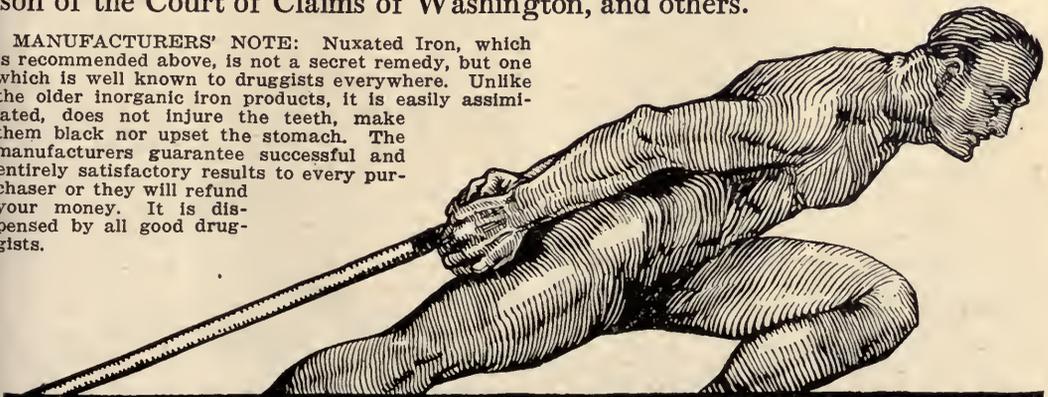
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in Mineral Wells, Texas, where they expect to spend several weeks on account of Mr. Lilly's health.

Conductor W. S. Dunn was recently called to Mobile, Ala., on account of his brother being fatally injured at that point.

New Orleans Terminal

Sergeant Billar and Arthur Bennett have returned to their former positions after having served Uncle Sam for some few months.

With the announcement that Sergeant Billar and Bennett intend to continue wearing soldier outfits at the office, I presume it will be necessary for us to contribute to their comfort and make them feel at home by singing the "Star Spangled Banner" before retreating for home at sun down, by saluting and all other such military maneuvers.

Curiosity killed a cat, and sometimes humans, too, and I fear for the longevity of the Accounting Department, because they are all so intensely interested in a beautiful Christmas present Mrs. Stamp displayed at the office today.

One would almost need a guide to know the location of certain people in the superintendent's office; for instance, Miss Pimm is no longer occupying the position she formerly held—but a better one.

Paul Gustave Leinweber is the latest acquisition to the Road Department. It seems like he is trying to monopolize the alphabet in his autograph, does it not?

Since the Illinois Central Magazine last heard from us, we had a visit from Mr. C. B. Bourgeois, formerly chief accountant at New Orleans, now resident auditor, in Memphis. Memphis climate is agreeing wonderfully with Mr. Bourgeois and we were all well pleased with his visit.

Private Lucas is almost out of the Army. On one occasion, Private Lucas commented, under certain conditions that he would rather be a private than a general, but there is sufficient correspondence entailed in his release from military service to class him with a general.

Mr. Jehle is once more enjoying his afternoon stand in the Canal Belt, because he is again enjoying the pleasure of going home with the 5:00 o'clock crowd.

Mr. Thomas John Lee, of the superintendent's office, desires a complete page in the Illinois Central Magazine next month on which to relate his opinion of himself. I think we need a book, because Mr. Lee certainly does love himself.

John R. Cousins, foreman at Levee Depot, resigned recently to enter the Quartermaster's Department. He was a very popular employe and will be greatly missed by all. We regretted to see him leave.

Frank E. Brightsen, banana clerk in the freight office, has been granted a leave of

absence for 90 days. He has been relieved by William B. Eber.

H. Dillenkoffer, who was in the United States service at the Jackson Barracks, has been relieved and is now working on the banana desk in the freight office.

Henry Wilder was appointed to succeed J. R. Cousins as foreman at the Levee Depot. Mr. Wilder has been in the service for a long time and all of his friends wish him success.

J. D. Dunn, receiving clerk at the Levee Depot, was a victim of the "flu." His death was deeply regretted.

C. W. Rivera, check clerk, on the river front, was also a victim of the "flu." We extend sympathy to members of his family in their sad bereavement.

Miss Kate Norton, stenographer in the agent's office, spent Thanksgiving with relatives in Mobile.

Miss Catherine McDonald, clerk in the auditor's revising bureau, resigned recently to be married. All of the employes of the local office extend their heartiest congratulations, and best wishes for future success.

New Orleans Division

The Valuation Department party working on work authorities arrived a couple of days ago and are now busily engaged in closing authorities. The party is in charge of Mr. Townsend, and we are glad to have all of them with us, only wish they would stay a couple of months instead of weeks.

Miss Edna Mahin, tonnage clerk, in the superintendent's office, recently returned to work after a week's illness.

Mr. O. B. Wood, chief traveling auditor, of Southern Lines, recently spent a couple of days in Vicksburg, looking after the official business of his department.

Our chief dispatcher, Mr. J. B. Yellowly was off the job a couple of days this month and made a visit to Jackson. We know he enjoyed the trip, but missed him very much while he was gone.

Messrs. Feeney and Dodge paid us a visit a few days ago and carefully investigated "fuel consumption." We were glad to have them. Sorry Mr. Lindrew was unable to be with them on account of illness.

Mr. T. B. Greer recently engaged on location work on the Illinois Division, has just been assigned to this division as instrument man.

Mrs. B. D. Brannon, wife of Section Foreman Brannon, died of pneumonia at Denham Springs, on December 4th. The division sympathizes with Mr. Brannon in his bereavement.

Section Foreman Delaune has recovered from his recent injury sufficiently to be out of the hospital, and we hope that he will soon be able to resume his duties.

Mrs. Ethel Sarrett, clerk to the super-

visor, at Wilson, has returned to work after several days' illness.

MISSISSIPPI DIVISION

Officers and employees of the Mississippi division learned with regret of the death of our general manager, Mr. T. J. Foley. The sad news was unexpected and came as a shock to all of us.

Operator J. S. Rowe is relieving Car Distributor J. R. Huff, who is working as extra dispatcher, relieving dispatchers taking their vacations.

Beginning December 9th, division officers and employees made inspection trip over the division, inspecting track, bridges, buildings, stations, etc., using inspection car No. 7. Four days consumed in making the inspection.

Agent A. J. Stevens, at West, Miss., has resigned to engage in outside business; succeeded by Miss F. E. Johann.

Agent J. S. Crow, at Goodman, Miss., has resigned to engage in outside business. He was succeeded by O. W. Goyer.

Agent Roy Black, at Love, Miss., who recently died of pneumonia, was succeeded by Mrs. M. K. Henry.

Mr. E. S. Faucett has accepted the agency at Coldwater, Miss., and Mr. H. D. Owens the agency at Vaughan, Miss.

Miss Christine Adams, clerk in roadmaster's office, spent last week end in Memphis.

With regret we announce the death of Mrs. J. F. Watts, wife of road supervisor on Jackson district, which occurred at their home in Grand Junction, Tenn., November 21st. Interment, Magnolia, Miss., on the 22nd. Tenderest sympathy extended to the bereaved.

On November 15th, Miss Irene Watts, clerk of supervisor, at Grand Junction, Tenn., severed connection with the I. C. R. R. to become the bride of Mr. M. H. Stroup, a popular young business man of Grand Junction. Miss Watts was succeeded by her sister, Miss Mattie Watts.



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Dispatcher J. H. Bull has just returned from a vacation spent in hunting bear at Tallahatchie Bottom, about 20 miles from Grenada. Mr. Bull reports he had a fine time, but in the chase for bear they set the woods on fire and burnt up their tents and all their clothes.

John Cowan, formerly employed as machinist at Water Valley, but who entered military service and went to A. & M. College as instructor of mechanics has returned to Water Valley, much to the delight of his friends. We are glad to have him back.

Thos. C. Carter, who has been apprentice instructor at Water Valley shop for the past two years, is leaving Water Valley to accept position as general foreman, mechanical department, Vicksburg, Miss. Mr. Carter has made many friends during his stay in Water Valley who are sorry to see him leave. Tom Carter is a good man in every respect and Vicksburg is to be congratulated upon securing him as general foreman. Mr. Carter and his wife have been very popular socially and have also taken interest in church and Masonic work.

Lieut. Clyde McGhee was recently circulating among old Water Valley friends. Mac has received his discharge from the Army and expects to resume his old position which he left to serve Uncle Sam, that of lead piecework checker at the shop. He will take a little vacation with his relatives near McComb before returning to work. We are all glad to see him back on the job.

Sam Barfield, car record clerk, in general foreman's office, has been promoted to position of timekeeper, effective December 1st, succeeding T. T. Johnston, resigned to accept position with the Bogalusa Lumber Company of Louisiana.

Whitson Murray, son of Storekeeper Thad Murray, who was gassed in the trenches in France in July, has been returned to the United States and is now in a Richmond, Va., hospital for treatment. It is stated he will soon be entirely recovered.

Quite a few of the soldier boys are returning from training camps and taking their former position with the railroad.

Locomotive and car departments, Water Valley shop, went on eight hours per day December 9, 1918.

Mr. John McDermott, boiler foreman, Water Valley shop, who was operated on in Memphis Hospital recently, is doing nicely and his friends hope to see him able to be out in a short time. We miss Mr. "Mac" very much.

Mr. Geo. Burkett, now employed at Columbus, Miss., was mingling with old Water Valley friends. He was employed for several years as machinist at Water Valley shop, and his friends were glad to see him.

G. W. Butler, machinist, has a 10-inch smile; it's a 12-pound boy.

Day engine house foreman, S. J. Williams,

has returned to work after having been off with the "Flu."

Division storekeeper, W. E. Hoyt, has returned home after spending a week in Paducah on company business.

Due to mild weather prevailing, Water Valley shop has been enabled to increase output of engines and cars for past several months. Middle of December the roses are blooming and regular summer weather prevails.

Mr. G. M. Hubbard, Jr., has been discharged from military service and resumed his former position in superintendent's office, Water Valley.

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Walker D. Hines, Director - General of Railroads

FEB 14 1919

ILLINOIS-CENTRAL-MAGAZINE

FEBRUARY 1919



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**J. M. Egan, General Superintendent,
Southern Lines, New Orleans, La.**

Mr. J. M. Egan entered service of the Illinois Central Railroad in 1893 as messenger in Transportation Department, Chicago Terminal; 1894, Agent 104th Street, Chicago; 1898, Timekeeper and Chainman Construction Department, Evansville, Ind.; 1899, Rodman, Engineering Department; 1900, Bridge Department, Chicago; 1901, Assistant Engineer; 1903, Road Supervisor and Assistant Engineer double track work; 1904, Roadmaster Freeport, Nashville and Tennessee Divisions; 1911, promoted to Superintendent Mississippi Division; September, 1915, transferred to the Tennessee Division, and on January 1, 1919, was promoted to General Superintendent of the Southern Lines with headquarters at New Orleans, La.

ILLINOIS CENTRAL Magazine

Vol. 7

FEBRUARY, 1919

No. 8

Prevention of Accidents Must be Given the Right of Way Over All Other Things in the Operation of the Railroad

By Mr. L. A. Downs, Assistant General Manager

THERE is no class of work on the railroad which transcends in importance the prevention of accidents. This has been so from time immemorial and must continue so to time everlasting, or as long as railroads exist. Safety work is therefore not a new thing, but it is as old as the railroads themselves. The very best railroads in the country are those which have the best records on the prevention of accidents.

If we eliminated accidents on the Illinois Central System, we would have a foundation to build upon which would improve every Department of the railroad and every feature of our work. Efficiency would be greatly increased in every direction.

Safety should be made the basic thing of paramount importance and of first consideration in the operation of the railroad. Everything should be subordinated to the single question of safety, because, when we reach the point that we do not have any accidents on the railroad, we will be so efficient and so thorough in all of our work that everything will automatically rise to our record on safety. Therefore, a record of 100 per cent on safety should be our goal. That is setting the peg pretty high, but we can reach it if we determine to do so.

Of late years, safety work has been to

some extent turned over to Safety Committees, and perhaps some of us who should have been on our toes all the time in the interests of safety felt that the Safety Committees relieved us of a part of the responsibility for safety work. To that extent, Safety Committees may have done some harm. At the same time, they have undoubtedly done a great deal of good, and, of course, they should be continued, and will be continued, but I think in addition to the Safety Committees and the work which they are doing, the word should be passed down the line on this railroad that safety work is not to be abandoned to Safety Committees and that every officer and employee, from the highest to the lowest, will be expected to make the prevention of accidents a strong feature of his employment.

I do not wish to be understood as condemning any kind of safety work which is being carried on at the present time, but I feel and believe that much should be done in addition to that which is being done.

I believe the most effective constructive safety work done on a railroad is that which is done by division officers, heads of Departments and foremen, and particularly the latter. Every section foreman should feel that he is strictly responsible for the safety of his men. His efficiency

as a section foreman should be judged largely by his safety record. The section foreman has his men under his eye constantly. He knows the safe and unsafe way of doing things. He knows the men who are careful and dependable and those who are reckless and a menace to the safety of others. He can correct the habits of his men. No one else can do so.

The thing which I should like to accomplish is to cause the men in charge to feel the responsibility for the safety of those working under them. If a foreman is not competent to provide for the safety of his men, he should be carefully watched by his superiors, because the chances are that such a man would be found incompetent to properly perform the other duties of his job. In other words, a section foreman who cannot make his men safe is one who cannot be depended upon to make his track safe.

The same principle applies to foremen of bridge gangs and foremen of the various Departments in the machine shops. Likewise, it applies to engineers, who should look out for the safety of their firemen; to conductors, who should be responsible for the safety of their brakemen; to engine foremen, who should be constantly on the alert for the safety of their switchmen; it applies to every branch of the railway service.

When division officers become thoroughly convinced of the fact that the best way to do constructive safety work is to do it through the men in charge of other men, good results will rapidly follow.

These things I should like to specially impress upon the officers and men of the Illinois Central:

That in the future there are going to be more men than there are jobs and that careless men must not be kept on the railroad to endanger the lives of our careful men and of our patrons.

That safety is to be considered of first importance in the operation of this railroad system.

That the familiar rule, "In all cases of doubt or uncertainty, the safe course

must be taken and no risks run," must be applied literally on all occasions.

That careful men who have good records on safety must be the kind considered for promotions when there are vacancies to be filled.

That the following practices are forbidden, and any employe found doing any of the things mentioned will not be considered a safe man:

Going between or under moving cars or engines.

Boarding or jumping from rapidly moving cars, trains or engines, except to avoid impending accident.

Riding on foot-board of engines between engine and cars when such cars are being pushed.

Boarding moving caboose or passenger car on front end as it approaches.

Riding on pilots of engines between stations by trainmen.

Standing on wrong side of pole when staking out cars. Always follow the pole.

Giving signal to move engine or cars without first placing switch in proper position.

Leaving stepping boxes in aisles or vestibules where passengers may stumble over them.

Allowing bulky packages, suit cases, etc., liable to jar or fall down, in parcel racks in coaches.

Boarding an approaching engine or car from a position between the rails. Boarding the pilot steps of a moving road engine.

Riding on the ends of loads when such loads are liable to shift from impact of coupling, when slack runs out, or by ordinary train movement.

Giving signal to move an engine or cars and then running across track in front of such engine or cars when they are less than two car lengths away.

Standing near or on extreme end of freight cars and giving go-ahead signal when there is sufficient slack in train to cause severe jar.

Riding on deadwoods, draw-bars, brake-beams, grab-irons, hand-holds, brake-staffs, ladders, or any other appurtenances on the facing end of cars, while such cars are being pushed.

Riding on engines (foot-boards, pilots or elsewhere) or on cars or trains in yard by employees whose duties do not require such transportation, unless under permit issued by the Superintendent.

Switching or handling any class of occupied passenger equipment without cutting in and testing air-brakes; the test to consist of a service application before moving.

Throwing coal, slag, clinkers or any other object from moving trains or engines or engines standing still without first looking to see that no one will be struck by the object thrown.

Using hand to open knuckles, foot to line draw-bars or kick open knuckles, when an approaching car or engine is nearer than two car lengths from standing car, or undertaking to lift knuckle lock pins by hand while cars are in motion.

Coupling onto passenger equipment, sleeping or dining cars, cabooses or cars containing live stock, emigrants' moveables, boarding cars or cars occupied by

employees, such as tool cars, etc., in such a way as to subject occupants to possible injury.

Switching or coupling onto trains or cars, or giving signal to move trains or cars which display car inspector's signals, irrespective as to what tracks trains or cars are on, until such signals have been removed by authorized person.

Entering upon repair tracks, coupling to or moving cars thereon, before the car inspector's signals have been removed by an authorized person and in addition thereto, obtaining a Repair Track Release Order completely and properly executed.

Performing any switching movements (including movement of light switch engines) over highway crossings at grade not protected by gates, crossing watchman or crossing alarm bells, until a member of the crew precedes each movement over the crossing on foot, and knows that all highway traffic has been stopped before giving engineman a signal to proceed.

Triumphant Lodge No. 47

Brotherhood of Locomotive Firemen and Enginemen
Chicago, Ill.

IN MEMORIAM

At a Regular Meeting Of

Triumphant Lodge No. 47, B. of L. F. & E.
of Chicago, Illinois,
January 7th, 1919,

The following Resolutions were adopted:

WHEREAS, Almighty God, in His infinite wisdom, has called to his reward our esteemed friend

T. J. FOLEY, and

WHEREAS, In his death we mourn the loss of one whose many sterling virtues have endeared him to the hearts of all with whom he came in contact, be it therefore

RESOLVED, That we, the members of Triumphant Lodge No. 47, of the Brotherhood of Locomotive Firemen and Enginemen in meeting assembled, offer our heartiest sympathy to the bereaved relatives in this hour of affliction, and be it also

RESOLVED, that a copy of these resolutions be sent to the relatives of our deceased friend and to the General Manager's office, also a copy spread on our record book in the proceedings of this meeting.

TRIUMPHANT LODGE No 47.

(Signed) H. E. Spuck,
Recording Secretary

(Signed) W. L. Oliver,
President.



LOCOMOTIVE ENGINEER C. J. BARNETT, OF MEMPHIS, TENN.

Engineer C. J. Barnett in the Limelight

Writes an Article on What the Union Label Should Stand for Which Attracts Wide Attention—Receives Congratulations of the Director General of Railroads and of Federal Manager Kittle

MR. C. J. BARNETT, of Memphis, is one of the Illinois Central's big-brained and big-hearted locomotive engineers, a thinker and a leader of men, interested in the welfare of his fellows and of his country.

Mr. Barnett was born in the mountains of East Tennessee. His father was a coal miner and as a boy he followed his father into the coal mines and became a miner himself. For several years he pursued that occupation, but it did not appeal to him. He realized early that he was too fond of the light of day to spend his life in the bowels of the earth. He emerged from the coal mines and one day he sought employment with the Illinois Central at Memphis. That was a lucky day for him and also for the Illinois Central.

Although still a young man, Mr. Barnett has been running a locomotive for the Illinois Central for twenty-four years, and now runs one of the fine engines drawing the "Panama Limited" between Memphis and Canton, Miss.

Mr. Barnett, or "Charley," as he is more familiarly known, is a strong member of the B. of L. E. and has been honored by that organization a number of times. He served as first engineer of Division 23 for two years and was secretary and treasurer for a period of four years. He also served as a member of the General Board of Adjustment for one year, and resigned.

During the world war, President Wilson appointed Mr. Barnett a member of the District Exemption Board for West Tennessee, on which Board he served during the period of the war. He enjoys a wide circle of friends

throughout West Tennessee and North Mississippi. He is one of those good fellows who would like to see everybody prosper and every boy with a circus ticket in his pocket. He is also a man of foresight and probity. His chief interest in life is the welfare of Union labor, of which he has been a member from boyhood. He thinks that Union labor should look further ahead and consider seriously the fundamentals of life and of business and take a leading part in the uplift of the country. Recently he expressed his views in an article which was published in *The Labor Review* of Memphis. This article was widely published and attracted a good deal of attention throughout the country. It fell under the eyes of such men as Federal Manager Kittle and of Mr. Ballard Dunn, one of the assistants to the Director General at Washington. Mr. Kittle promptly wrote Mr. Barnett a commendatory letter, and Mr. Dunn, in a letter, extended the congratulations of the Director General to Mr. Barnett on his constructive views, and propounded this question: "Can the wages of labor be maintained at their present level?"

The article by Mr. Barnett and the interesting correspondence which followed are given below:

MR. BARNETT ON WHAT THE UNION LABEL SHOULD STAND FOR

It has been said the man who built a better rat trap, preached a better sermon, or wrote a better book than his neighbors, would have a well beaten path to his door, though he lived in the woods. I think the same rule applies to union labor. Labor is a business and, brothers, labor is all that we have to sell. Why pay the price for union labor unless it delivers better goods and gives better service and is more de-

pendable? Take a brick layer, for instance. Why pay him the price unless he can build a truer and better wall than the non-union man? Why pay the machinist a better price unless he can turn a better fitting bolt or cut a more perfect thread? Why pay the union carpenter a better price unless he can make a better joint, use less lumber and build a better house than the other man? Why pay a locomotive fireman a better price unless he can put up a more scientific job of firing, burn less coal, take better care of the supplies? Why pay a locomotive engineer more money unless he can start a train better, get more miles out of the engine between repairs with fewer delays? Why pay the blacksmith more money unless he can get a better heat and a better weld or make a more perfect bend than the non-union man?

When the time comes when we as union men are more efficient and more reliable than the non-union men, then our troubles will be fewer and our walking delegates will be out of jobs. Everyone who employs labor will be looking for the union man because he will have something better to sell, and until that time comes, we shall be as we are now, getting everything by force, a slow, unsatisfactory and uncertain process.

We depend too much upon the union for our progress. Union progress should depend entirely upon the class of men composing its members, it matters not what union they may happen to belong to.

When the time comes that a traveling card from a union is regarded as a recommendation for the honesty and integrity of a man, and such a man is looked upon as being all right by reason of having the union card in his possession, then, and only then, will union stand where it should stand in the eyes of the public. We must give an honest day's work for an honest day's pay. We will then be in a much better position to say what an honest day's pay should be.

We should live better and more economically. We should stay at home more when not working and produce something to eat around the home, spend less money for things we do not need, and attend some church at least once each Sunday. When we do that, we will stand much higher in the community than we do now.

We can, we must, do our duty. Then

union labor will perform a greater mission throughout the world than it has ever performed, and then, when we speak of a man belonging to a union, it will mean that he is the best man there is in his particular line. —From *The Labor Review*, of Nov. 20, '18.

MR. KITTLE'S COMMENDATORY LETTER

December 31, 1918.

Mr. C. J. Barnett,
Locomotive Engineer,
Illinois Central Railroad,
Memphis Tenn.

My Dear Mr. Barnett:

I have enjoyed reading the article written by you on the subject of "What the Union Label Should Stand For," which was published in *The Labor Review* of the 30th ult. Coming from you, a prominent member of one of the strongest Union labor organizations in the country, your words should carry with them great force and significance and ought to be read by every employer and every Union labor man in the country. What you have so ably proposed is the best plan for the welding together of employer and employe I have seen. That kind of good, sensible, wholesome propagandism from a Union representative augurs well for the future of our country. It is calculated to create a demand for Union labor instead of a fear of it. In this epochal period, when the transition from a war to a peace basis is taking place, there is much uncertainty and confusion. Underlying it all is the fundamental question of whether capital and labor, having joined together to win the war, and having succeeded, will continue to stay together and win a prolonged and lasting prosperity, or whether they will pull apart and partially deprive our country of the fruits of its great victory. I believe that there is going to be reciprocity between capital and labor and that they are going to continue to go along together hand in hand just as they did during the period of the war, because they have seen what they can do when they pull together, and they know from conditions in unhappy

Russia what will happen if they pull apart. I am an optimist on the future. I believe that hundreds and thousands of men are thinking just as you are thinking. If such men would put their thoughts into writing, as you have so well done, the educational effect would be far-reaching and of great benefit in crystallizing confidence in the future stability of our business institutions.

Your suggestion of an "honest day's work for an honest day's pay" is good enough for me. It should satisfy all employers. Employers should not seek to drive hard bargains with labor and labor should not seek to get the best of employers, but both should be brought to a sincere realization of the fact that one is wholly dependent upon the other; that they must go up or down together, and that it cannot be otherwise. An employer who holds his employes down to starvation wages, and succeeds, enjoys but a temporary success, because employes will not continue to work under those conditions. Employes who exact all of the profits and something more from the employer are certain to kill the goose that laid the golden egg.

Sincerely yours,
C. M. Kittle,
Federal Manager.

MR. DUNN PRESENTS CONGRATULATIONS OF THE DIRECTOR GENERAL AND PROPOUNDS A QUESTION

Washington, D. C.
January 9, 1919.

My dear Mr. Barnett:

Permit me to extend to you congratulations of the Director General upon the article prepared by yourself and published in the *Labor Review* of Memphis, Tenn., in its issue of November 20th. Your thoughts bring a very wholesome inspiration, and I sincerely hope that your article will be given the widest possible circulation. The thoughts which you have expressed bring to my mind the basic idea which both employ-

ers and employes must keep constantly before them during the difficult days of reconstruction. I am going to endeavor to express this idea by presenting it in the form of a question. It is this: "Can the wages of labor be maintained at their present level?"

I am quite sure that this thought is uppermost in your mind as it is in the minds of all those engaged in the work of the world, whether they be performing the work itself or directing its performance. In answering this question let us keep constantly in mind this fact—money is not wealth and wages cannot be maintained at their present level merely by continuing to pay in wages the amount of money now paid. The present level of wages has been made necessary because of what we choose to call the "high cost of living." In other words, because of the fact that there has been a shortage in the real wealth of the world, the price of this wealth as expressed in dollars and cents has gone up, and wages as expressed in dollars and cents have had to go up to meet this increase in price. The only way in which wages can be maintained is to increase the amount of wealth in the world, and wealth is made up of things to which civilization has given value. In other words, we increase our wealth by increasing the number of things that we need. For instance, the number of shoes; the number of hats; or the number of suits of clothes, and, to bring it home to ourselves, the amount of transportation service rendered by a given number of men within a given time. If the present money standard of wages is to be maintained in the face of the falling price of all these things which constitute wealth, it can only be made possible by increasing the number of shoes, or the number of clothes, or the amount of transportation service.

The great prosperity of America and the high standard of living of American workmen has been made possible as the direct result of labor saving machinery and improved organization of industry which has made possible the production of a larger number of the things which

we need in our daily lives, by a relatively smaller number of laborers.

It is not always that labor recognizes this fact, and we therefore find a mistaken policy pursued by some labor organizations, a policy which enforces a limitation of the output of the individual worker. If this policy is continued to its logical conclusion, it will mean suicide for the hopes of labor in America. It will mean inevitable and gradual lowering of the standard of living of American workmen. It is only possible for labor to increase its share of the things produced by bringing about a larger production of the sum total of things produced. In other words, when we come to divide products of industry between capital and labor, both sides will be naturally limited in their share of the sum total if the production is limited, and, conversely, both sides will have the opportunity of getting a larger share when there is an increase in the sum total produced.

I do not know that I have made this clear, but it is the very basis of what we know as political economy. We are so accustomed to measuring wealth with the dollar bill that we fail to keep in mind that the dollar bill merely represents wealth. We can print all the dollar bills we want, as they are now doing in Russia, but by that process we have not increased wealth.

A few years ago it might have been said that to write a letter of this kind to a working man would be foolish, because it would have been said that he could not understand it; but thanks to the public schools in America and to the splendid work done by the progressive Trades Unions of the country, the average workman of today is as well informed as the average employer, and in the years to come this is going to be increasingly true. I am therefore writing this letter to you in the knowledge that it will be as completely understood by you as if addressed to some one who might be called an "expert."

I wish you every success for the coming year.

Yours very truly,
Ballard Dunn,
Assistant Actuary,

Mr. C. J. Barnett,
Locomotive Engineer I. C. R. R.,
327 North McNeal St.,
Memphis, Tenn.

MR. BARNETT ANSWERS THE QUESTION

Under date of January 14th, Mr. Barnett replied to the question asked by Mr. Dunn in the first paragraph of his letter, "Can the wages of labor be maintained at their present level?" as follows:

Memphis, Tenn.,
January 14, 1919.

Mr. Ballard Dunn,
Assistant Actuary, Railroad Administration, Washington, D. C.

My Dear Mr. Dunn:

Your letter of the 9th inst. received, and I certainly do appreciate it very much. I never dreamed that my article would reach your office. I want to thank you for your kind expression in regard to it. In reply to the question asked in the latter part of the first paragraph of your letter, I wish to say that, in my humble opinion, the present scale of wages cannot be maintained as a whole, for the reason that the average wage earner does not appreciate the fact that he must be a producer.

A dollar of any country's money is not good for one hundred per cent unless it has the proper backing, and that backing means production. If we can impress this upon the laboring classes to the extent that they will appreciate the importance of producing the equivalent of what they expect to receive in wages, then we will have the problem solved.

In my opinion, a man in any kind of employment should at all times figure on turning out a better piece of work in less time, with less expense, than any other man ever did before. If that be the tree that is sheltering him and his

family, it should be cultivated to the fullest extent. It has been said that "the farmer who will thrive will either hold the plow or drive," and that should apply in every walk of life. In other words, we should do the job in a more

efficient manner than it has ever been done before.

Thanking you again for your letter, I am

Very truly yours,

C. J. Barnett.

UNITED STATES RAILROAD ADMINISTRATION

NEWS FROM WASHINGTON

Walker D. Hines Appointed Director General.

W. G. McAdoo announced on his arrival at Los Angeles, Cal., January 11th that he had been authorized by President Wilson by cablegram from Paris, to make public the fact that Walker D. Hines had been appointed Director General of Railroads.

The appointment was to take effect immediately and was accepted by Mr. Hines. Mr. McAdoo having previously submitted his resignation to take effect on the appointment of his successor, Mr. Hines went into the new office at once. He has been with the Railroad Administration since its beginning, first as Assistant to the Director General, and then as Assistant Director General.

Mr. McAdoo made public the appointment in the following statement:

"The President has authorized me to announce the appointment of Walker D. Hines as Director General of Railroads. He will enter upon his duties of office immediately. Mr. Hines has been my Assistant at Washington since the beginning of Government Control, and has a thorough knowledge of organization and administration of the Railroads under Federal Control as well as of the fundamental problem involved in the railroad situation. His ability and experience admirably fit him for the great trust and responsibility with which the President has honored him. Aside from his obvious qualifications Mr. Hines is in full sympathy with the policies which have guided the railroad administration

and with the views of the President on the railroad question. I am sure that Mr. Hines will have the hearty support of the fine army of railroad officers and employes and I can ask nothing better for him than that they shall give him and the country the same loyal and effective service they rendered during my term as Director General."

The first official act of Director General Hines was to send the following telegram to the various Regional Directors:

Please have the following placed on all bulletin boards:

"To railroad officers and employes:

"The president has appointed me Director General of Railroads effective at once. I wish my first official act as Director General of Railroads to be this statement to officers and employes. Having been part of Mr. McAdoo's organization from its first day, his policies are my policies and I intend to carry them out and to do so through the existing railroad organizations of the Railroad Administration.

"The responsibilities of the work cannot be exaggerated and there can be no success in it without your confidence and support.

"I shall gain and justify your confidence by prompt and fair treatment but until you get a chance to know me and judge me by my works I want you to take me on faith and from the very first day help me to give the Government the best possible service and the people the best possible transportation.

"You and I have been fellow workers in the hard war work of the past year and I ask you to join me in giving the public even in time of peace the valiant and faithful service that you gave so heartily in time of war.

"I am greatly pleased to be able to put before you the following statement which has just been issued by Mr. McAdoo at Los Angeles:

(Then followed Mr. McAdoo's statement quoted above.)

"For your information I am issuing the following statement to the public:

"From the first day of Government control of the railroads I have been a part of Mr. McAdoo's administration and it will be my purpose, as Director General, to carry forward the policies he has so ably put into effect—fidelity to the public interest, a square deal for labor with not only an ungrudging but a sincere and cordial recognition of its partnership in the railroad enterprise, and fair treatment for the owners of railroad property and for those with whom the railroads have business dealings.

"Until the signing of the armistice the Government's first railroad duty was to run the railroads to win the war, but now that the war is won, the Government's railroad job is to render an adequate and convenient transportation service at reasonable cost. There can be no greater civic triumph in time of peace than the performance of a successful transportation service for the one hundred million consumers, producers and travelers in this country. To participate in the achievement of this great object I invite all the railroad officers and employes with whom I have had the great privilege of cooperating in their splendid war work.

"I am a profound believer in the virtue of mutual understanding. Most disputes come from the failure to understand the other fellow's legitimate needs and his legitimate difficulties. I shall do my best to understand the points of view of all the interests affected by the conduct of the railroads or charged

with duties on the subject and I shall also try, frankly and as clearly as I can, to get all those interests to understand the Government's needs and the Government's difficulties in conducting the railroad transportation service. I ask of all that they will meet me half way in this great work of trying to understand."

APPOINTMENT OF MR. POWELL

On January 16, Director General Hines announced the appointment of Mr. T. C. Powell as director of the Division of Capital Expenditures, succeeding Judge Robert S. Lovett, who resigned recently to become president of the Union Pacific. Mr. Powell assumed his post immediately.

Mr. Powell is a man of wide railroad experience and in addition to his service on railroads, has performed important work for the government since the entrance of the United States into the European war. He formerly assisted on the government Priorities Committee of which Judge Lovett was chairman.

Born in 1865, Thomas Carr Powell, with the exception of his recent governmental work, has been in the railroad business since 1884. From 1905 to July, 1918, he was Vice President of the Southern Railway System and from 1908 to 1916 he was also Vice President of the C. N. O. & T. P. and A. G. S. Railroads, in charge of all departments, including operation. In November, 1917, he was detailed by the Southern Railway to assist on the Priorities Committee, of which Judge Lovett was Chairman. On July 1, 1918 he was appointed by Mr. McAdoo as Special Representative of the Railroad Administration with the War Industries Board and remained a member of the Priorities Committee until the War Industries Board was discontinued.

MR. TYLER APPOINTED DIRECTOR DIVISION OF OPERATIONS

On January 13, Director General Hines announced the appointment of Mr. W. T. Tyler as Director of the Divi-

sion of Operations, effective January 15. The resignation of Mr. Carl R. Gray, previously announced, took effect on that date.

Mr. Tyler was born at Janesville, Wisconsin, July 29, 1870. He entered railway service with the Wisconsin Central as messenger in June, 1883, and was later an operator and dispatcher on the same road. In 1889, he was employed as a brakeman on the Milwaukee, Lake Shore and Western, now a part of the Chicago & North Western. In the two subsequent years he was brakeman and conductor on the Northern Pacific, and from 1891 to 1900, was consecutively yardmaster, trainmaster and superintendent on the Great Northern. He was appointed superintendent on the St. Louis, Iron Mountain and Southern in 1900, and from 1901 to 1906 was general superintendent. In the eight succeeding years he was successively general superintendent and general manager of the St. Louis & San Francisco. In 1915 he was appointed superintendent on the Northern Pacific, with headquarters at Pasco, Wash.; and on February 1, 1917, he became general manager of the St. Louis, Southwestern Lines. May 15, 1917, he was elected first vice-president of the St. Louis, Southwestern Lines. November 1, 1917, assistant to First Vice President, Northern Pacific Railway.

Mr. Tyler came to Washington as assistant to Mr. Gray, January 22, 1918; was made Senior Assistant Director General July 1, 1918.

WORK OF RAILROAD EMPLOYEES IN 1918.

The achievements of the transportation facilities during 1918 were such as to make every official and employe of the railroad administration have just cause to feel proud for the part played by each in establishing such a record of accomplishment.

When President Wilson took over the railroads of the country the United States was already deep in the world war, and it was apparent from every

side that the chief functions of the carriers were to be directed to the movement of troops from the mobilization camps to the seaboard and the transportation of foodstuffs from all quarters of the country in order to feed the allied forces battling for the overthrow of the Kaiser.

How well both plans were carried out in the official reports which have been made to the Director General. In this stupendous undertaking so successfully brought to full realization every railroad employe, no matter how humble his or her position might be has played a part.

Here is the way in which the two most perplexing problems facing the railroad administration during the first year of government control over the roads were solved.

MOVEMENT OF TROOPS.

So far as the movement of troops is concerned, the official reports made to the Director General show that from January 1, 1918, to November 10, 1918, a total of 6,496,150 troops were moved over the American railways, 4,038,918 having been transported on special trains. Such movements required a total of 193,002 cars of all types, including 167,232 coaches for draft and regular train movements. The troops were transported in comparative freedom from accident, due largely to the steadfast maintenance of a reasonable rate of speed.

In carrying out this plan it is hardly necessary to call attention to the fact that such a splendid showing could not have been made without thorough preparation and organization on the part of those who shouldered the responsibility for the accomplishment of the task placed before them. To insure the proper care and orderly movement of this immense body of men comprising the American army and navy, a special organization had been built up, including a railroad representative stationed at the office of each state adjutant general to cooperate in the transportation

of drafted men, a man in charge of troop movements on each principal railroad and a central organization under the railroad administration at Washington.

And it must be remembered, too, that the successful movement of such a huge body of troops from the camps to the seaboard was accomplished in spite of the fact that the railroad administration, when it entered upon its task, faced a season of terrific blizzards and an alarming coal shortage, a ten weeks of winter the worst ever known in the history of transportation. But all the difficulties were surmounted without any serious interruption to traffic or interference with the efficient movement of our soldiers and sailors to the Atlantic coast ports for transport to Europe.

Then, came the signing of the armistice, closely followed by orders for the demobilization of troops. With this action, the railroad administration was confronted with another burden. It was estimated that to demobilize troops under arms would involve the transportation of not less than 7,250,000 men; for the creation of the army and the sending of approximately 2,000,000 men to the points of embarkation involved the movement of 7,800,000 men. This undertaking is now being carried out without the least interruption.

It may be recalled in this connection that in carrying on the activities incident to the prosecution of the war it was necessary to provide for the daily movement to and from industrial plants and camps of 205,587 persons in each direction. To perform this work, 2,319 passenger equipment cars were in use daily.

FOOD FOR THE ALLIES.

Then came the demands of the allied nations for food supplies of all kinds. If the war was to be won, the United States would have to supply the foodstuffs for the troops fighting against the armies of the Kaiser. Again, the railroad administration was put to the test, and again the hundreds of thousands of employes demonstrated their patriotism by putting their shoulders to the wheel,

sticking to their posts of duty and devoting all their energies to supplying the necessary foodstuffs, which, had they not been forthcoming, would no doubt have resulted in defeat for the allied armies.

So serious had the situation become that in February last, representations were made by Great Britain, France and Italy that unless the program of food deliveries promised by the Food Administration was carried out, Germany and her associates, inevitably, would win the war. These facts could not be told at the time, but they were well known to those officials of the government who were on duty at Washington and upon whose shoulders fell the responsibility for meeting all the demands made upon them. It was realized in all quarters that the outcome of the war depended upon the ability of the railroads to cope with the situation and to move sufficient foodstuffs to the seaboard for transportation to Europe. There was no time for half way measures, no time for bickerings or delays, no time for endless discussions as to the steps to be followed.

With a spirit of dash and co-operation that redounded to the credit of officials and employees of the railroad administration, empty box cars were rushed from all portions of the east and south to the southwestern grain states. Conflicting traffic of all kinds was held up. Every facility of the railroads under government control was thrown into the balance. All hands worked day and night. With such a display of patriotism evidenced on every hand success was bound to follow. The results speak for themselves.

By March 15, the vessel capacity of the Allies had been satisfied and there was available at North Atlantic ports an excess on wheels of 6,318 carloads of foodstuffs, exclusive of grain on cars and in elevators. Since that time there has never been any danger of the American railways failing to transport the necessary amount of food supplies to Europe. As an illustration of the man-

ner in which the movement of food-stuffs was handled and how the emergency was met it is but necessary to call attention to the fact that in the period from July to November, 1918, 135,000 more cars of grain were handled than in the same months of 1917, thus demonstrating the enormous extra strain placed upon the railroads by this one item alone.

CIVILIAN INCONVENIENCES.

It must not be supposed that while this work was being carried on by the railroad administration some interference with the transportation of ordinary freight in the United States could be avoided. The necessities of the war had to come first and then the wants of the civilian population of the country were taken care of afterwards. With a limited supply of passenger and freight equipment available, and with a large proportion of this equipment needed for the movement of troops and food supplies, there were not sufficient cars and locomotives remaining to fully meet civilian needs, nor was there time, materials nor labor to build them. If the people generally suffered any inconveniences, these were not due to the fact that the railroads were under government control.

Some of the most important reforms put into effect during the first year of government control over the railroads include the maintenance of heavy loads for cars; the pooling of repair shops; the elimination of circuitous routes; the unification of terminals; the consolidation of ticket offices; the utilization of universal mileage tickets; the standardization of equipment; the maintenance of common time tables between important points; the utilization of water routes for the relief of crowded rail lines; the adoption of the "Sailing day" plan; and the furthering of a standard freight classification.

WALKER D. HINES TEMPORARILY IN CHARGE.

Just before leaving for California on

the evening of January 6, Director General McAdoo issued this statement:

"I expect that the President will designate my successor as Director General of Railroads within the next few days. Meanwhile, I shall continue to discharge the responsibilities of the office and Assistant Director General Walter D. Hines will be in immediate charge at Washington."

In speaking about his future plans, Mr. McAdoo said:

"I expect to take up my residence in New York City about the first of April next and to resume the practice of law. I shall announce the location of my offices and the composition of my firm in the near future."

"I leave Washington with genuine regret. The six years of arduous service here have been a source of tremendous inspiration and satisfaction to me. It has given me renewed faith in democratic institutions and in the intelligence and patriotism of the American people to have come in contact with them as I have in the serious times through which we have just passed. It was the American people and not the Secretary of the Treasury or the Director General of the Railroads, who made it possible to do the things which the Treasury Department and the Railroad Administration have been able to do."

SALARY READJUSTMENT FOR TELEGRAPHERS, AGENTS, ETC.

On December 28, the Director General issued a supplement to General Order No. 27, effective October 1, 1918, affecting salaries of telegraphers, telephone operators, agents, agent telegraphers, agent telephoners, towermen, levermen, tower and train directors, block operators and staffmen. The order provided that for such positions to the rates in effect on January 1, 1918, prior to the application of General Order No. 27 there should be added 13 cents per hour and 2 cents per hour additional in lieu of vacations, applicable to all roads irrespective of present prac-

tice. Where this increase failed to establish a rate of 48 cents per hour, a minimum rate of 48 cents per hour was fixed. The provisions of this order did not apply to cases where salaries less than thirty dollars a month are paid to individuals for special service which only takes a portion of their time from outside employment or business, to agents whose compensation as of January 1, 1918, was upon a commission basis and to agents whose duties are supervisory and who do not perform routine office work, nor the small non-telegraph stations, except those now included in agreements, which, on account of the varying character and extent of their work cannot be treated as a class. All employees are to be paid on an hourly basis.

FREIGHT MOVEMENT FOR OCTOBER, 1918.

The greatest movement of freight over the railroad systems since the government assumed control over them took place during the month of October, 1918. According to the figures compiled by the Division of Operations there were 39,549,000,000 ton miles of freight moved for the month of October, 1918, compared to 38,224,000,000 ton miles for the same month of 1917. This shows an increase of 3.5 per cent in the movement of freight for the month of October, 1918, over October, 1917, or 1,325,000,000 ton miles. With this striking increase in freight movement, it required the use of but 54,843,000 freight train miles to care for the additional tonnage for October, 1918, while for October, 1917, 56,075,000 freight train miles were necessary to handle the traffic, a decrease of 1,232,000 freight train miles, or 2.2 per cent. for October, 1918, over October, 1917.

RESIGNATION OF DIRECTOR, DIVISION OF OPERATION.

On December 20, 1918, Carl R. Gray, Director of the Division of Operations of the U. S. Railroad Administration,

sent his resignation to Director General McAdoo to take effect January 15, 1919. Mr. Gray said he was in need of a complete rest in order that his health might not be impaired. In accepting the resignation, the Director General paid a high tribute to the services of Mr. Gray.

"You have served with such marked ability, loyalty and patriotism," he declared, "and have rendered service of such value in the responsible post you have occupied, that your resignation is a great loss to the Railroad Administration and to the country. You have not only lightened my burdens by your effective co-operation, but you have rendered service of the highest character to your country."

W. T. Tyler, senior Assistant Director of Operations under Mr. Gray, later was appointed Director of the Division, effective January 15.

AUTHORITY OF DIRECTOR GENERAL TO FIX INTRA- STATE RATES.

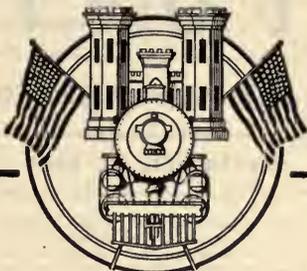
On January 5, Director General McAdoo issued a statement explaining the attitude of the Railroad Administration in fixing intra-state rates. His attention had been called to the fact that several states had begun litigation drawing in question the validity of rates initiated by him under the Federal Control Act so far as they apply to intra-state traffic.

He declared that he was acting under the law of Congress as the President's representative and could not subject himself to the jurisdiction of courts or commissions beyond the provisions of the law. Any other construction of the law, he stated, might have been fatal to the prosecution of the war and would now result in creating an indefensible discrimination between inter-state transportation charges and state charges and serious curtailment of the revenue which the Railroad Administration must have in order to perform the duties placed upon it by Congress. He expressed the hope that the states which

have brought suits based upon the opposing contention may for the present at least hold them in abeyance. If such suits are pressed, he said, the government, although it desires to give the most respectful consideration to the

views of the state authorities, has no alternative except to proceed upon the theory that the action of the President's representative in establishing rates is not within the jurisdiction of either state commissions or courts.

MILITARY



DEPARTMENT

A Letter of Thanks for Contributions to the Red Cross

Memphis, Tenn., Dec. 28th, 1918.

Illinois Central Magazine Publisher,
1201 Michigan Ave.,
Chicago, Ills.

Gentlemen:

Kindly insert following in I. C. Magazine:

The RED CROSS CHRISTMAS ROLL CALL was responded to most heartily by employes of I. C. R. R.-Nonconnah Shops. The committee who visited the shops was composed of the following ladies:

Mesdames—

Chas. Mason, Chairlady
Alford
Cofcigan
Allen
Wheeler

Misses—

R. Gaia
M. Pelligran

(Assisted by)

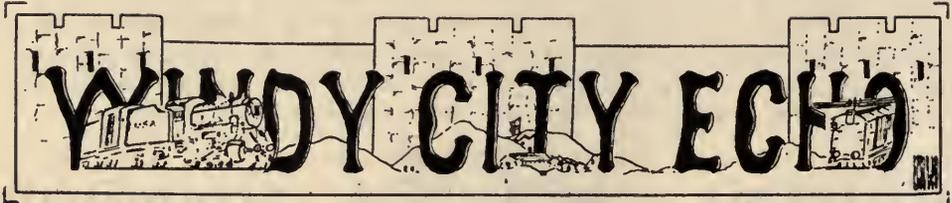
Messrs.—

E. E. Arnold
M. Thompson
E. J. Hollahan
H. A. McAdoo
H. B. Grindler
W. A. Crawford, Jr.,

and through their splendid team work and graceful solicitations a handsome sum was contributed to the cause, Mrs. L. B. Wheeler and Mr. Monroe Thompson receiving the largest number of subscriptions.

Thanking you,

Very truly yours,
RED CROSS XMAS ROLL CALL WORKERS,
Per L. Creedon.



WINDY CITY ECHO

13TH ENGINEERS, (RY) U. S. AMEXFORCE IN FRANCE

Vol. 1. No 10.

NOVEMBER 13, 1918

PRICE 2 $\frac{1}{2}$ Washers

CHICAGOAN WHO SPURNED RUSS ENVOYSHIP HOME

Lieut. Corning Preferred Tranches to Being Ambassador in Paris.

Lieut. Warren S. Corning, the only American on record ever offered a ministry to one of the great powers by a foreign government, today is at his home in Oak Park, separated by but two weeks from the front in France.

Lieut. Corning formerly was in the railway supply business in Chicago, but he dropped a commission in the national guard to be a private in the Thirteenth engineers, U. S. A., and get to the front at once. He arrived in France last August, soon rose through all the ranks to a first lieutenancy, and now is to be a captain when his furlough expires.

Silent on War Service.

The lieutenant has been through all the machinery of organization of the American armies in France, chiefly at the front. He refused, however, to say anything on the military situation except when he was asked were the American troops arriving in France he said:

"Are they coming! O, boy!"

When Corning was a second lieutenant he was stationed at the engineer headquarters of the army, then on the Boulevard Haussmann in Paris. One evening with Milton Mansfield, one of the old residents of the Latin quarter, he dined at the Café de Dome, one of the most famous restaurants of bohemian Paris.

Offered Ambassadorship.

During the evening he met Peter Livov, reputed to be one of the leading satellites of Lenine and Trotsky. So much of an impression did the American officer make on the Russian that Livov confided that he had been directed by the revolutionary government of Russia to select an ambassador to France from the new republic of the east. Later on he drew up a formal commission, offering Corning the post, and every guest in the Café de Dome drank to the arrangement.

However, the following morning Lieut. Corning sent a message to Livov stating that "at least for the time being" it would be impossible for him to accept the honor, because of his duty first to his own country.

-From Chicago Tribune.

(Continued next Column).

We don't know who put over the foregoing Cafe de Dome story, but we would be glad to have such an imagination on the staff of the Echo. Oh credulous public, what atrocities are committed for thy benefit!

Ex-Sergeant B. S. Wolf should immediately get in touch with Lieutenant Corning, with whom he was acquainted while both men were members of the 13th. We have already printed some of Ex-Sergeant Wolf's recollections of his experiences in the hospital sector, and now that Lieutenant Corning has made his bow in the public prints, the Echo would be glad to publish an account of his activities in the Paris sector. We are sure that an article on "My impressions of Pete Livov" or "Mill and me and the Dome" would greatly interest our readers both here and abroad.

NO GREATER LOVE CAN HISTORY TELL
A SONG OF THE WAR
Copyright, 1918, by Charles Dennis Platt
Dedicated to Chicago Historical Society
Inspired by John T. McCutcheon's Cartoon,
"Changed to Gold"
in The Chicago Tribune of July 18, 1918.

Deep glows the red in the service flag,
America aflame,
To avenge the wrongs of fellow men,
Their liberty reclaim.
In the war-swept lands so far away
March our crusaders bold,
Fighting for the right the heroes fall
And blue stars change to gold.

Refrain:

Though hearts may break as the days seem drear
We smile across the sea,
Our sunshine and cheer help dear ones there
Fight on to victory;
To the front goes forth abiding faith,
Sorrow we leave untold,
Shadows that fall find the spirit strong
As stars once blue are gold.

Resounds our praise through the list'ning world,
The nations say, "Well done!"
They acclaim the deeds of our brave men
Who laurels bright have won;
When the hour of victory arrives
Proud emblems we shall hold;
For no greater love can history tell
Than lives in stars of gold.

Refrain:

Though hearts may break as the days seem drear
We smile across the sea,
Our sunshine and cheer help dear ones there
Fight on to victory;
To the front goes forth abiding faith,
Sorrow we leave untold,
Shadows that fall find the spirit strong
As stars once blue are gold.

THE HISTORY OF THE THIRTEENTH

By A. A. Archbold.

(Continued from October issue).

At 7 AM on October 7th, 1917, the Thirteenth took over the operation of the locomotives on the line which it was to operate, 52 French engines being assigned to us. Some of the larger size engines compared favorably with American engines, although they did not have as much power. On some of the smaller Est engines appeared dates of manufacture running as far back as 1863, although there is no doubt they have been entirely rebuilt since that time and that no part of the original engine remained intact. The engine crews were assisted by French pilots and the change was carried out without a hitch. At 11 o'clock that morning it started to rain, and for 23 consecutive days thereafter it came down in buckets. The nights were black as ink, making it very difficult for the engine crews, as no lights whatever were allowed on the engines. In addition to this, most of the French cabs were open affairs and offered no protection whatever against the elements. Officers and men suffered alike during this wet weather, as the barracks were of a single thickness of light lumber and not tightly constructed, and the thermometer dropped to nearly freezing every night. Each barracks contained two small stoves, and each evening saw groups of men forming a ring around each stove, and as one fellow put it, the only way to get warmed up was to cover up in bed. The Worlds Series going on in the States was as much a topic of discussion around the stoves as though it were happening close by. Returns were received daily from the Paris office of the New York Herald.

On October 14th complete control of the line was taken over by the regiment. Trains destined for our line were received from the French Regulars at the southern, or western terminus, where the French crews were displaced by Americans. They were then dispatched from station to station by operators, using a positive block, no train dispatchers being used. The station personnel consisted of day and night Chefs de Gare (in charge) and day and night operators. Larger stations had forces of yard men, and each station was assigned a French interpreter. The 7th Section Chemin de Fer du Campaigne, who formerly operated this line usually had a commissioned officer for Chef de Gare. However, while we had commissioned

(Continued on Page 4, Col. 2).

WINDY CITY ECHO

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S. L. Beckwith,	Editor-in-Chief
B. I. Hette,	Associate Editor.
T. Sullivan,	Editor.
J. P. Casey,	Treasurer.
W. G. Burns,	Business Manager.

PROGRESS

While the world is in close touch with the progress of the war at large, let us of the 13th go back one year and see what progress has been made in our regiment.

A year ago the French turned over to us for operation and maintenance one of the most, if not the most important parts of their network of trackage. At that time we were the first American organization subject to French supervision and control.

From a simple railroad standpoint, our problem was a difficult one. Add to that the fact that practically the only ones who understood French were the eighteen or twenty interpreters which the French attached to this regiment. We used only French engines and equipment, but the men were out night and day under all sorts of adverse conditions in order to master each phase of the work and road, so that when the American locomotives arrived we were under full steam.

At the present time, the mileage of track under the control of this regiment is twice that of our original mileage and the present rate of tonnage handled is over twice that of a year ago.

To accomplish all this, it was necessary for the engineers and firemen to bear the brunt of the work, and they have responded like the true soldiers they are. It has not been unusual for a crew to run forty-eight hours on one run and many times highballing through at meal times without stopping for food.

By such devotion to duty as this, it has been possible for this regiment to meet the demands made upon it.

The enginemen, trainmen, and trackmen of the Thirteenth have worked so diligently in the past two months that this issue would not be complete without a few words of praise for the men who are upholding the reputation of our regiment. Working in all kinds of weather and under unfavorable conditions, they have done all that has been asked of them, and have shown that they are capable of meeting any emergency that presents itself.

One remark made by a fireman who had been on the road for fifty hours at a stretch, and who, when asked how he felt, replied, "Well, it's pretty tough on a fellow, but if it's going to help us win the war, I am only too glad to do my little part," exemplifies the determined spirit of all the men.

The trackmen are also worthy of commendation for the manner in which they have kept

the right of way open at all times, in many cases it being necessary to repair the track under shell fire.

We are only a small link in the chain that has been turning the victory in our favor, but nevertheless we are a very important factor. In the near future when we sail back, we can salute the Statue of Liberty with the firm conviction that we hit the ball to the best of our ability.

In order to give due credit to those concerned, and not wishing to take more than my share of the same, I wish to correct an impression that might arise as a result of your article in last month's W. C. E. regarding War Orphans. Thirteen members of my former detachment at A-----, including myself, contributed toward this War Orphan. I personally have done no more than the others concerned. Besides myself, those who contributed are Sgt. R. E. Carmichael, Corporals H. A. Arnold, H. T. Simms, R. F. Hohnhaum, C. H. Bovee, Cook I. E. Efner, and Privates C. J. Kassler, O. Elston, P. R. Scully, E. L. Alger, P. L. Owen, and Alex Stokes.

(Signed)
LT. W. E. WHISLER.

DANCE AT HOSPITAL

Those tango fiends who, whenever a military band happened to be around, extended the right arm and felt an itching sensation in the feet, accompanied by a desire to enclose something in the left arm, are full of joy since a regular Thursday night dance has been instituted at the evacuation hospital. The initial affair was a decided success, and was well attended by members of the Thirteenth. It was held in the recreation ward of the hospital and the music was rendered by the 13th Infantry Band of 25 pieces.

NATURALIZATION

Petitions for naturalization are now on hand, and it is requested that all those desiring same apply at once to their company commanders.

CHRISTMAS CARDS

An effort is being made to get Christmas cards to send home. It is desired that each detachment notify the Echo as to the approximate number required, so that we can arrange to have enough on hand to satisfy all. They will be distributed to the detachments in the same manner as the Echo is distributed, and in plenty of time to reach home before we get there.

WHEN PEACE CAME TO THE WINDY CITY

News that the armistice had been signed and was to take effect at 11 o'clock on the 11th was received promptly over the wire at Headquarters and spread quickly from station to station. The central telephone was busy all day confirming the report for the benefit of those who had made bad bets. At 11 o'clock every locomotive along the line opened up its whistle for twenty minutes in one joyous screech that rent the air in every part of the V----- sector. At the main yards, where perhaps a dozen locomotives were stationed, the noise was particularly deafening, and the people in the nearby villages gathered in the streets to hear from each other the glad news that the old guerre was at last fini and joined in the enthusiasm that prevailed in the railroad camps. At nine o'clock in the evening, preparations were made for a huge bonfire and most of the men in camp gathered around the big blaze with band instruments, tin cans, red flares and sparklers. Officers lost their dignity and joined in the march around the fire in lockstep, and even the Indo-Chinese fell into the spirit of the occasion and had the time of their lives. The procession was headed by Mr. Jenkins of the Y. M. C. A., who carried a broomstick and executed therewith all the manoeuvres of a drum major. Lighted by the flares, the crowd struck off for the hospital and in the doorway of each ward was a smiling happy group of patients, orderlies nurses and doctors, who smiled appreciation. Singing "Hail, Hail, the Gang's all Here", "Pack up Your Troubles," etc., they serenaded the German prison camp, and by this time the flares gave out and the return march was lighted by Mr. Jenkins' blazing drumstick. The old order of "Lights Out" in camp was now a thing of the past, the dugouts on the hill became but memories of sleepless nights, and next morning the dispatcher's office was greeted with the message, "No shelling on the ---- line last night."

OBITUARY

Owing to censor regulations, the obituary for our comrades, lost during October, will be published in a later issue.

Co. B

Frank J. Burge — Editor.

Somebody is always taking the joy out of life. A Pittsburg man predicts the world will be dry by 1930.

Ping Zody is the author of a new book entitled "My experiences in France". Members of the 13th would be interested in his description of the life of a chariot driver and also that of a chef de numero.

Wanted: Experienced switchmen at Windy City yard. Apply Sgt C. C. Cox, Chef de Gare. Bon Bon Gilbert was seen at a dance recently with three stripes on his arm. Horrors, Mabel, what a blow!

Our old Top Sergeant Florian McKinney got busted and is now a 2nd Lieut. Johnie Detrick was likewise re-graded. Both men have the best wishes of all Company B men.

A year ago the men in this regiment were requested to fill out blanks stating whether or not they had watches, and if so what make, etc. Since then our road has been run by alarm clocks, sun dials and whatnots, with a sprinkling of good watches here and there. We hope something will come of the new blanks now being filled out.

Little Dan Whaten is now a shell shock patient in one of the hospitals in this sector. Dan is as well liked as he is well known and has the best wishes of the boys for a speedy recovery.

A great improvement in the appearance of a number of Company B men at A----- was noted last month. They all had to wear gas masks most of the time.

According to his own report, Sgt Wood Hulen is now doing the work of ten men. At this rate in a couple of more years he will be just about even with the government.

Arch Synpeske entertained at cards again last pay day, his guests departing at the wee sma' hour with wee sma' francs.

U TELL M

Ted Sullivan — Editor.

The Yanks have introduced a new dance called "The Advance Step". Some speed.

Germany claims what she wants is a "just peace". However, from her point of view the peace she is going to get will be anything but just.

Speaking of peace, the only way Germany can get peace is to follow President Wilson's advice and "Hock the Hobenzollerns".

We read the other day that Count Burian of Austria had resigned. Now it's time to hurry him.

Evety "Ckeh" by the President is a "K. O." for the Kaiser.

It looks now as though it was going to be the "....." and then some. Well, that's living up to our rep. as being the best hoghead regiment in France.

Since the French have left this sector "every little detachment has a Quartermaster all its own". These must be quiet and restful days for the boys in our own Supply Dept.

As we go to press, it is reported that both Hircenburg and Ludendorf have resigned. We suggest that our Personnel Officer get

hold of these two men who could no doubt be put to good use on the Windy City Sanitary Detail. And by that we do not mean to knock the Honey Boys now on duty.

Recently we read in one of the back home papers where some of the youths who were caught in the Big Breeze had complained to the authorities on account of their having to make a two night journey in day coaches, instead of sleeping cars. Wonder what they will have to say when they are "induced" to enter one of the Observation Box Cars of France, labelled "40 hommes, 8 chevaux"?

It looks right now as though it were going to be a short winter — for the Germans in France.

Bulgaria finis, Austria Hungary aussi. Germany bientot, and it's a cinch we'll have Turkey by Thanksgiving.

But what we don't know is, when will permissions re-open? YOU TELL 'EM.

Co. C

V. H. Williams — Editor.

(Censored.)

Referring to the article in last issue of the "Echo" relative to "War Orphans" adopted by this paper, announcement is made that in addition to the contributions already made by Company "C" members toward the supporting of additional children, Captain E. E. Stoup has personally pledged the support of two French war orphans, and in fact had done so some time prior to the bringing up of this subject regimentally.

The excess of francs and scarcity of food and other odds and ends in the Thirteenth, gives rise to thoughts of the rather opposite condition that existed a year ago today.

Up to date reports show that meetings of the Army Nurse Corps are being attended regularly.

The minutes of these meetings have not as yet been offered for publication.

The Thirteenth Engineers — Best dressed regiment in France.

O. D. STEW

Now, I don't care where they send me, I'd do the trick as they would see, Providing that they keep me away From a cook's position without pay — To make the stew.

I know a guy that used to be As jolly a sport as crossed the sea. But now that they've made him a cook He seldom gives one a pleasant look, — Cause he's the boy that makes the stew.

T'other day I entered his "flat". Just to have a little old time chat, But he yelled out 'fore I crossed the sill "What do you want, you hungry Bill?" As he dropped a bean in the stew.

"See here, Cook", says I that time, "Cheer up, everything's looking fine" But what he said to me right then Can't be written by this here pen — As he threw some goat in the stew.

Why once that fellow was the rule, For all the boys' guidance in Sunday School. But say — you should have heard him curse The other day when the stove pipe burst And fell into the stew.

I helped him strain the soot from it And tidy up the place a bit, Calmed him down so he could say, "----- the luck anyway" "I'll have to put some rice in it".

No boy, I'm afraid of a job that might Cause me to lie awake every night, Quivering for fear of what I'd said, That day over the stove in the shed, — Making the stew.

By JUDGE — Co. C.

Co. D

Sgt. G. H. Hittel — Editor.

Business is now rushing at the Yip sing Laundry. Bien, eh, Lefever?

Speaking of dug-outs, Bilborn says they can't make them too deep.

Lots of new stovepipe from up at 52, Cornelius and Freemant hold fort up there.

An honorable discharge did not get Fisk Marshall or Herb Barnard out of the army — They are wearing Sam Browns and Gold Bars in place of the stripes now.

Guenther says it was a sad blow that the telephone girls moved out of R----- He swallowed hook, line and sinker.

Honest, Mack — Does cosmetic make the moustarhe grow?

Those two cronies, Peters and Dutch DiBrno, are wearing their best clothes evenings. Give them room, boys.

Bugler Joluson says he has no time for fishing in R-----, He's number monkey up there now.

Constables O'Keefe and Buck are now Traffic cops at F-----. They're the originators of the "Work or Fight Order".

Our anvil Quartette, Sładky, Bulanek, Luek and New are all working overtime, with hardly time to visit Headquarters.

We ain't heard full accounts of Bill Haskins' Trip to the Big City.

Morgan has made enough moves to land in the King row by this time.

Stark and Sgt. Ward still operate the Jitney business out of R-----.

MEDICO

Ted Sullivan — Editor.

Tony says the reason they call IT Spanish, is because screens are not used in that country and "IN FLEW ENZA"

Due to a severe cold in October our own Warbler Mat will not be able to sing this season. "It's an ill wind, etc."

Bob Morris is telling 'em that Jerry made a howling success of the latest American drive. And Doc Seagrove comes out with "Peace talk, like pinard, has its good and bad effects." There have been some remarkable recoveries in our hospital since Eddie Quinn became Chef de Cuisine.

Lieut. Jack Tope is back in our neighborhood and all the Medics are just sick to see him. W. T. O. C. "Smiley"

Red Himes stated recently that he had counted 300 airplanes in the sky at one time. Some brand, we say, or did some one crown him.

Shorty Weiland openly states that if Germany submits to Women Suffrage, we'll never have peace, because he never met a girl yet who would consider Unconditional Surrender.

Giving the new arrangements at the hospital the double O, we've decided, it ain't so bad to be sick after all.

Bortz is wondering what effort a surrender by Turkey would have on the bath business.

We are told that Jim Harris has contracted the "Horrors of War" Better take a roll in the cinder pit Jim.

Judging from his recent activities, Tod Warner has been trying to get a transfer to Heigis Detail.

Co. E

John J. Duffie — Editor.

He was one of our most cheerful workers and one of the most popular members of the Company.

We are pleased to see commissions coming to two of our number: Sergeant Charles L. Driscoll, and Sergeant Earle W. Toye. If we are called on the carpet we hope they won't forget that they also pulled a few of the old Army stunts.

Jack DeVaul and George Gunderson, representatives of the Hawkeye State, have accepted positions on the road as Conductors. They anticipate passenger runs to the Des Moines Fair after the war.

One of the younger members of the Company received word that his best friend married a Corporal. "Hard luck, Arthur."

Raymond F. Conlon desires to become one of those popular Military Police. A friend told "Red" that the French girls' interpretation of M. P. was: Mademoiselle Promenade?

Our genial YMCA secretary, Judge Conger has on display a collection of Boche souvenirs that resembles the interior of a German Arse-

nal. A German Tank would make the collection complete. Edward M. Kennedy was recommended to go up and bring one back.

A. J. Maher received a letter from his Sammy Baker, who informed him he would enjoy coming to France, but on account of being forty-six years of age it was impossible for him to get in the fight.

In his reply "A. J." informed him that over here the French 75's were doing remarkably good work.

THE 13TH ENGINEER

Volunteers from off Northwestern, The Rock Island and the Que, The Great West, Milwaukee and Central To the Santa Fe were hued.

They Came to France, a jolly bunch,

At work they would not scorn.

The sixteen hours were a joke; —

To the "Hogger" who's in form.

It was their bet that soon they'd get

A trip across the Rhine. —

And when they do, just bet that sou

They'll make that Crown Prince wine.

(A Railway Engineer)

(Continued from Page 1, Col. 3.)

officers in charge at some of the larger stations, in most cases this duty was performed by Sergeants and Corporals. On the original schedule, when the railroad was all single track, the running time between terminals was a little over eight hours, due to the long dead time at each station for meeting trains. By putting in a second main track over three-fourths of the line, the running time was later reduced to five and one-half hours. All matters pertaining to operation were in charge of Major (now Lieut. Colonel) Whiting. The Mechanical and Maintenance of Way Departments were in charge of Lieutenant (now Major) E. Schultz and Captain (now Major) W. G. Arn respectively.

The Maintenance of Way Department early had considerable to accomplish in the matter of repairs on account of washouts due to the heavy rains, also to erect barracks, mess kitchens and extra buildings for both Americans and Indo-Chinese. Certain newly-constructed parts of the line had been built with old rails and badly rotted ties on a soft road bed, while the oldest part of the line was only 15 months old. Two companies of French Colonial Indo-Chinese troops were turned over to us for track service. The track department consisted of twenty-one section gangs, averaging about twelve men each, and two extra gangs of twenty-five men each, all in charge of American foremen and assistant foremen. Owing to difference in language, the foremen experienced a little difficulty at first in directing the Chinese, in telling them what to do and how to do it. Our men at this time knew very little French and the same was true of most of the Chinese. However, the latter were very intelligent and very quick to learn, and this difficulty was soon overcome. In some instances it was found that the equipment used for maintenance was not up to the standard of American equipment. It was found that their jacks were not as handy, and that the French shovels were unwieldy. Their push cars were smaller and heavier and rather hard to handle.

Here it might be well to speak a word of praise for the Chinese. Back home the thought of a Chinaman brought up visions of stuffy evil-smelling laundries and the suspicion that they slept on piles of your unwashed clothes. The conduct of the Chinese over here will soon give one a different impression of that race of people. They are thoroughly disciplined and work conscientiously. They report promptly for work and attend to their duties steadily, giving no trouble on account of drinking or boisterous conduct. A cleaner, more healthful body of men would be hard to find, although they are rather small in stature. Each of their barracks is kept in immaculate clean condition, and the men are particularly careful as to their personal cleanliness and appearance.

On October 16th we witnessed our first air battle. Ten machines were engaged and hundreds of shells exploded around them, while the machines executed almost every dive, spin and aerial manoeuvre known. The battle finally drifted out of sight and we afterwards learned that six French and four German machines were engaged, two of the latter being brought down intact. The next day we actually saw a German machine brought down near camp, killing both the pilot and observer. The victorious Frenchman followed his victim all the way down, and soon after he landed he was surrounded by an admiring crowd of civilians, French officers and soldiers, nearly all of whom insisted on shaking his hand.

The campaign for the 2d Liberty Loan brought forth subscriptions amounting to \$65,000 from the 1100 men of the regiment, an average of over one \$50 bond per man. The largest individual subscription was \$500.

During this time the rapidly expanding Transportation Corps of the A. E. F. was making inroads upon the commissioned force of the regiment, and scarcely a week passed without a rail for one of our officers to enter a larger field. Among those who left us at that time were Captains A. Young and T. W. Fathersop, and Lieutenants F. A. Parker, G. T. Sheehan, and F. T. Lee. Each of these officers has since been recommended to a higher grade.

The first American locomotive for use on our line, which happened to be No. 13, arrived early on the morning of November 23d. It was somewhat larger and more powerful than the engines we were using. An item of equipment that looked superfluous was the bell, no bells being used on French engines. The function of the bell is taken up by the whistle, eight blasts being used at the approach to road crossings, and other numbers for other signals. Just before breakfast, a christening party, headed by Colonel C. W. Kutz, journeyed down to the yards and christened the new locomotive "The Chicago." Col. Kutz, in breaking a bottle of champagne on the pilot of the engine, remarked, among other things, that while champagne was all right on the outside of an engine it was a bad thing to have in the cab.

(To be continued)

Former Sgt. Pyle, now 2d Lieutenant of Artillery, informs us that the men in the S. O. S. say that we of the 13th wear gimlets on our watch charms to tap Pinard barrels. Write your own ticket.

Co. HQ

D. I. Hette — Editor.

It has been noticed that Spoon never asks for a pass to Chalons any more. Can it be his little Chocolate Drop has gone back to Algeria?

Bob Collignon, Jack Grosvenor & Co., and Bert Vincent, Art Nelson & Co. have returned to the Windy City after spending the summer in the wilds of Washington. Bob claims the cost of living is much higher here than it was down south.

Sarge Benedict relieved Sarge Burke of the Chef de Police job recently, the latter going to work ----- on the line just turned over to us by the doughboys, the Allemand Central.

Jack Buckley has also resigned his position in Headquarters Office and has gone to work.

E. H. Vogel (Irresistible Elmer) is the only fellow we ever knew or heard of who can play at cards day in and day out and never lose or win a single centime.

Since the Windy City has become a Q. M. Supply Base most of our citizens have come out in their new Fall toggery. System D never fails in an emergency — so they say.

Unconfirmed reports have reached the Sporting Editor, and relayed by him to us, that J. Patrick Casey and Lightfoot Doly have been giving wrestling exhibitions to a very limited audience in Nubes during the past month. We can readily understand why they wish to keep it dark.

The Windy City stock-market became very unsteady during the recent peace overtures by the Germans. Souvenirs, sweaters and all surplus O. D. stocks took a sudden but very decided drop and even now can be obtained at ridiculously low prices.

Headquarters Co. now has three Kwite Knifty Kooks, Kennedy, Keller and Kinder, but only one steed.

The epidemic of la grippe espagnole having resulted in an order prohibiting visits to villages along the line, the village demoiselles are now renewing their acquaintances with the poilus.

IN 1928

K. P. & J. E. O'Gallagher, Professors of French with the Celtic brogue. Also joint authors of "Irish Characteristics of Marshal Foch".

A. J. Robinson, still on it and writing a few lines a day on "Potential and Kinetic Energy. How it should be conserved".

E. J. Carr, exponent of Scientific Nourishment, Food Values, etc.

Charley Smith, President of The Telephone Girls Union.

Moon & Simon, proprietors of 13 dairy lunch rooms and raisened with their patrons every day for contributions to the mess fund.

Ye Editors of this paper, still dodging brickbats and other forms of criticisms of the W. C. E.

Co. F

O. H. Sommerfeld — Editor.

Two bucks from the vicinity of Joisy or Brooklyn, while hard at work on their bunks, were discussing the war, army life, etc. In the course of their conversation, one of them was heard to remark that the original members of the 13th (i. e., the volunteers) consisted mostly of hoboes or boomers, who couldn't make a decent living and were therefore "for-ced" to volunteer at the beginning of the war in order to keep out of jail, and that it was a doily shame to attach good honest men of his class (December 1917) to such a crowd of low browns. He also added that when he was "jinduced" to join up he gave up a position driving a dray at 20 dollars a week.

And yet the Government allows such boids as this to take out life insurance!

The night roundhouse force at X----- seem to be intent on having a voice in the Peace Conference. If you don't believe it ask so, of the boys who sleep close by.

The Engineers and Firemen of the 13th have selected rather odd bunk mates lately. The Engineers always bunk with a monkey wrench and the Firemen with a No. 3 scoop.

All the expert weather forecasters and prophets of the 13th predict a short and mild winter. If any of you bucks were contemplating the purchase of woolen neckties, fleeced shoestrings or fur suspenders, you are advised to spend your francs for something more useful, say — umbrellas and rubber boots.

The weather has again turned cold, and slack coal may be rather poor fuel for warming barracks, but you will have to make it burn the best you can, as no doubt many of you will remember the C. O. fixed a rather high price on briquettes last year and I understand they are going to be higher this winter.

It was rumored some time ago that the 13th was to receive some NEW locomotives. Several of them have arrived and are known as the Antique Shypoke Class, relics of the civil war. They are equipped with the Open in Back and Low Evening Gown style cab, Swaimore Injectors, Non-Economic Lubricators and Dynamite Air Brakes.

Several of the boys received their belts and bars on the 24th and there was a decided Hay Vana aroma around this camp.

TOMATOES

Is it a fruit, vegetable or disease? It has only one rival for first honors in Army culinary circles, and that is rice. If it can be cooked so that it is palatable, the recipe must have been lost long before this war started.

It grows on top of the ground, thereby taking up good space which could be occupied by other food products, and gains nourishment from its taste by absorbing such water as other plants throw off.

For color and size, it resembles the succulent apple, but there it stops. It has no more taste than a boiled sponge, and they say their Commissary is full of it.

The only practicable way to use them is for front row theatregoers to throw at the Cherry Sisters.

Co. A

Corporal J. D. Murray — Editor.

Sam Cunningham is in the market for all kinds of old fur garments, leather vest excepted, best prices paid. Double prices paid this week for old underwear with cooties.

Freddy Writesman and Bobby Springer say they deserve a Croix de Guerre if you only have to be brave to earn one. Think of calling some of these "hard nose pugs" on a nice frosty morning.

Ole Mattice is visiting Windy City on business.

Gentry Holt has forsaken the art of frying crullers for that of keeping the red lights burning for handsome Charlie Murphy.

Sergeants Collins and Roe have received their commissions and are attached to the 13th. All of Company A wish them all kinds of good luck and success in their new work.

Corporal Jack Sheehan says he has hopes yet that Napoleon was once a corporal.

Joe Freshette is planning on building the boys a roller skating rink in the near future.

George Arnold Sheehan started the stove-pipe that all the brakemen would be issued gold watches Monday.

Mess Sergeant Hundley is thinking of moving his bed into the kitchen so he never will have to get out of the blankets. He now has a K. P. bring in his meals to the bunk. He sure is a tired boy.

Cherokee Jones has really quit boasting about Iowa. Must have been a crop failure, eh Elmer?

Sergeant Wiggins has finished digging the well and now is digging a swimming pool for his boys.

Cook Bill Hunt is our model of a regular guy. The colder the morning the less coffee Bill makes.

Two new brother officers this month Corporal Pullen and Sargent Ivan Carter and as Patty Cohill says they rose right out of our ranks.



THE SIMON-MOON COMMISSARY

System D our only rival.

Purveyors of Delectable Delicacies to that ever-hungry mob of engine washers, the 13th. We differ from Private Commissaries in that we do not Strive to Please. Eat our grub or starve. The most succulent dish we put out in all its variations is Beans, spelled with a capital B. Meat turned back with tooth marks can not be credited on ration returns.

All food in storage is personally tasted by our special herd of rats who have the freedom of the building.

If at times your Soup is hairy,
Don't blame it on the Commissary,

because our responsibility ends with delivery to the Mess Sergeant.

We earnestly recommend to Mess Sergeants the following

MENU

HORSE DOVE (BULLY BEEF)

HOMINY GRITS (VERY GRITTY)

WHITE BEANS (MULTITUDINI MONOTINI)

CANNED CORN (WITH LOTS OF COB)

WEHAYTTHOZ TOMATOES

PINK BEANS (INFINITO HAYTEMESO)

TAPIOCA (LIKE TO CHOKE YA)

APRICOT PIE (SOMETIMES YOU DIE)

(DU) PAIN

COFFEE (FOR WASHING MESSKITS)

IRON RATIONS FOR IRON STOMACHS

This space for Correspondence.

Chicago United War Work Campaign Trades Committee No. 25

Railroads Final Bulletin

Name of Railroad	Number of Individual Subscriptions	Total Amount of Money Subscribed
Baltimore & Ohio.....	704.....	\$ 3,181.25
Big Four	21.....	87.00
Canadian Pacific	37.....	261.50
Chesapeake & Ohio of Indiana	50.....	191.50
Erie	500.....	1,881.13
Grand Trunk	574.....	1,545.38
Michigan Central	918.....	2,347.20
New York Central	1,710.....	5,536.87
Nickel Plate	882.....	2,586.40
Monon	363.....	969.74
Pennsylvania	5,604.....	17,042.91
Pere Marquette	121.....	288.50
Wabash	835.....	3,453.03
A. T. & S. F.....	1,758.....	6,415.11
Chicago & Alton	1,061.....	3,578.05
Chicago & Eastern Illinois	1,423.....	5,485.58
Chicago & North Western	11,484.....	38,324.74
Chicago, Burlington & Quincy	4,093.....	13,262.87
Chicago Great Western	931.....	4,276.43
Chicago, Milwaukee & St. Paul	4,840.....	17,046.01
C. R. I. & P.....	4,222.....	15,163.65
C. T. H. & S. E.....	71.....	1,387.00
Elgin, Joliet & Eastern	4,566.....	15,121.96
Illinois Central	8,128.....	28,151.55
Soo Line	326.....	694.65
Belt Railroads	5,642.....	17,445.40
Terminal Railroads	527.....	2,143.37
Affiliated Organizations	535.....	2,863.00
Total	61,926.....	\$210,732.18

There are two outstanding features which may be pointed to with considerable satisfaction and gratification, viz.:

First—the remarkably thorough canvass of Railroad employes yielded 61,926 individual donations. (There are at the very outside 70,000 railroad employes in Chicago and Cook County.)

Second—Of the total amount subscribed 89.2 per cent, or \$187,909.87, was remitted in cash, leaving only \$22,821.91, or 10.8 per cent, reported in the form of pledges.

The Directors of the Chicago Campaign have only the highest commendation for what they term the splendid accomplishment of the Railroad Division.

R. H. AISHTON,
HALE HOLDEN,
Associate Chairmen.
JAMES WEBSTER,
F. A. SPINK,
F. B. MONTGOMERY,
A. S. DODGE,
Vice Chairmen.

Nov. 24, 1918.

Dear Father:

As you have probably heard, this is what is known as Dad's day for letter writing, so am going to try and give you a little news of the A. E. F.

This is one of those old time November mornings, cold and crispy, the kind of a day that makes a hot stove look like a letter from home. At the present I am in charge of a detail of 21 men, and we are stationed in a little town about 15 kilometers from where our regiment is quartered. We are doing a bit of special work for the 122nd, and I hope it will last for quite a while, as it is about the most comfortable place we have ever run across over here.

I managed to find a nice little room that was, until a few days ago, occupied by some German Officer, but the rush of the Yanks took the said occupant far out of this part of the country, and as I am writing this letter my little stove is batting 300 and a full box of Chancellor Cigars along side of me, and a bed with a real box spring makes me feel like J. Rufus Wallingford, or some such character as that. Believe me, it is sure a treat to get away from the din of roaring guns and whistling shells. Everybody seems to be happy, the faces that looked so stern and hard just one week ago are now glowing with smiles and kind words.

When the armistice went into effect, we were in action on the Meuse sector of the Verdun front, and it was there that the final blows of the war were struck, and, of course, our outfit feels mighty proud on account of helping to deliver the knockout.

The hardest fight the Germans ever gave the Americans was on the Argonne front, through the famous Argonne Forests, we paid for every inch we gained, but we sure did gain in Yankee style. The Germans are like the Greasers, they cannot fight in the open, and when we hit open country we walked through them like a prac-

tice march, they would retreat to the next woods and make another stand, until the artillery would find their range and make it hot for them, and then they would move back again. The German is the most low-down and cowardly "fighter" (?) I believe in the world, nothing is too low for him. I have seen so many dirty tricks played by them that a dead one would always get a smile from me. For instance, after a battle and the field was strewn with dead and wounded of both sides, the German Red Cross men would be seen creeping around giving aid to the wounded and when they would come across a wounded Yankee the poor lad would in most cases feel a steel blade hit his heart or the sting of a bullet from the German luger revolver called a Kamarad pistol, and from this you can imagine what kind of soldiers they are.

The battle of St. Mihiel was a drive that will go down in history. We started that one on the 12th day of September and we chased them for days, and from what we saw they sure left their strongholds in a hurry, guns of all sizes and descriptions were left behind in their rush to keep out of Yankee hands, we took thousands of prisoners, most of whom were kids, the kind you see playing marbles around the streets of Chicago, and they were all glad to get on our side of the fence.

When we passed through a town named Nonsard while chasing the retreating Huns we found that they had left many horses and vehicles and other things that they did not have time to take, the streets were blocked with beds and furniture of all kinds, this was their last resort, and a feeble one at that, to stop the rush of the American Forces.

The last word that I received from Ed. was a postal card from Scotland, and I sure was surprised. He must be on a furlough to be away over there.

Was also surprised to hear that Robert was seen over here in France, and I hope he has had the opportunity of seeing this side of the water.

I am glad he did not follow out his intention of enlisting in the Army, as this branch sure is tough on a kid, even though he is big and strong like Bob. His years will count against him in the kind of life that a combatant soldier has to live.

I am enclosing a piece of a map that we took from a German officer, before he or his colleagues had a chance to

use it. When I get home I will have quite a few souvenirs, that will probably be of interest to the folks at home.

Well, Dad, I must close for this time, and will write again soon.

Hoping that all are well and with best wishes for a Merry Xmas and a Happy New Year for all, I am as ever,

Your loving son,

Bill.

Corp. W. J. Bamrick,
122 F. A., Batt. D,
A. E. F, France

Letter from Corp. J. T. Gleason, Co. E, 108 Eng- A. E. F., France

France, Sept. 22, 1918.

Dear Mr. Kavanaugh:

Your most welcome letter arrived last night about 11:30 p. m. while I was in bed, but you know whenever mail arrives; we are all out for it.

As I was reading your letter by the light of a candle a Fritz plane spotted the light and dropped a bomb about 100 feet from me. I at once put the light out and down to the dugout I went and could not finish your letter till this morning.

At present the shelling is so intense none of us can come up out of our hole so I am writing the best I can on a box by the light of a candle.

I have sure seen plenty of action since I wrote you the other letter. Possibly you have read of our doings July 4th and Aug. 8th. There sure was plenty of excitement for all of us.

I came back from the line with everything except a German, but believe me, I got a couple of them while I was at the line.

After our return from the line we were taken back about forty miles for what is called a rest. Our rest was drill every day for three weeks and we are now about one mile and a half from the third line. We expect to go up in a night or so.

Inclosed you will find a tag I took off from one of the Germans I nailed while on the line. The German machines

come over to see us quite often now and most every day we see an air battle.

There are quite a number of American machines over here now, and they are taking great part in all of the pushes on this front.

I hear from Humphrey about once every month, he is now switching about 100 miles from the nearest gun.

Some of these fellows sure are lucky getting such bomb-proof jobs.

I have not heard from Carr or any of the rest of the boys. It has now been raining for about three weeks, of course rain does not make any difference to soldiers, so we go about our work just as if the sun was shining.

The mud and water is awful in the trenches, and talk about cooties and rats, they are so large that if one doesn't watch his gun they will run away with it.

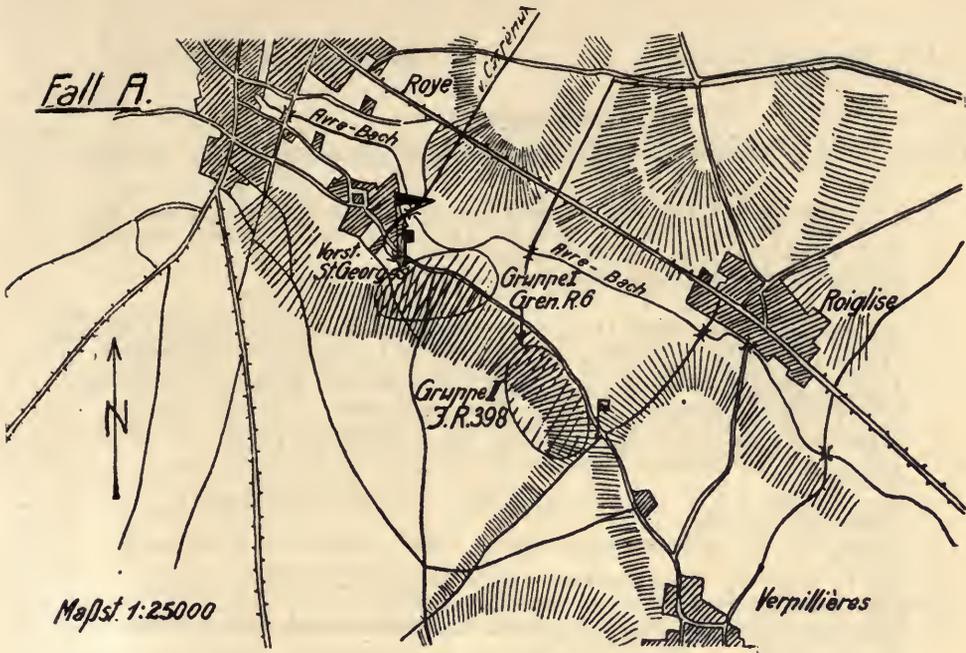
The Germans are using an awful lot of young boys now. July 4th we found three boys chained to machine guns. I did not have the heart to touch them but one of our fellows made short work of them.

There is plenty of news here but the censor only allows us to write so much.

I will write again soon. Give my regards to the boys, also the steno.

Your friend,

Corp. J. T. Gleason,
Co. E, 108th Eng., A. E. F.

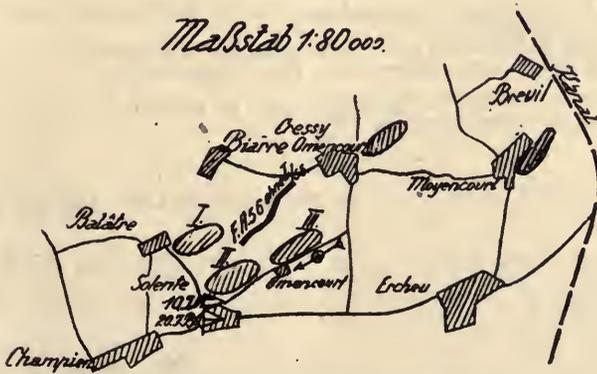


Fall B.

Erläuterung

-  I. Marschgruppe Grindorf
-  II. " von Schütz
-  III. " Rotherbücher
-  San. Komp. u. Nahkampfmittel-Abt.
-  Staffelstab 268 mit Staffeln, ohne Feldlaz.
-  II. Fußz. 11. mit Abt.

Maßstab 1:80000



THIS MAP, WITH EXPLANATORY NOTE ON FOLLOWING PAGE, WAS CAPTURED BY CORPORAL WM. BARRICK FROM A GERMAN OFFICER.
CORPORAL BARRICK WAS FORMERLY A SWITCHMAN IN THE EMPLOY OF THE ILLINOIS CENTRAL RAILROAD AND IS A SON OF THE GENERAL YARDMASTER AT BURNSIDE.

10. Infanterie-Division.
Abtlg./Iac Nr. 765. geh.

Div. St. Qu., den 25. IV. 1918.

Divisionsbefehl

für Bereitstellung der Division zum Gegenangriff.

- 1.) Veränderungen in Kräftegliederung und Verteilung machen (gem. Gen. Kdo. XXVI. R. K. Ia 1352 op. geh. v. 23. 4. 18) Änderungen in dem Befehl der Div. betr. Bereitstellung zum Gegenangriff nötig.
- 2.) Bei feindl. Angriff sind zwei Fälle zu unterscheiden.
Gegner greift an: a) etwa gegen Linie Montdidier-Lassigny,
b) " " " Thennes (2. Armee) Boulogne la Grasse.
- 3.) Für Fall a) stellt sich 10. J. D. im Raume Roze ~~auschl.~~ - Verpillières ~~aus-~~ schl. - Roglise - Carrépuis (beide einschl.) auf Stichwort "Bewegung Roglise" wie durch 10. J. D. Ia 760 geh. v. 24. 4. 18. befohlen mit dem Unterschiede bereit, dass Marschgruppe I den Platz der Marschgruppe II einnimmt, während Marschgruppe II, links anschliessend an Marschgruppe I, mit linkem Flügel am Wegeschnittpunkt P^{DB}. St. Georges-Verpillières, Roglise-Punkt 80 (westl. Verpillières) zur Aufstellung kommt.
Eingreifen der Division ist über Tilloloy auf Boulogne la Grasse vorgehen.
Rechts steht 9. J. D. (später 14. b. J. D.) zwischen Villers-les-Roye und Roze (Camp de César),
Links 75. R. D. im Raume Verpillières - Amy - Avricourt (Orte einschl.) bereit.
3. R. D. steht im Raume Westrand P^{DB}. St. Georges-Laucourt-Dancourt.
- 4.) Artl. Munition in den Protzen und Kolonnen.
- 5.) Jaf. - und Nahkampfmittel-Munitionersatz zunächst aus Nahkampfmittelkol. am Ostausgang Cressy-Omeucourt,
Artl. Munitionersatz zunächst aus den Mun. Kolonnen des Staffelstabes 268 am Ostausgang Moyencourt.
- 6.) Verpflegung für 4 Kampftage ist nach näherer Anordnung durch Ib im Div. Proviantamt Nesles bereitzuhalten.
- 7.) Artl. Kdeur. nimmt sofort Verbindung mit den Artl. Kdeuren der linken ~~Divisionen~~ Divisionen des XVII. A. K. (Südausgang Tilloloy) und den beiden rechten Divisionen des XVII. A. K. (Häuserblock nordwestl. Verpillières und Fe. de la Croix nordwestl. Beaulieu) auf.
- 8.) Divkonach hat sich über die rückwärtigen Leitungsnetze der unter 7.) genannten Divisionen (zur Zeit 47. R. D., 36. J. D., 242. J. D.) auf dem Laufenden zu halten und für den Fall der Bereitstellung für sofortigen Anschluss der Division an die Leitungsnetze dieser Divisionen zu sorgen.
- 9.) Für Fall b) - ohne Stichwort - schliesst 10. J. D. im Unterkunftsraum dicht nach Westen auf. Näheres siehe umseitige Skizze.
20. J. B. Solente,
Div. Stab. Solente, bei 20. J. B., wohnt die Marschgruppen Felda. 56 und II./Fußs. II sofort Fernsprechverbindung legen und einen Verbindungsoffizier entsenden.
Satz. Komp. 13 und Nahkampfmittelkolonne halten Befehlsempfänger auf Ortskommandantur Cressy-Omeucourt,
Staffelstab 268 auf Div. Fernsprechvermittlung Moyencourt
Feldlazarette bleiben alarmbereit in ihrer Unterkunft.
- 10.) Für Fall a und b: tritt Stab Mg. Ss. Abtl. 17 zu 20. J. B.,
1. Komp. Ss. Abt. zur Marschgruppe III,
2. " " " " " E,
3. " " " " " II.
- 11.) Vorstehender Befehl und 10. J. D. Ia 760 geh. v. 24. 4. 18 sind bei Ablösung zu übergeben.

Verteiler II ohne St. Qu., G. O.
Div. K. K.,

gez. Frhr. von Grütter.
F. d. R. 4.

Pferdelaz.
mit: 47. R. D. 1
36. J. D. 1
242. J. D. 1

M. Sturzfäule

Hauptmann im Generalstabe.

A Former Employe of the Illinois Central Railroad Makes the Supreme Sacrifice

James J. Borders

LETTERS from Julien Wassell tell of the death of his cousin, James J. Borders who has been officially reported as being "severely wounded." It seems that Borders was standing in front of a dugout with other members of the East St. Louis 124th Field Artillery when a shrapnel shell burst near them, a piece of which struck him behind the ear, and he died in the ambulance on the way to the hospital. Mr. Wassell stated Borders lost his life in "our last battle."

In October Mr. Fred S. Wilbur, formerly of The Journal and now a first lieutenant with the 124th, wrote to Mrs. Wilbur as follows:

"Jim Borders has distinguished himself twice. Once he pulled a Frog (French) truck driver out from under a burning and exploding truck of '75' and '155' shells. For this the French awarded the top sergeant of the truck ammunition train the Croix de Guerre. Can you beat it? The last time Jim met with adventure was two days ago. He and another private of the hospital corps were in 'no man's land' scouting for wounded to succor. Jim was 'armed' with a hatchet and a cane (the hospital corps do not carry arms) and his companion with some first-aid dressings. They ran into a bunch of 'Dutch,' seven in all, and a Hun non-com. in command of the seven pointed his automatic pistol at Jim and tried to bluff him. Jim could not understand

German very well, although he had lived in Nashville, and walking up to the non-com., took his pistol away from him, nicked him on the bean and marched the seven into our lines. Then Jim went back to look for the wounded.

In another letter Mr. Wilbur stated that Borders was known throughout the regiment as "the man without fear," and said "he would certainly get a D. S. cross if he didn't get a wooden cross."

Mr. Borders had been married to Miss Margaret Watts, a daughter of Attorney James A. Watts of Nashville, Ill., but his wife had died while they were living in Kansas, leaving him with four infant children, who are being raised by his mother, Mrs. Ada Borders, and his sister, Miss Ruth Borders, at Nashville, Ill. He was a brother of G. C. and William F. Borders, who comprise the law firm of Borders & Borders, at 108 North Main street, and also of Andy Borders, who was in East St. Louis some time ago, and who now resides at Charleston, S. C. He was also a nephew of M. W. Borders, chief counsel for Morris & Company.

Mr. Borders had resided in East St. Louis only a short time prior to enlisting in the East St. Louis 124th Field Artillery.—*Daily Journal, East St. Louis, (Mo.), Dec. 22, 1918.*



Surveys for Grade and Line Revision

By H. Rhoads, Assistant Engineer

IN October, 1917 a surveying party of eight was organized and started out to make preliminary surveys for improvements in line and grade at different points on the system where such improvements had long been contemplated.

The section of the line chosen for the first surveys was between Newton, Illinois, and Sullivan, Indiana, on the Effingham-Indianapolis Line. This part of the line was constructed about 1878 by an independent corporation, and taken over by the Illinois Central in 1898. The original construction was along the cheapest possible lines, and as a result the line has many curves and some very steep grades through the rougher parts of the country traversed. The line was straightened and grades reduced for several miles out of Effingham two years ago, leaving the section between Newton and Sullivan the only part having unreasonable gradients and curvature for north bound trains, which was the direction of heavy traffic.

Starting at the Embarrass River, two miles east of Newton, the next three miles east has seven curves with a total curvature of one hundred and forty-eight degrees and one hill which is great as a scenic railway, but is the last thing an engineer or fireman wants to look at, as the track rises forty-five feet in one-half mile, and in one place rises sixteen feet in five hundred feet, a little better than a three percent gradient or a rate of over one hundred and sixty feet to the mile.

The town of Oblong, fourteen miles east of Newton, is on the summit

of a hill, the track on the summit being forty-four feet above the tracks in the bottoms on each side. If this summit were cut down twenty feet the steep gradients would be eliminated and a separation of grades at five street crossings would be obtained.

At Stoy, eighteen miles east of Newton, there is a series of ten sharp curves in four miles, totalling two hundred and sixty-one degrees of curvature, with a dip on steep gradients down into the valley of a small stream. Between Merom and New Lebanon, the track makes a wide detour with sharp curves and steep gradients (1 per cent or fifty-three feet per mile), in order to stay in a valley and avoid a hill which looked too big to the constructors of the line; a cut-off is desirable which would not only eliminate the curves and gradients, but save nearly half a mile of distance in five miles.

At Sullivan, Indiana, the crossing with the C. & E. I. is not interlocked and there are steep gradients approaching the town from each direction, giving a chance to separate grade crossings as well as reduce gradients to a maximum of 0.5 per cent or twenty-six feet per mile.

In figuring on improvements such as these it is generally the case that the curves in the existing line make it desirable to search for a new line which can be built independent of the old, rather than try to reduce gradients and ease up the curves on the existing line.

It has been developed through many years of theoretical and practical investigation, that a definite sum can be com-

puted, which can properly be expended on any line for:

1. Eliminating curves.
2. Eliminating grade crossings of either railroads, highways or street crossings.
3. Shortening distance.

4. Eliminating rise and fall, that is, decreasing the amount a train has to rise and fall in going from the low point of a valley across the summit of the hills on each side.

The greater the number of daily trains, the greater is the amount which can profitably be expended in such improvements. In addition, there is the saving resulting from easing up the rate of gradient so that the same engine can haul a heavier tonnage than before, making a reduction in train miles travelled, if the same total tonnage can be hauled with a less number of trains.

Since 1915 there has been an increase in the figures used in computing the savings by reason of these improvements; the higher cost of coal makes it worth more to save coal by eliminating rise and fall; higher wages make it worth more to save train miles, etc.

Following is a table of comparative figures used in 1915 and 1918 by this company in investigating the necessity for such work:

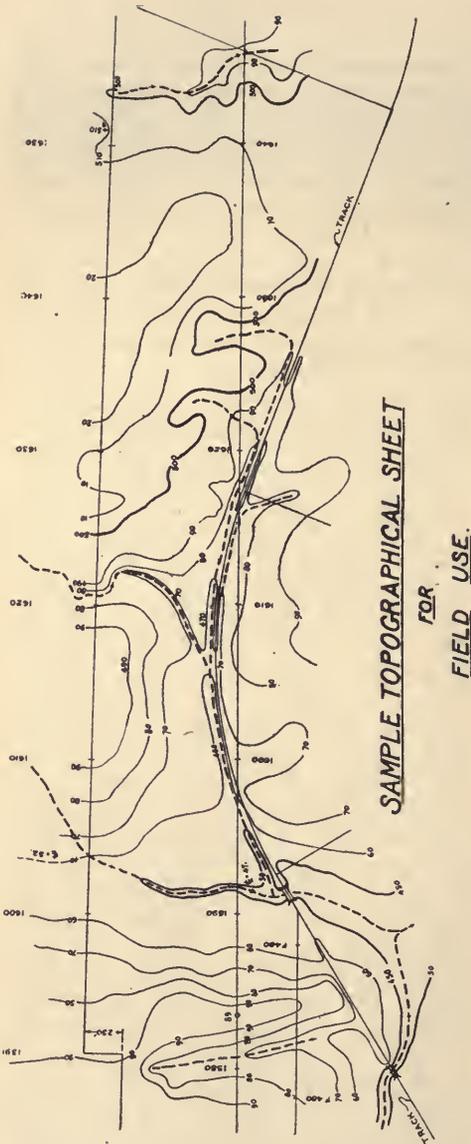
	1915	1918
Distance-value per ft. per daily train per day	\$ 1.00	\$ 1.60
Curvature-value per degree per daily train per day.....	8.00	10.00
Curves totally eliminated, additional flat amount	5,000.00	6,000.00
Rise and fall-value per ft. per daily train per day.....	50.00	100.00
Grade highway crossings, flat amount	4,000.00	6,000.00
Train miles saved —per train mile..	.60	.90

The first thing necessary on a survey for grade and line improvement is to have a complete correct map and pro-

file of the territory where the line is to be improved. On the lines built many years ago the records are not sufficiently complete to make such a map from existing data, and the first field work consists in making a survey of the existing line, taking the necessary notes to make both a map and profile.

The Locating Engineer obtains information as to the probable location of new lines to be run by going over the ground in advance, or by investigation in some cases, of government maps showing the topography of the ground, from which a probable route can be picked out better than by going over the ground. The survey party then runs a trial or preliminary line on the ground, after which levels are taken over the line, and small sheets are prepared on which a section of the line is platted, and these sheets are taken over the line and the topography sketched on. These sheets show contours at ten ft. intervals, that is, the line which each ten feet elevation takes around the hills and hollows; also shows the highways and especially all the cemeteries within sight, as a cemetery is the one thing which may not be disturbed by a railroad line. A sample sheet is reproduced with this article, the irregular lines representing each ten ft. difference in elevation of the ground, and small waterways shown by broken lines. All these sheets are later combined into one map. The topography can be taken with reasonable accuracy for a distance of five hundred feet each side of the line.

If it develops that a better line is indicated a little further to one side, other trial lines are run and platted until the best route can be chosen from the map, after which a "location line" is run on the route chosen, which is marked on the ground by substantial oak stakes and using all possible care to run tangents exactly true. On the preliminary lines lath stakes are used, and the line can be run very successfully by using the magnetic needles without backsights, and this saves a great deal of time in running the trial lines. When an obstacle such as a tree or barn is on line it is only



necessary to bring up the transit and reset it just beyond the obstacle, as near on line as possible, set the telescope to the magnetic course and continue the line.

After being located at Newton from October 22 to November 12 making the Newton and Oblong surveys, and at Robinson till January 20, 1918, the party was moved to Fulton, Kentucky to start surveys for grade reduction between Fulton and Mayfield, another sur-

vey party being located part of the time at Paducah and later at Mayfield making connecting surveys from Mayfield to Paducah. All members of the party will long remember Uncle Joe Litzelman and his American Hotel at Newton for his bounteous table, which was highly appreciated after walking ten or fifteen miles a day, cutting a way through thickets, carrying a bundle of lath for five or six hours, etc.

There was considerable snow fall while we were located at Robinson, and the temperature dropped to about zero for several days, and we will also probably remember for some time, the open air lunches each noon, with frozen sandwiches and pie, and a big can of coffee thawed out over a bonfire the principal solace.

We went to Fulton January 20, 1918 expecting to have working weather all winter, but got there at the same time with the celebrated cold wave of that winter. The temperature for two weeks varied from zero to fifteen below, with some more snow every day, and the sunny south was a standing joke for some time. Field work was started while all the snow was on the ground, and while temperature below zero was a little too stiff for comfort, it was found possible to work with the weather around zero without much discomfort.

On February 16 the party was moved to Golconda, Illinois, on the Ohio River about thirty miles above Paducah, to run a location line to some fluor-spar mines about ten miles beyond the end of the track of the Golconda line, fluor-spar being then in great demand for use in the manufacture of steel for war work. The preliminary lines at this place had been run the year before. This is another place that will long be remembered by the members of the party: for half the way the line ran between the river and the high rock bluffs, sometimes only a hundred feet between the water and the bluffs, and the ground on a steep slope from the vertical rock wall to the water, and with a dense thicket of cedar and scrub. How they got root was a mystery, for the "ground" was nearly all loose rock that had scaled off the bluffs.

for a few thousand years, and offered a precarious foothold to man or survey stake.

After working all day going in one direction along the steep slope every one felt like the left leg was considerably shorter than the right, recalling the origin of the word "hill-billy", meaning one who is raised on the hills and grows up with one leg shorter than the other. Things keep happening that prevent monotony along the line. On this survey one of the chainmen who had recently joined the party and was exceedingly wide for his height, undertook to jump a small creek which still had a little ice in it rather than crawl down a bank and pick a ford. After a brave run with all the rest watching, he landed on the bank across all right, but lost his footing and went backward on his back right in the middle of a pool some three feet deep. He got lots of sympathy the rest of the day.

Crossing streams was this chainman's hoodoo; on the next survey, down in Mississippi, it became necessary to wade a river about four feet deep and fairly chilly, and as he was slow in starting, some of the other boys helped him across, and his head got submerged before the crossing was made. A favorite diversion was to kill a snake whenever possible, until a man from Alabama joined the party who had a habit of picking up all the snakes encountered and proving that they had no fangs, were harmless, and in fact, were desirable members of society.

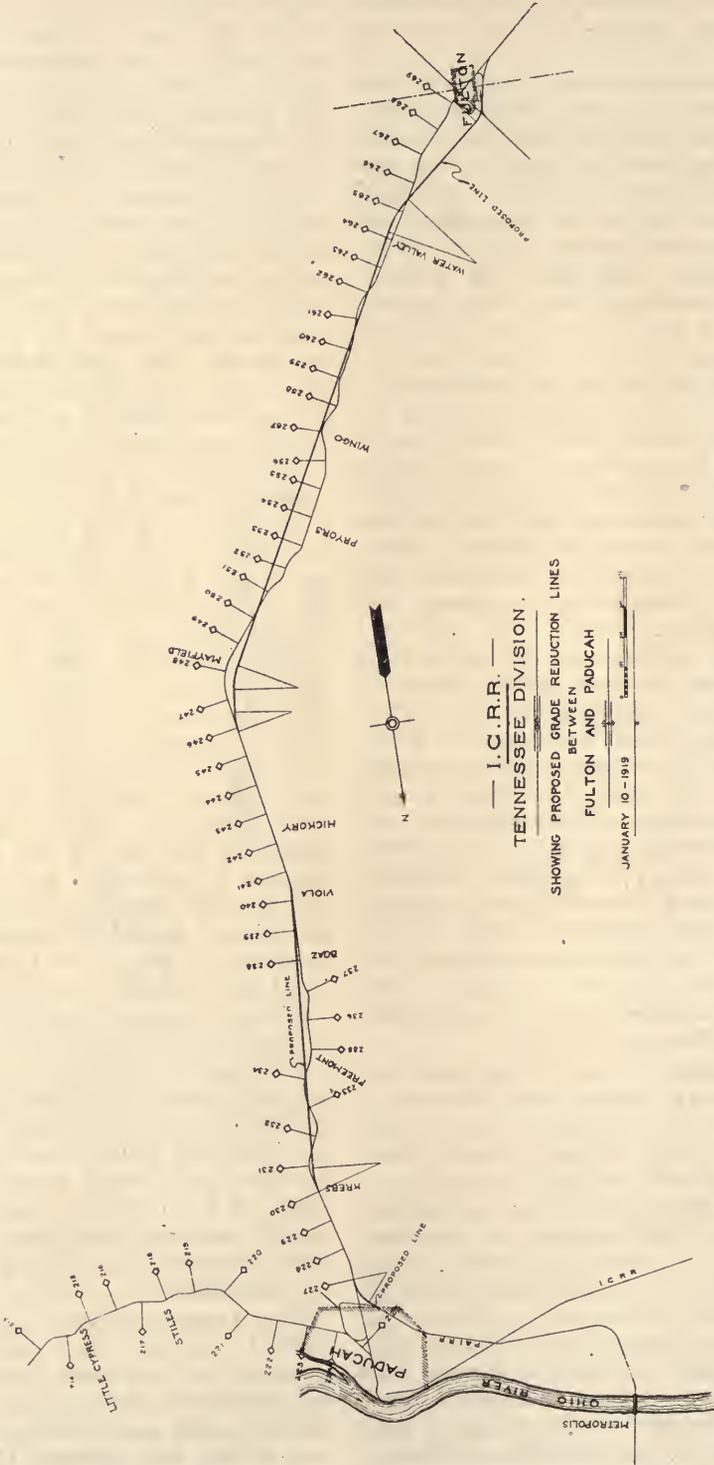
On the last day of the Golconda survey the party walked from the end of the line to the Ohio River, about eight miles, expecting to find a motor boat which had been engaged for a trip to town. A high wind had come up and the motor boat failed to appear, so we waited an hour for a river boat which makes regular trips, and it finally showed up and went by, paying no attention to all the shouting that ten men could furnish. It was found afterward a farmer who knew we were going to Golconda had told the Captain at his preceding stop to look for us, but the Captain claimed the river was too rough to attempt a

landing without a regular wharf. As the waves were running about a foot and a half high, it was unanimously agreed that the boat crew were no mariners, and this fact was commented on frequently on the succeeding hike to town, some ten miles. The party was sorry to leave Golconda however on account of an exceedingly hospitable contingent of girls, and a dance hall where dances could be and were arranged on short notice.

On March 17, the surveys at Golconda being completed, the party was moved to Canton, Miss., and obtained a change in scenery and climate running a line for several miles out into the pine timber. At this point as well as Golconda, it was considered a distinction to be on a railroad survey running into a county which had not a foot of railroad within its borders. The distinction does not carry with it much in the way of modern improvements or the comforts of living however.

The Mississippi Soft Pine Lumber Company has a lumber line extending some eighteen miles east from Canton, with an immense sawmill at Canton and large holdings of pine timber land, much of it beyond the end of the present track. The survey there was for an extension of this line. It was an agreeable surprise to find that while the survey ran through timber nearly all the way, the thickets were less frequent than encountered in Illinois or Kentucky. We noted small clearings of a few acres each, a mile or so apart, which it is said were settled on some fifty or sixty years ago, and it created a feeling of wonder that any one would hunt such a place to live at that time, and how they managed to survive, with lowlands on all sides, in fact apparently under water part of each year, no town within twenty miles or possibly more at that time, no railroad and practically no highways, and plenty of mosquitoes.

The Canton survey completed, on April 8 the party was moved back to Kentucky on the work between Fulton and Paducah with headquarters at Mayfield, the other party having in the meantime moved into southern Illinois. For the next eight months, with some side



— I.C.R.R. —
 TENNESSEE DIVISION.
 SHOWING PROPOSED GRADE REDUCTION LINES
 BETWEEN
 FULTON AND PADUCAH
 JANUARY 10 - 1919

trips for rush jobs that turned up at Central City and Stithton, Kentucky, the party was engaged in fully developing and platting the country between Fulton and Paducah, including an investigation for freight cut-offs that would save a great deal of distance in the haul between Fulton and Louisville and Fulton and Metropolis. In this time one hundred and seventy-six miles of line was run, in addition to the lines previously run by both parties, so it can be seen that considerable preparation is necessary to get the line where it is cheapest and best from every standpoint.

A map is shown in connection with this article from which it may be noted that three long tangents are contemplated, one from Fulton new yard to Water Valley 3.5 miles, one from Water Valley to Mayfield, 15.4 miles, and one from Viola to Krebs, 9.2 miles.

The improvements between Fulton and Paducah contemplate reducing the present gradients from sixty-six feet per mile to sixteen feet per mile; reduce the maximum curve from fourteen degrees to two degrees; save over three miles in distance, three hundred and sixty feet of rise and fall and seven hundred and fifty degrees of curvature; eliminate twenty-four curves and thirty highway grade crossings. Estimates of cost indicate that, even with present prices of material and labor, the savings accruing would make a very handsome return on money invested.

During the middle of the summer, the party was moved to Central City for about a month's work, to develop a better route for the main line for about six miles through the town, eliminating some heavy curvature and grades and saving considerable distance. The object of the survey at that time was to get a location for new engine terminal and yard which would fit in with the main line when relocated at some later date. When that survey was about complete the government started the construction of Camp Henry Knox at Stithton, Kentucky, and the party was moved to that point to establish a new location for the main line through the camp which would permit of separating grades at the street

crossings, as well as find a suitable location for a yard to handle the anticipated business. The Stithton work was of the most urgent nature, and the party put in its "hardest licks" with the thermometer trying to crawl "over the top", and it seemed like the Sahara desert would be a cool spot by comparison. Water had to be carried some distance, and before a fresh pail arrived everyone was pretty well parched and calling for the "waterboy", who was a chainman on the party, to hurry. One specially hot day he was gone exceptionally long, and on being "balled out" generally when he got back, he said he was delayed because the farmer's wife thought he looked warm and insisted on giving him half a watermelon to eat.

Mention of the Stithton work would not be complete without awarding the palm of gratitude to the proprietors of the hotel at Vine Grove, the adjoining town, where we were taken in when every other place was filled with camp workers, taken care of and fed such meals as were almost a thing of history during the period of Mr. Hoover's rule and certain interpretations of it, and furnished with a lunch basket each day that was a load for the one who drew the job of carrying it, but nothing was wasted.

Early in November the party was moved back into Illinois and some surveys made for another extension of the Golconda line to the largest fluor-spar mines in this country, at Rosiclare. There are two working mines at this point, the Rosiclare having been developed by John R. McLean, and the Fairview mine by St. Louis capital. The output has been handled by barge on the Ohio River in the past, but the prospect is that track will soon be built to each shaft, and a speedier and more certain method of handling the output afforded.

At the close of the year the party was disbanded, and while some were assigned to engineering work in other departments, the others are starting to spend the winter with the home folks and wonder "what went with last summer's wages."



Appointments and Promotions

Effective December 28, 1918, Mr. A. E. Clift is appointed General Manager, Vice Mr. T. J. Foley, deceased.

Effective January 1, 1919, Mr. L. A. Downs is appointed Assistant General Manager, with headquarters at Chicago, vice Mr. A. E. Clift, promoted.

Effective January 1, 1919, Mr. J. J. Pelley is appointed General Superintendent Northern Lines, with headquarters at Chicago, vice Mr. L. A. Downs, promoted.

Effective January 1, 1919, Mr. J. M. Egan is appointed General Superintendent with headquarters at New Orleans, vice Mr. J. J. Pelley, transferred.

Effective January 1, 1919, Mr. J. W. Hevron is appointed Superintendent Tennessee Division, with headquarters at Fulton, Ky., vice Mr. J. M. Egan, promoted.

Effective January 1, 1919, Mr. C. W. Shaw is appointed Superintendent of Springfield Division, with headquarters at Clinton, Ill., vice Mr. J. W. Hevron, transferred.

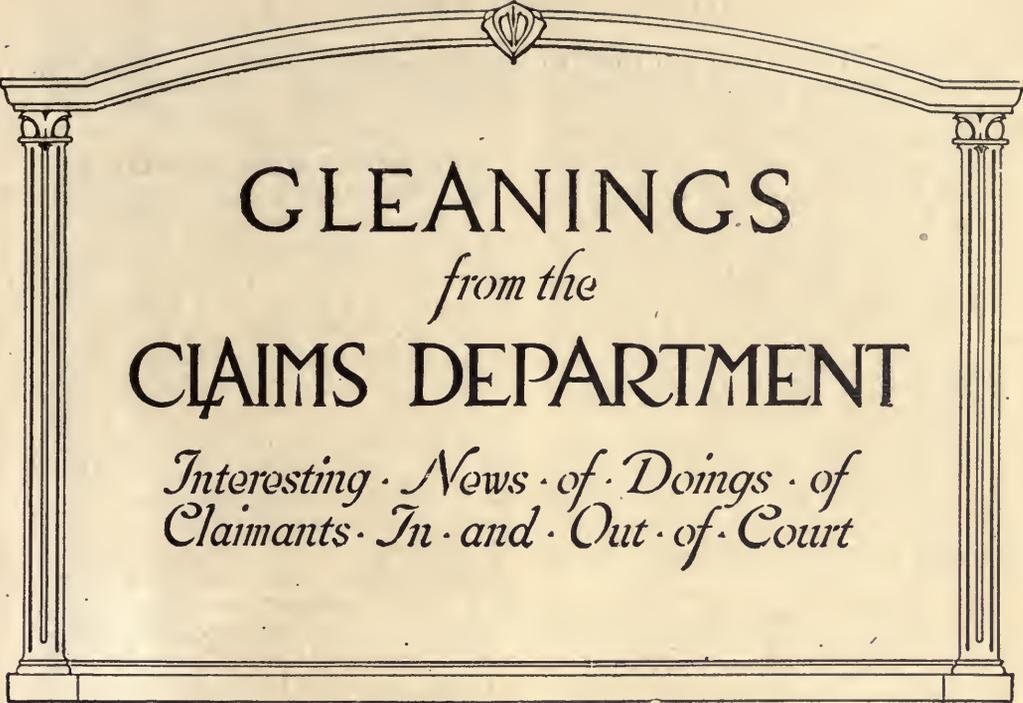
Effective January 1, 1919, Mr. J. D. White is appointed Train Master St. Louis, Carondelet and Murphysboro Districts, with headquarters at East St. Louis, vice Mr. C. W. Shaw, promoted.

Mr. E. D. Holcomb is appointed Train Master Carbondale and Eldorado Districts (except Duquoin and Pinckneyville) and Johnston City and Golconda Branches, with headquarters at Carbondale, vice Mr. J. D. White, transferred.

Effective January 1, 1919, Mr. N. Bell is appointed Master Mechanic of the Minnesota and Iowa Divisions, with headquarters at Waterloo, Iowa, vice Mr. O. A. Garber, transferred.

Effective January 1, 1919, Mr. O. A. Garber is appointed Master Mechanic at Memphis, Tenn., vice Mr. W. H. Watkins, absent account of sickness.

Effective January 7, 1919, Mr. Charles W. Ward is appointed Supervisor, Chicago Terminal, M. P. 9 to M. P. 30 and Blue Island Branch, with headquarters at 70th St., Chicago, Ill., vice Mr. J. Brosnahan, assigned to other duties.



CLEANINGS

from the

CLAIMS DEPARTMENT

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

MRS PRICE ASKS LARGE PRICE OF RAILROAD IN LAW SUIT

Owing to the ban upon public gatherings due to influenza, and also the closing of the courts so that the lawyers and judges might assist in filling out questionnaires, the temples of justice at Memphis were idle for an exceptionally long time during the past season.

The case of Mrs. Julia Price against the Y. & M. V. R. R. Co., recently tried, was the first one called at Memphis against the I. C or Y. & M. V. for nearly a year. Incidentally it was the first case to be tried for the railroad by Mr. Marion Evans, formerly of the firm of Evans & McCadden, which firm consolidated with that of Sivley & Evans, local attorneys for the I. C. and Y. & M. V., when Mr. Tom Evans of the latter firm, and a brother of Mr. Marion Evans, entered the army as a captain.

Mrs. Price was seeking to recover \$10,000.00, or as large a part thereof as possible, upon the complaint that on April 26th, 1917, while she was jogging along Florida Avenue in a buggy

drawn by a pony, and as she approached the railroad track about a mile south of the city limits, a train was suddenly backed upon and over the crossing and that in order to avoid being struck thereby it was necessary to swerve her horse quickly to one side, tilting the buggy which precipitated her to the ground. The trial judge, after hearing the evidence, could not see where the Railroad was to blame and directed a judgment in its favor. Mrs. Price's confusion regarding the facts and circumstances surrounding this unpleasant incident is illustrated by that portion of her testimony where she stated the train was backed over the crossing at a rate of seventy miles an hour, all of the other witnesses placing the speed of the train at from three to six miles an hour.

EMPLOYEE IS INJURED, DE- CLINES TO DISCUSS SETTLE- MENT, SUES AND LOSES

Clarence McNeely, a section foreman on the New Orleans Division, while supervising the work of his gang

on April 26, 1918, stood too close to the track and was struck by a passing freight train. He was painfully injured and disabled for some time. He was taken to the hospital at New Orleans where he was visited by the claim agent but, in accordance with the policy of the Claim Department, no effort was made to settle with him as it was first desired, in fairness to him as well as to the Railroad, to be sure how long he would be laid up. After getting out of the hospital Mr. McNeely went to his home at Woodville, Miss. The claim agent then made several efforts to see him there, but for some reason McNeely never was at home, though his supervisor also tried to arrange a meeting to discuss disposition of his case.

Mr. McNeely placed his claim in the hands of an attorney, who, of course, had great confidence in the claim and his ability to secure a large recovery and no adjustment could be made with him. Finally, however, a meeting was arranged with McNeely, but he flatly refused to discuss his claim, indicating that he preferred to fight it out. Trial was recently had and the jury returned a verdict for the Railroad.

It is seldom that an injured employe, wishing to do the right thing, listens to a lawyer until he has first tried to settle with the claim agent. By so doing he closes none of the doors of relief open to him, and has the satisfaction of knowing that he has acted as he would like an employe to act toward himself if he were an employer. If he could not secure a just settlement he could take other steps with more confidence that he was doing right.

While the Claim Department was satisfied there was no legal obligation upon the Railroad to pay anything to Mr. McNeely, it desired to do something for him and would have done so had he permitted. If he had been in a reciprocal frame of mind he would have avoided the humiliation of defeat, would have had some compensation for the time lost on account of his in-

jury and would possibly be filling his old position today. Can there be any doubt which course pays best?

RAILROAD SUES EMPLOYE

The Pittsburgh & Lake Erie Ry. has brought suit against Louis Kleitz, formerly an engineman for the company, in which it seeks to recover \$30,585.41 damages as a result of a train wreck alleged to have been due to the engineman's negligence and carelessness. This is the first time in the legal history of the United States that a railroad has sued an employe for damages on the ground named in the Kleitz case. Kleitz was engineman of a train running between Pittsburgh and Youngstown which on December 6 crashed into a train ahead, killing two men. The railroad company alleges Kleitz ran past an automatic block, which signaled him to proceed with caution, and with his engine under full control. Instead of observing the signal, the company alleges Kleitz dashed ahead at high speed, with the result that he was unable to stop the train promptly in response to a lantern signal given him by a flagman. The wreck followed. Mr. Kleitz is said to own property worth much more than the amount involved in the suit. John G. Frazer, attorney for the company, indicated the company not only desired to obtain remuneration for losses due to no culpability of its own, but it wanted to make an example for the benefit of other employes.—Railway Age.

FLIM-FLAMMED OUT OF \$50

S. T. Stewart, a white man, age 40, employed as night watchman at an oil mill on the west side of our tracks at Jackson, Miss., decided to cross our tracks on a well lighted crossing near the mill where he was employed, about 9:00 p. m., Feb. 9, 1918. He says he looked down the track and saw an engine approaching from the South, but decided that he had plenty of time to get across. He miscalculated the distance the engine was from the cross-

ing, with the inevitable result. He was quite painfully bruised, but suffered no broken bones or permanent injuries and was indeed lucky. He was promptly taken to the Railroad's hospital, where he was given skillful attention at the expense of the Railroad. Several days later he was interviewed by our local claim agent and made a statement which clearly exonerated the Railroad. However, the claim agent asked Stewart if he thought the Railroad ought to pay him anything, whereupon he replied that he thought "they ought to do a little something for me." An agreement was finally reached whereby the Railroad was to pay Stewart's hospital and medical bill and give him \$50.00 in cash, the claim agent being willing to do that in order to save the expense and annoyance of a damage suit. Stewart was perfectly satisfied, and stated that he thought the settlement was fair. The claim agent concluded the settlement, using a notary who was personally acquainted with Stewart, to explain the release and take the acknowledgement. Stewart told the notary that he knew the settlement was final and that there was no "come back" as he expressed it.

A young damage suit lawyer then heard of the accident and rushed to the hospital. He became very solicitous of Stewart's welfare, finally persuading him to return the fifty dollar check, assuring him he would get him three thousand dollars out of the accident. A suit was filed in the Circuit Court and Stewart suffered a lapse of memory. The only thing he could remember about the entire affair was that the train suddenly came from nowhere, without lights or bell and running at a speed of thirty miles an hour, inflicting injuries from which he would never recover. He also testified that he did remember that he signed some kind of a paper, but did not know its contents, the claim agent placing his left arm around his body, while he held his right hand and assisted him in tracing his signature to the document. The claim agent had very wisely

thrown every safeguard around the settlement and negotiations by having disinterested witnesses present during the entire proceedings and although the Court permitted the case to go to the jury, that body of men did not deliberate long before returning a verdict for the Railroad. Now Stewart is out his fifty dollars, the Railroad is out a substantial sum for expense of the trial and the damage suit lawyer is out only his time, a trifling matter to him.

THE CLAIM AGENT'S DEPORTMENT TOWARD CLAIMANTS

"Profession is the act of professing; an open acknowledgment or avowed sentiment, belief, etc. the act of declaring one's self as belonging to some particular party; a profession is a business which one professes to understand and to practice for subsistence; a calling, occupation or vocation; especially one that requires a learned education, superior to a trade or handicraft. If the position of a claim agent does not require educational and vocational training to cope with the beasts that have been preying upon the treasury of the railroads for these many years, then tell what kind of a person is needed. In common use the professional title is greatly abused, being assumed to be teachers of boxing and balloonists, and I am frank to say that I have seen and known some claim agents that should be placed in the same category, and especially so, if they practice the same tactics and maneuvering they did 25 or 30 years ago, by bluffing and fighting every claim, whether just or unjust; they wore out the litigant by a long and tedious course in the courts, and by so doing, sowed seeds of discord and hostility against the roads, from which they have suffered. The policy of our roads today is to seek an honest and fair settlement when it can be obtained. The wrong that has hitherto existed, has, to a great extent, been corrected, and the people are rightfully coming in closer touch with the railroads, discovering their interests and the railroads' interests to be iden-

tical. I believe the time has come when the people see these mutual interests of the public and the railroads, which bind together the various communities of the United States, and which are so intimately associated with the social, business and commercial life of our country. I believe that the claim agent by his fair dealing with the claimants, and by investigating and running down crooks, that have been stealing the money from the road for years, have brought about, to some extent, the mutual interests that now exists between the public and the railroads.

"If the claim agent is a professional man, he should at all times be ethical. Ethics is the science that treats of the principal of human morality and duty; moral philosophy.

"In order that the claim agent may develop a higher point of efficiency with the public, it is essential that the public have absolute confidence in his integrity and his impartiality in connection with the discharge of his duties. The future of the claim agent, to a great extent, depends upon his maintenance of justice, pure and simple. It cannot be so maintained unless his conduct and his motives are such as to merit the approval of all just men."—From an address by Mr. Bowman Jarrot, General Claim Agent, P. & S. F. Railroad.

REHABILITATION OF INJURED EMPLOYEES

Much time and thought has been given the subject of the rehabilitation of injured men, not only those gallant men who have offered their lives for the defense of Liberty in the great conflict which has just been brought to a victorious close, but of that greater army of industrial employes, who remained behind to back up the boys "over there" by their labors in making and transporting the necessary supplies for the prosecution of the war.

There was a time when a man incapacitated by an accident was cast aside, to shift for himself the best he

knew how, or was able. There was even a time, not so many years ago, when there was not even the thought of compensating him for his injuries. But things have changed, and the matter of injured employes now receives the attention it deserves. They are not only compensated for their injuries, but effort, time and money are expended to fit them for some useful occupation, by which they can take care of themselves, and produce something. Here is an instance. In June, 1917, John B. Maxwell, employed as night ticket clerk at Dyersburg, Tenn., had the misfortune to fall under a fast moving train, and suffered the loss of both feet. He was given the best medical attention that skilled surgeons and modern hospitals could provide, and furnished with artificial limbs, and today is again in the service of the Railroad as a clerk, with a salary just about double the salary he was earning at the time he received his injuries. Mr. Maxwell was also given some financial aid on account of his injury. He is a young man, having just reached the age of twenty-one, and during his leisure hours, he is studying and preparing himself for something even better than he has now. Instead of becoming a burden to society, he has been fitted to become a useful citizen.

This is only one illustration of the great humanitarian work being done today.

Our Government is making preparations to take care of thousands of brave boys who are soon to return to this country, and fit them to become self-sustaining, and enable them to again enter some industrial work.

RAILROAD EXONERATED

On April 16th, 1915, a bright clear day, Fred Schmidt and his daughter-in-law, Mrs. Mabel Schmidt, were driving south on 48th Avenue in the town of Cicero. Their horse was nearly 30 years old and had to use all its strength to pull the light buggy in which the Schmidts were riding. When the rig

reached the slight incline to the Illinois Central tracks, it required some few minutes for the horse to move the buggy up to the track level. After passing up the grade, Schmidt started to drive across the tracks; when the horse reached the last track, the east-bound main, it was struck and killed by passenger train No. 30. The buggy was not overturned, neither was Mr. Schmidt or his daughter-in-law thrown out. Nevertheless, suits were instituted by each in the Superior Court of Cook County for the alleged serious and permanent injuries sustained. The daughter-in-law's case was tried first. At the trial, Mrs. Schmidt testified that she and her father-in-law looked in both directions, before proceeding onto the tracks, but saw no train coming; that the train approached at a high rate of speed without blowing the whistle and without ringing the bell; she was corroborated by Mr. Schmidt. Two non-employee witnesses, both of whom stated that they had no occupation and were not working on date of accident, testified that they were at the crossing and that they heard no whistle or bell, further that the buggy was overturned and the occupants thrown violently to the ground. One of these witnesses further testified that it was a foggy, cloudy day.

For the Railroad, the engineer and fireman testified that the whistle was blown and that the bell was being rung by the automatic ringer; other employee witnesses swore that proper signals were given. It was also shown that the view was unobstructed for a long distance, and Prof. H. J. Cox, of the Weather Bureau, proved by his records that it was a bright, clear day

without any fog or clouds to obscure the sun. The jury decided that the Railroad was not at fault.

The case of Fred Schmidt was tried some two weeks later and it took the jury but 15 minutes to decide in favor of the Railroad.

SHE WAS A FIRM BELIEVER IN THE PRACTICE OF SAFETY FIRST

Recently "Aunt Caroline," an old negro woman, boarded the motor car which runs between Water Valley and Holly Springs, Mississippi, holding a ticket purchased at the former station and good for passage to Abbeville.

When the motor car arrived at her destination and stopped opposite the depot, the motor kept going, just as your "Tin Lizzie" does after you pull up to the curb, and then Conductor Harrison announced, from the steps—"Abbeville, Abbeville, all out for Abbeville." "Aunt Caroline" moved up to the door and obstructed the passage of other passengers who wanted to disembark. Conductor Harrison directed his attention particularly to "Aunt Caroline" and showed some impatience by reason of the delay. Then this conversation followed:

Conductor—"This is Abbeville."

"Aunt Caroline"—"Yes-sar, I knows dis am Abbeville."

Conductor—"Well, are you going to get off here?"

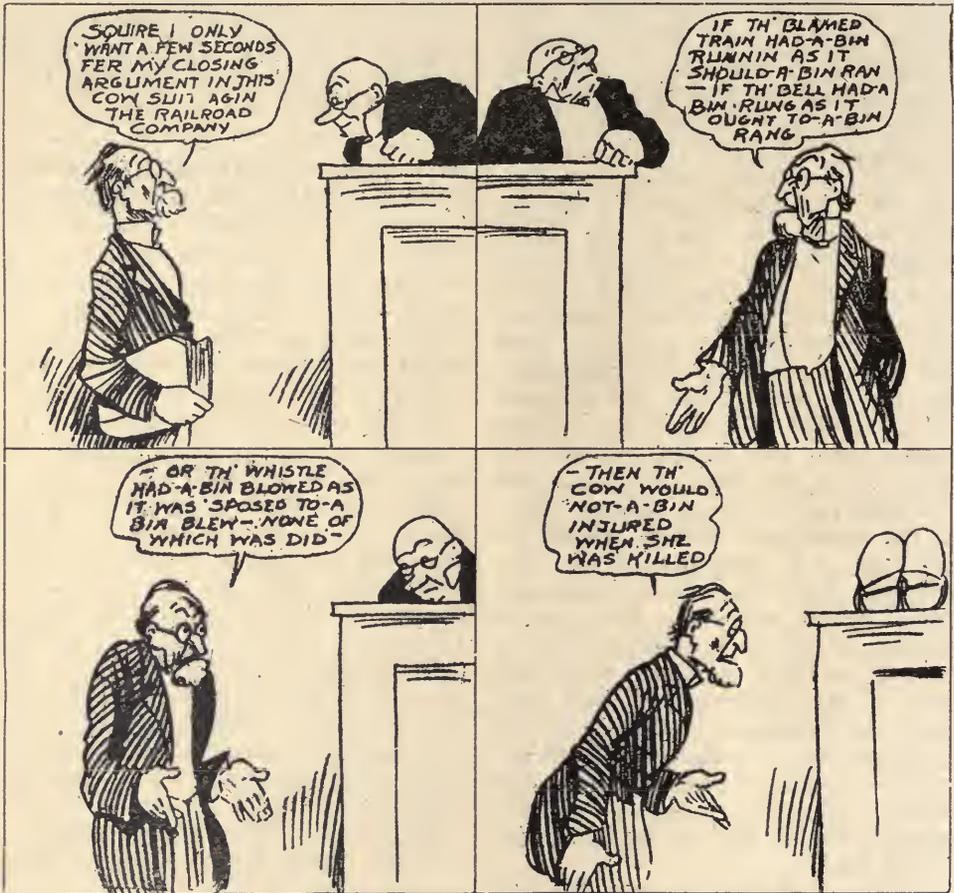
"Aunt Caroline" — "Yes-sar, I'se gonna git off here." (Still she refused to move.)

Conductor—"Well, when are you going to get off?"

"Aunt Caroline"—"Jus' whenever you stops dis here car."



SQUIRE PENNYRILE—If All of These Precautions Had Been Taken
There'd Been No Suit. By LOUIS RICHARD



BEN FRANKLIN'S THRIFTOGRAMS

Save and have.

Every little makes a mickle.

Little strokes fell great oaks.

A rolling stone gathers no moss.

God helps those that help themselves.

Spend one penny less than thy clear gains.

Look before or you'll find yourself behind.

The way to wealth is as short as the way to market.

He that waits upon fortune is never sure of a dinner.

Money can beget money, and its offspring can beget more.

It is foolish to lay out money in a purchase of repentance.

Learning is to the studious and riches to the careful.

Waste neither time nor money, but make the best of both.

Remember that money is of the prolific, generating nature.

All things are cheap to the saving, dear to the wasteful.

If you would be wealthy, think of savings as well as getting.

Beware of small expenses; a small leak will sink a great ship.

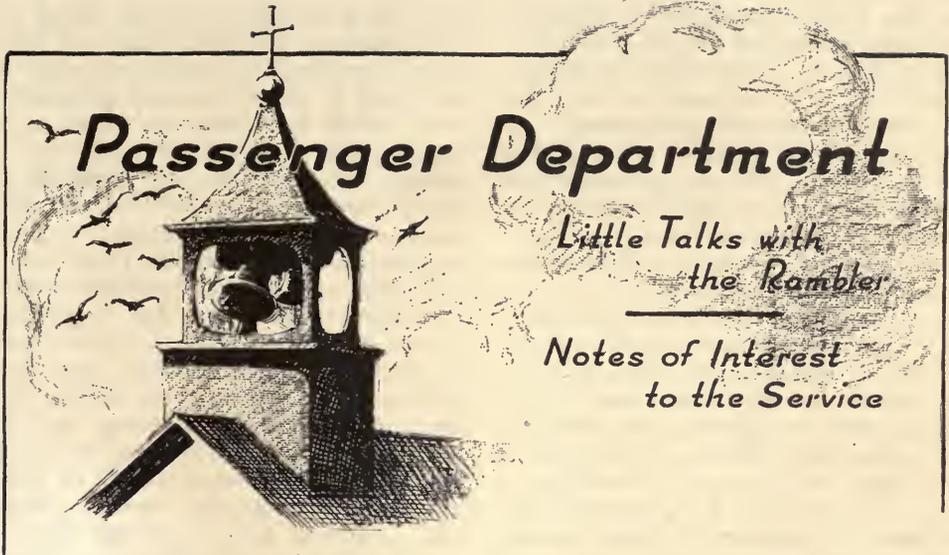
A penny saved is a twopence clear. A pin a day is a groat a year.

Gain may be temporary and uncertain, but expense is constant and certain.

Buy what thou hast no need of, and ere long thou shalt sell thy necessaries.

It is easier to suppress the first desire than to satisfy all that follow it.

He that murders a pound destroys all that it might have produced, even scores of pounds.



THE RAMBLER'S WEDDING BELLS

"Did you hear about Slim?" said the Rambler to me one day as he sauntered into my office. "No, what about him?" I replied. "I thought he was drafted into the army. I do not think I have heard him mentioned since he left us." "Oh, he did not get far in his military career, much to his own disappointment. In fact, he did not even get onto the train that was to carry him to camp. He in company with others 'rendez-vous'ed' at district head-quarters and they were just about to start on the march to the station when, account of the armistice being made effective they were dismissed, pending further orders. Do you know," he added confidentially, "it was really a question with us about him when we heard of that fact. Of course he formally left us to answer the draft call, and all arrangements had been made to fill his place in our service, which included a certain moving up along the line of those holding less favorable positions. However, we rather expected to see him come back for his old job, and we worried a bit as to what to do in the matter with justice to all involved. But, much to our surprise he made no application for reinstatement. In fact, I

have not seen him since he left, and not even heard from him as to where he was or what he was about, until I took supper with Tyro last evening. Then to my astonishment the latter advised me that Slim was to be given a trial on his newspaper. In other words, Slim of his own accord is jumping from the railroad game into newspaper-dom. I was naturally surprised when Tyro told me, remembering how well Slim was developing along railroad lines, and I wondered if he were not making a mistake. I knew he could not do as well financially, at least at first, but remembered that probably in a way he was independent of that consideration. His father died in his early childhood and he has been his mother's only child and pet ever since; the mother, however, having considerable means. I gathered at the time she came to me to give Slim a position on the road as office boy, that what she had in mind particularly for him was a career rather than having given much thought to the pecuniary end of the matter. I have always thought that Slim's earned income and that which he actually spent had no relation to each other, although he has apparently never been a loose or extravagant spender. Still, I could not help remarking when Tyro

told me about him that I wondered if he was as well adapted to newspaper work as to that of the railroad, for I confessed to a slight disappointment at losing him, he having been in a way a sort of protegee of mine. 'Of course,' Tyro said, 'he has yet to learn, but I think in the long run, with his particular temperament he will do better in newspaper work than he would with you unless some unusual train of circumstances should occur to push him ahead. Your line of endeavor has its prizes available to all without favor, but under the law of averages Slim's constitutional make-up would not eventually land him, I think, where his talents could be shown to as good an advantage with you as with us. He came to talk the matter over with me as to his probable adaptability. I remembered all that you had told me of his craze for riding trains as a boy, and also that you had helped develop his power of observation so that in time his train riding became to him a means to an end. That is, seeing and learning about the country through which he passed instead of simply enjoying the sensation of riding. I further recalled what you had said to me as to his development as a Traveling Passenger Agent, particularly in its relation to his acquiring some insight into human nature. I talked to him on several occasions before finally making up my mind that he had good material in him for us and was particularly impressed with this fact. His last regular work with you when traveling on the road seems to have awakened in him a keenness for what we call the human element, and I could see that his dissatisfaction in being tied down in a ticket office was due to the broader capabilities that he had in him which in a way were being stunted by his being taken off of the road. In other words, he is hankering for broader things than he was getting with you or was liable to get in the immediate future. I do not mean by that that he was impatient to jump into big things at once. In fact, I detected in him, as you did in his early days, a willingness to work and

wait in his climbing provided his horizon could be apparent while doing so. His railroad experience will, I think help in newspaper work, and while he may only in the end accomplish no more than I have done, there are successes in our profession which he may hope to attain; although they will probably be in the line, if he reaches unusual celebrity, of conducting an arctic expedition or penetrating the wilds of Africa, as did Wellman and Stanley respectively.'

"I could but agree that Tyro's assumption was probably correct, but confess that I felt a little hurt that Slim had not consulted me in the matter, or even let me hear from him since his unexpected release from the draft. I so expressed myself to Tyro, who said, 'Oh, do not feel badly about that, you will hear from him now as often as you want. He told me he had purposely kept away from you to partially relieve you of possible embarrassment in the matter of taking him back, but chiefly because he wanted to make up his mind as to his proposed change entirely unbiased by his past business relations.' I felt a little better about the matter on hearing this, and as a matter of fact, Slim has been in to see me this morning and told me all about it. He is, he says after a career and thinks he will make good in the newspaper business. I told him Tyro and I had been talking the matter over on the previous evening and that I had been persuaded that he was possibly making a wise change and so of course I wished him good fortune. He has just left with promises to keep in touch with me as to his progress, and I know he will do so."

"What," I asked the Rambler, "did Tyro say, if anything, about the real qualifications that he discovered in Slim that settled his conclusion as to the latter's being a good candidate for his profession? According to what you have told me so far, he had been talking in generalities only. Did Tyro mention any specific tests that he had put the boy to that in any way governed his decision?" "Oh, yes," was the reply,

"I forgot to tell you. I am glad you asked as it is really interesting. Tyro told me that in one of his interviews with Slim he said to him casually: 'By the way, Slim, what if any, slight incident came under your observation on your way down town this evening, that you thought of particular human interest?' 'You mean that would make a good newspaper story?' the boy laughed in reply. 'Well, I did see something that I thought at first would work up into something fine until closer observation made me doubt a little. As I was coming down on the Elevated a fine looking young soldier came in the car and took a seat opposite me. He was clean cut and healthy looking and was one of the finest specimens of physical manhood I think I have ever seen, except that the left sleeve of his over-coat, which he wore closely buttoned up, was hanging empty. On that empty sleeve were two gold chevrons, indicating his service abroad and on the sleeve of his right arm the single gold chevron indicating a wound. There was that about the whole picture that made me think a good story could be made out of the matter until, as I watched him I became conscious that the closely buttoned coat bulged slightly about the waist, and then I noticed at the neck just a wee bit of a black silk sling tied at the shoulder. In other words, although wounded, he was not armless; that useful member evidently being in a sling and covered so tightly as to not be noticeable at first glance. I was glad, he was such a fine looking chap, that he probably was not permanently maimed. But that discovery spoiled a good story, don't you think?' 'I laughed,' said Tyro, 'at his conclusion but complimented him on the keenness of his observation, for I saw in the recital three good elements for newspaper success. Observation, possibilities for a good story of human interest, and repression.'

"I told Tyro that I now recalled that Slim was very often telling me of little things that he noticed when on the road and that he used at times to make himself very entertaining with his stories.

'But wait,' said Tyro resuming. 'On another occasion, before we had come to terms, he really did tell me the possible making of a good story; and if not good material he proved to me conclusively his powers of observation. It will interest you I think, listen.'

"'One reason why you have not seen him recently is that for personal reasons he elected to take a trip to the east during the Holidays, and this in brief is what he told me of what happened en route. His trip started in the afternoon and ended the following afternoon, and from time to time on the last afternoon's journey the train stopped at quite a few large cities. At these points people kept getting on and asking for seats in the Pullman Sleeping cars. This last developed quite a situation, as follows:'

"'Slim had lower 8, the upper berth not being occupied, and by virtue of his sleeping car ticket occupied the seat facing the direction in which the train was moving. A gentleman with his wife and grown daughter, which party we will call A, had lower 5, and opposite lower 6. Up to the time of the demand for seats, however, the grips and outside wraps of this party practically filled both seats of 6 while the three people themselves sat in 5, in which a table had been placed, and played cards almost continuously; the man softly whistling to himself the while. A gentleman, whom we will call B, had the lower in section 11 but spent most all his waking hours in the smoking room. Two ladies, whom we will call C, were in section 12 sitting together in the lower berth seat with grips and wraps piled opposite on the upper berth seat. Toward the middle of the afternoon Slim, for a change, went into the smoking room and while there a young army captain, who had got on at the last stop, made his appearance and after washing sat in the arm chair that happened to be unoccupied. Stretching himself as best he might he smoked a cigarette, after which he yawned and remarked that he was dead tired and that he guessed he would go to his seat for a nap. He disappeared but soon returned to the smoking room

with a disgusted look and remarked, with a forceful adjective, that the entire section was filled by two ladies and their wraps and grips. He had been consigned to the seat of upper 12—the section occupied by the ladies called C. Shortly afterward Slim, returning to his seat found a young lady sitting in it and opposite her another young lady on the seat beside which were the cloaks and grips of the two young persons. The remaining half of his seat contained a pillow and his overcoat. Something or somebody had to be moved, and as under the circumstances he did not particularly feel like asking the ladies to pick up their wraps or at the best to be seated somewhat uncomfortably in relation to the two, he quietly went to the sleeping car conductor and asked if he had placed the ladies in section 8 as he had found them. The latter said no, and went to the one sitting in Slim's seat and told her that hers was the opposite one. She somewhat reluctantly moved over and the two girls adjusted their wraps between them, although Slim offered to put them on his seat with his overcoat. They finally made an amicable adjustment, after which the young lady who had been moved said somewhat reproachfully, 'Where is my brother going to sit?' It finally developed however that the brother had been consigned to the seat of upper 5, the section in which the card table had been placed and the seat which at that particular time was occupied by the man of the A party; the latter being comfortably hunched up in it, with his knees on the table, whistling in a low tone his apparent one tune, that of "Katy". The daughter was sitting opposite him, doing nothing in particular, while the mother was in her own opposite seat, evidently engrossed in the passing landscape. Slim being good natured about the entire matter answered the girl that he guessed things could be fixed up some way when the brother came from the smoking room where the sister said he had gone. In due course the latter, who proved to be a smiling young fellow of about twenty, made his

appearance and on looking for his seat in 5 seemed to hesitate about disturbing the man so comfortably ensconced therein. Slim threw aside the pillow, readjusted the space occupied by it and his overcoat, moved over and invited the young man to sit in with him and the sisters. This the latter did somewhat reluctantly, being evidently embarrassed by the entire situation. However, the four had a little chat for a while when the young man growing uneasy went back to the smoking room. He later made a reappearance several times but seemed to lack the nerve to request his seat of the gentleman in 5 who still kept up his whistling, and from which the table was still not removed.'

"In the meantime the young army captain, evidently not being able to stand it any longer, went back to the end of the car to find the ladies and their wraps as before in 12, but finding section 11 unoccupied, in which gentleman B had the lower, he cuddled down in that individual's seat and was soon fast asleep. In time however, at one of the last stops of importance, two ladies got on the car and began to clamor with the porter immediately on entering for their reservation of a section. It seemed however, that they had no section reserved, but simply the two upper berth seats of No. 11, in which section the officer was soundly sleeping and which the legitimate holder of the lower seemed to have forgotten that it existed. The ladies made a clamor that could be heard all over the car for four seats, claiming that "*of course they had to have some place to put their wraps and grips.*" The porter transacted his business with them in an undertone, but he evidently explained that they had but two seats, whereupon there were dire threats of reporting somebody, and other exclamations of an uncomplimentary nature as to the way things were run in sleeping cars. They stood up until the car conductor reached them, and he, evidently being an experienced hand, gave them some kind of a jolly the result of which was that the captain awakened and moved over into the seat riding backwards of section 11, the ladies from 12

moved over into lower 11 seat and the two belligerent ones ensconced themselves in the seats formerly occupied by the ladies in 12. Slim said that he never could quite make out what this last shift meant except that the original holder of 11 seemed to have been jockeyed out of his rights of lower 11 seat, and that his evidently not caring for it relieved an embarrassing situation.' 'Yes,' I said to Tyro,' the Rambler resumed. "He simply ran up against a condition of travel not so very uncommon, but wherein would a newspaper story grow out of such? 'That is just the point' was Tyro's reply. 'I presume the youngster had in his mind something that could be worked up semi-humorously, or otherwise, on the subject of travel annoyances or possibly, from another point of view, of the amenities of travel. It would depend whether a good story could be made out of the circumstances from any point of view, but it at least showed me that your friend Slim is awake to situations about him, which is a good asset for a newspaper man.'

The Rambler ceased talking, and after sitting silent for a moment as if thinking, on looking up at the clock remarked that it was time for him to be going. As if an entirely new train of thought had entered his mind as he did so he remarked in an incidental way that he had seen a beautiful play at the theatre the evening before, mentioning it by name. "With of course" I insinuatingly suggested, "the Professor's Daughter;" for I never could seem to resist an opportunity to tease the Rambler. He looked at me quizzically for a moment as if studying my thought and his answer, and then in a tone which to my surprise seemed to imply more than a willingness to answer me graciously, said "Why, yes, of course; she enjoyed the play also." "A little supper afterwards, I presume?" I, followed up. "Well, I do not have to tell everything, do I?" he came back with a most ingratiating smile. "No, I do not suppose so. But say Rambler, seems to me you are forgetting the Trunk Lady rather quickly."

The minute I had made this last re-

mark I regretted it. The fact is, I am a born tease, and from time to time in the past the Rambler and I had had many a little clash along that line where it had been a good natured give and take. Hitherto however, we had never got on quite such closely personal lines as my question involved, and I was sorry that I had let my teasing propensity lead me into the error of not remembering that there was a limit beyond which one should not go. But, to my astonishment the Rambler seemed to take no offense; on the contrary he cheerily remarked as he left me, "Oh, there are others."

I determined in the future to carefully avoid with him any allusion to either the Trunk Lady or the Professor's Daughter, for I did not mean to carry my mischievous inclination beyond the point of courtesy. I was rather astonished however, when a few days later the Rambler himself broached the subject of the Trunk Lady to me, saying rather cheerfully, that as he had noticed my interest in his lady friends he thought it no more than right to say that while honestly he did not know just where he had really stood in his mind in regard to the Trunk Lady, he was convinced she had never any thoughts in his direction beyond those of ordinary good-fellowship. So he guessed it was all right, particularly as he was convinced that the old adage was correct about there being "other fish in the sea", especially, as he rather insinuatingly added, "there might be a whale left" for him. From time to time thereafter he kept throwing out little hints to me as to the charm of the right ladies companionship.

He never gave me anything specific, but frequently mentioned the Professor's Daughter and easily led me to believe that they at least were having some good times together. Later he began talking less lightly, but more persistently along what he clearly led me to surmise were the lines of love-making. Finally, he one day discussed with me seriously the advantages and desirability of his marrying. In short, he rather invited my confidence without giving me

anything more than broad hints. The latter however, were put in form as though to say "you understand old man: there is no need of going into particulars", and I was delighted both in his confidence and in the thought that there seemed to be signs of his really settling down and establishing for himself a real home; for the terms "home" and "home-life" were frequently interlarded in his conversation. Eventually, the matter came to a head when he told me definitely not to be surprised if I heard wedding bells ringing in the immediate future. I congratulated him but refrained from asking for specific information, feeling that in his own good time he would give me definite and full particulars. Then he began to talk about a wedding breakfast, and touched lightly on what an intended bride's trousseau should consist, it being understood that she was to marry a plain unassuming but comfortably well-off man. Then he asked what I thought about a best man. I told him that it all depended on what kind of a wedding it was to be, secretly hoping at the time, and rather feeling that my hope would be realized, that I would be selected for that honor.

Of course my curiosity was at a high pitch, so I could not refrain from saying to him one day that he had neglected to advise me who the fortunate lady was that had been able to get so good a man as he for a husband. To this he laughingly replied, "O, t'will do no harm for you to wait a while for that", and on my insisting that I hoped it was the Professor's Daughter he looked at me and smilingly said in his sweetest manner, "she would make a good wife, don't you think?"

There is no question but what he finally worked me up to a point of nervous expectancy, but still I was not particularly surprised at that. There were times when he loved to be mysterious, and notwithstanding his broad experi-

ence with the world and his usual sang-froid there was in his nature I knew a retiring undercurrent, which in this case I somewhat attributed to his probable trend of thought as to matrimony due to his having been so long a bachelor.

At last, however, he came to me with a beaming face and said, "Well, my friend, congratulations are in order. The wedding bells will ring a week from next Thursday. The invitations were mailed last evening. You of course are on the list. I am very sorry however, that you have not been determined upon as the best man, but I do not think you will mind when you see who that fortunate individual really is." "Thanks, Rambler," I said, "for the specific information that has been so long coming. But, do you mind telling me who the lady is that you are going to marry?"

"That *I* am going to marry?" he exclaimed with apparent astonishment. "Shucks, man, *I* am not going to marry anyone. What gave you that idea? I never said it was *I* that I have been talking about. It was about Slim's wedding I been telling you all the time. You know he was supposed to be married after his draft call came but the girl was too sensible. She said she would wait for him until he got back; so now they have fixed it all up and the wedding bells will ring for them on the date that I have told you. You will be there of course, and I know you will approve Slim's selection of a best man for he has honored himself by assigning to me that distinction. I am a little old for it, I admit, but I guess I'll do."

With a chuckle under his breath he left me while I remained speechless, for well I now knew that he had got good and even with me for the unthinking remarks I had made to him on his learning of the engagement of the Trunk Lady. I am resolved to try to never tease the Rambler again. His come-backs are always too strong for me.

Notes of Interest to the Service

Among many others, the following schedule changes have recently taken place, or are to become effective in the near future, that may be of interest to our agents.

Illinois Central: Minor changes and adjustments of passenger train schedules will be made effective by new cards on February 9th, full details of which cannot be announced at this writing. They will be shown in special circular before they go into effect; but among them it may be stated that No. 5 will leave Chicago at 1:15 a. m., 15 minutes earlier, arriving at Centralia on present time. Also that No. 23 will leave Chicago at 7:10 a. m., 20 minutes earlier, and that No. 31 will leave Chicago at 3:15 p. m., 15 minutes later, and arrive at Gilman at 7:05 p. m., 15 minutes later.

Central of Georgia: By the recent change in the zone system of time, by which among other changes certain sections of the southeastern roads that have previously been run on central time will be changed to run on eastern time, the latter one hour later than the former; the following change becomes effective in the running of the Seminole Limited between Chicago, St. Louis and Jacksonville, Fla. Eastern time will apply from Macon to Savannah on the Central of Georgia, and from Albany into Jacksonville on the Atlantic Coast Line, thus making the arriving time at Savannah 8:50 a. m. instead of 7:50 a. m., and at Jacksonville 8:35 a. m. instead of 7:35 a. m., returning the departure from Jacksonville being 10:00 p. m. instead of 9:00 p. m., and from Savannah 9:00 p. m. instead of 8:00 p. m. This on present schedule, by change however on the Central of Georgia on February 2nd, the arrival at Savannah will be at 9:00 a. m.

Florida East Coast: The "Royal Palm," Trains 11 and 12 have been extended to operate as a through daily train from Cincinnati to Palm Beach and Miami, leaving Cincinnati, 8:10 a. m. via C. N. O. & T. P. and running over the Southern from Chattanooga and the Florida East Coast from Jacksonville; leaving Jacksonville 1:30 p. m., arriving at Miami 2:15 a. m.; through equipment to consist of drawing room, sleeping cars to Palm Beach and Miami; coaches between Cincinnati and Miami and dining car service en route. On arrival at Palm Beach and Miami sleeping cars will be parked for passengers to occupy until 7:00 a. m.

East coast Trains Nos. 33, 87 and 85 now stop, it is announced, at any station to let off passengers holding tickets from points north of Jacksonville.

Evansville & Indianapolis Railroad: The following recent schedules have become effective out of Evansville: New

daily Train No. 6 leaves Evansville at 2:00 p. m. for Washington, Ind.; No. 4, daily, leaves Evansville for Terre Haute at 8:00 a. m.

Louisville & Nashville: There has been established in connection with the "Southland" a through sleeping car line between Cincinnati and St. Petersburg, Fla., via L. & N. from Cincinnati, C. of G. from Atlanta, G. S. & F. from Macon and Atlantic Coast Line from Lake Butler. Train leaves Cincinnati at 8:30 a. m., arriving St. Petersburg at 6:30 p. m.

Atlantic Coast Line: Jacksonville-Leesburg sleeping car is now operated as follows: No. 89 leaves Jacksonville, Fla., 10:40 a. m., arriving Sanford 3:10 p. m.; No. 22 leaves Sanford 7:45 p. m., arriving Leesburg at 10:12 p. m.

Chicago, Milwaukee & St. Paul: Luncheon is now being served a la carte on Trains No. 15, 16, 17 and 18, the Olympian and Columbian respectively between Chicago and Seattle—Tacoma, instead of Table d'Hote as heretofore. The sleeping car formerly carried between Chicago and Dubuque on Trains Nos. 3-33 and 3-27 westbound and Train No. 8 eastbound have been discontinued.

The late Joseph Richardson, for many years chairman of the Southwestern Passenger Association, was one of the speakers at a traffic club banquet in Louisville several years ago, on which occasion he said many interesting things. Among them were the following thoughts which have as much interest and truth today as at the time they were uttered:

"The passenger business is often spoken of as though it had no serious side, no complex side; as though any clerk at a ribbon counter could step from behind that counter to a position in the passenger traffic department and at once satisfactorily perform the duties thereof; but you who are concerned with it day by day know that the frivolous part is but an infinitesimal part of the passenger business; that the people who travel because of restlessness or because of desire to be in the fashion, are few compared with the people whose errands are deeply serious. You have to deal with and arrange for the transportation of human beings, more precious than all the gems in the jewelry shops, more valuable than all the gold and silver in the world."

"The successful passenger man is a student of human nature, and because, in the line of his duty, he must deal with more kinds of human nature than men in other professions have to encounter, he must, if it be his desire to be successful in his profession, be a better student of human

nature than they. Humanity is the most complex of all things, therefore, the position of a passenger man is surrounded with complexities even less apparent than they are real."

"Most men whom the world call lucky are simply plucky, and while there is only one letter's difference in the two words, that one letter marks the one attribute of a successful man. If, perchance, any of you employed in the passenger traffic department find yourselves unable to put your hearts in your work, my advice to you is that you leave it and seek employment of a kind in which you can put your hearts; for no man can be successful in any profession unless his heart be in that profession."

The following is an extract in regard to troop movements, from the chapter on operating results from the director general's forthcoming report to President Wilson as abstracted by the Railway Age. It is thought that, after having been sifted out from a large mass of other matter, it will be of interest to agents:

"The prompt, efficient and safe movement of troops has been a first consideration throughout the period of federal control, and nothing has been permitted to interfere with it. From January 1st to the armistice there have been moved a total of 6,496,150 men, an average of 625,434 per month. The maximum was reached in July, when 1,147,013 men were moved.

"Four outstanding points may be emphasized:

"One million seven hundred and eighty-five thousand three hundred and forty-two drafted men were picked up at 4,500 separate points in larger or smaller units and moved on schedule to their training camps, in many cases upward of a day's journey, and in all cases, were fed in transit. The amount of detail involved in routing, scheduling, moving, and feeding these men can hardly be overestimated.

"Four million thirty-eight thousand nine hundred and eighteen men in 9,109 special trains moved an average distance of 855 miles, unquestionably the largest long distance troop movement in history.

"One million nine hundred and four thousand and fourteen men were brought into the crowded port terminals for embarkation overseas without interference with the heavy traffic of other kinds already being handled through these ports and in the territory adjacent thereto. During one period of 30 days more than 20 troop trains each day were brought into the port of New York.

"During the period there were but 14 train accidents involving either death or injury of enlisted men."

Into the gloom of the deep dark night

With panting breath and startled scream;
Swift as a bird in sudden flight,
Darts the creature of steel and steam.

Awful dangers are lurking nigh,
Rocks and chasms are near the track;
But straight by the light of its great white
eye,
It speeds through the shadow dense and
black.

Terrible thoughts and fierce desires
Trouble its mad heart many an hour,
Where burn and smoulder the hidden fires,
Coupled ever with might and power.

It hates as a wild horse hates the rein,
The narrow track by vale and hill;
And shrieks with a cry of startled pain,
And longs to follow its own wild will.

Oh, what am I but an engine shod
With muscles and flesh by the hand of
God,
Speeding on through the dense, dark night,
Guided alone by the soul's white light!

Often and often my mad heart tires,
And hates its way with a bitter hate,
And long to follow its own desires,
And leaves the end in the hands of fate.

O! ponderous engine of steel and steam;
O! human engine of flesh and bone—
Follow the white light's certain beam—
There lies safety, and there alone.

The narrow track of fearless truth,
Lit by the soul's great eye of light,
Oh, passionate heart of restless youth,
Alone will carry you through the night.
—Ella Wheeler Wilcox.

The oft quoted Finnegan has a rival in Pat Donahue, an Ohio freight conductor, whose train had a breakdown recently. After the accident he sent this message to Train Dispatcher Straight:

"Two-twenty-two has a busted flue.
What will I do? Donahue."

This awakened the slumbering muse in the telegraph office, and the reply ran:

"Wait. Two-twenty-eight will take your freight.
Dispatcher Straight."

—Omaha World-Herald.

"I educated one of my boys to be a doctor and the other a lawyer," said Father Corntassel.

"You should be very proud of them," announced his visitors. "That seems like an excellent arrangement."

"I don't know about that," replied the aged agriculturist; "it looks as though it was a-going to break up the family. I got run into by a locomotive, and one of 'em wants to cure me and the other wants to me to go lame so he can sue for damages."

—Ladies' Home Journal.

Address of Mr. Walker D. Hines, Director General
of Railroads, Before the Annual Convention of
the American Passenger Traffic Association,
at the New Willard Hotel,
Washington, D. C., January
22, 1919

Mr. Chairman and Gentlemen:

I am very glad indeed to get this opportunity to talk with you. It is the first chance I have had to talk with the members of any Association of railroad officers and employes, and I hope I shall have many such opportunities, because I cannot hope to make a success out of the task which I have assumed without the very closest understanding with the men who really do the work, and who see how the work is done. The more closely I can get in touch with you and your fellow-workers on the railroads the more hope I will have of being successful in the big task facing us.

A good many years ago there was a celebrated wit in Kentucky, J. Proctor Knott, who made a speech to an association of commercial travelers in which he said the commercial traveler was the "commercial evangelist," and it seems to me it could fairly be said that you gentlemen are the "evangelists of the public service." I feel that it is you who have to spread the gospel of the proper sort of public service and see that that gospel is lived up to. Since it is the cardinal point of my administration that we must serve the public in the best possible way, I turn to you gentlemen to help to show how that ought to be done, and to help to see that it is done.

At the outset I want to put you on guard against the danger of being discouraged or disturbed by reports which appear calculated to discredit the Railroad Administration. The most recent and most striking instance in point is

the very prominent story published in some newspapers yesterday indicating that there was a serious conflict between the Interstate Commerce Commission and the Director General of Railroads over a question of jurisdiction. There is no foundation for that contention. The fact is that there has never been the slightest difference of opinion between the Interstate Commerce Commission and the Director General as to their respective jurisdictions. The Director General feels that his responsibilities are adequate without his having occasion to worry because the Commission exercises its responsibilities. At all times there has been the most cordial and beneficial co-operation between the Commission and the Director General. I have been with the Railroad Administration from its first day and I have been especially in contact with the Commission, and whether we went to the Commission as a body or went to the Commissioners individually, we have found nothing but the most sympathetic understanding of our problems and the most earnest desire to co-operate with us in making a success in discharging the responsibilities which rest upon us. Since I have assumed the office of Director General I have had the most gratifying assurances from the individual Commissioners as to their continued attitude of co-operation and support. I know that newspapers like those which printed this story would not knowingly give circulation to mis-statements and false impressions, but this does not lessen the danger to the

public interest, through a misconception on the point.

Therefore, I want you gentlemen to feel that the suggestion that there is friction—that there is a conflict—with the Interstate Commerce Commission—is absolutely without the faintest suggestion of a foundation. If the railroad officers and employes are confronted day by day by such reports as those that appeared yesterday, creating the impression that the Railroad Administration cannot get along with other agencies of the Government, the tendency will be to impair the morale of the railroad organization, and that above all things is what I wish to avoid, and I wish to get your co-operation in avoiding it.

I want you to understand that I as Director General, and I am sure all my associates in the Central Railroad Administration have a single-minded purpose, which is to serve the public to the best of our ability, and to face the facts, whatever they may be, and give the public the benefit of those facts, and to secure at all times the understanding and the co-operation of every interest, whether public or private, that is involved in the administration of the railroads or that is affected by it.

This is a great and inspiring function, to endeavor to serve the public to the best advantage through the conduct of the great rail transportation operations of this country. It is an inspiring function whether it is for a short period or for a long period, and I feel sure that I shall have your co-operation in making a success of that public service because it has always been your part of the work, and I know you instinctively will want to carry it out. I believe I will have an additional and earnest personal desire on your part to make it a success during the period of my administration.

Whatever may be the future outcome of the railroad problem I think it must be perfectly clear to every thoughtful man that public interest and every private interest affected will be promoted by the continued development and the continued maintenance of the best possible railroad system from the standpoint of rendering an adequate public service, so whatever any individual

view may be as to how the question ought ultimately to be solved, our road lies straight and plain before us to keep on giving the best public service and of finding ways of improving it, for however the matter is ultimately solved whatever we do in that direction will be for the benefit of the public and for the benefit of every interest affected by railroad operation.

As I have already said, it has always been peculiarly your function to watch those aspects of the transportation service which come closest to the individual citizen. Of course the individual is affected by the freight service, but he does not feel the effects of the methods of conducting the freight service to the same extent that he feels the effects of the methods of conducting the passenger service, and your continued application to that problem is what I count upon, and what I wish to emphasize in my discussion with you. The war and its hardships are over, and the hardships from the standpoint of the passenger service were, of course, very serious. People did not have adequate space, there was no opportunity to give them adequate information in all cases, and in a great many ways they were subjected to serious inconvenience. Now that the war is ended we must endeavor to re-establish the same convenient and comfortable form of passenger service which was available before, and we must do everything we can to find within reason ways in which to make that service more convenient and more comfortable than it was before. I am not going into details because they will be discussed by others much better than I could discuss them with you, but I have particularly in mind, the point of providing adequate information for the public, the point of seeing that the public is treated with courtesy and the point of seeing that there are facilities adequate for comfortable travel, these are points of paramount importance. I feel that you gentlemen are the eyes and ears of the Railroad Administration in considering this matter of the passenger transportation service, and I want to ask you to keep on using your eyes and ears and using your brains in finding ways to correct inconveni-

ences that have developed as the result of the war, to restore the convenient conditions which existed before the war, and to improve those conditions wherever it is practicable. I hope that you will find it practicable to perform to an increasing degree the careful inspection of stations, passenger trains and dining-cars, and that you will be always on the lookout for the things which you think would help improve the public service, and I must not forget to mention the important factor as to whether or not trains are run on time. I want to appeal to you not to take as a necessity any unsatisfactory condition you may find. Don't assume that that condition has to be because of Federal control of the railroads. View the matter from the standpoint that if the thing is unjustifiable on its merits a way ought to be found to correct it and that the Government owes it to the people to correct it, and I want you without hesitation to use your initi-

ative in these matters and to bring to the proper officers of our Railroad Administration the recommendations with the confident belief that they will be considered on their merits and with the most earnest desire to promote the public service.

In conclusion, gentlemen, I want to assure you of my interest in your work and of my admiration of the sort of work you have done in the past, and of my confidence that you are going to keep on doing the very best work that you can to further the best interests of the public service. As a last word I wish to say that I want you to realize that I want to help, and I will appreciate any suggestions you can give me which will enable me to help in making a success of your part of the railroad functions, and in thereby making a success of the paramount and all-including function of rendering an adequate service to the public.

Obituary—Robert Anderson

ROBERT ANDERSON, District Passenger Agent at Birmingham, Ala., died December 27, 1918 and was buried in Bellefontaine Cemetery, St. Louis, on the 29th.

He was born December 3, 1869, and losing both his parents in early childhood was raised by a Mr. and Mrs. J. M. Armstrong on a farm near College Corner, Ohio.

At the age of 18 he entered the service of the C. H. & D. at Oxford, Ohio, as a messenger boy and to learn telegraphy. In October, 1889 his service began with the Illinois Central, he going at that time to Decatur Junction, Ill. as night operator. He remained there until July 1890 when he became operator at Pekin, Ill., becoming agent at the same station in 1892. He became city passenger and ticket agent at Peoria in February, 1901, and in February, 1905 was made traveling passenger agent with headquarters at Chicago. In March, 1911 he became district passenger agent with headquarters at Birmingham, Ala., which position he occupied at the time of his death.



ROBERT ANDERSON.

He married Margaret Berr at Berea, Ohio, on December 13th, 1898; she survived him.

FROM THE LAW DEPARTMENT



CARETAKERS—INJURIES TO—NOTICE OF CLAIM.—In the case of *Achen v. A. T. & S. F. R. Co.*, (1918), 175 Pac. 980, it appeared that under the terms of a live stock contract with the railway company, the plaintiff shipped a load of cattle, traveling with his shipment as caretaker, without charge other than that paid for the transportation of the cattle, and while on the journey he sustained injuries through the negligent operation of the defendant's train. A provision of the contract was that no action should be maintained by him against the defendant for the recovery of any damage accruing or arising out of the contract of shipment, unless it was brought within six months after the occurrence of the loss or damage. In an action brought under the contract, more than six months after the injury, to recover the damages sustained by him, it is held that the stipulation is valid and enforceable, and that it applies to actions to recover injuries to the shipper as well as actions to recover for injury to the stock shipped.

COOPERING AND LINING CARS—SUIT BY SHIPPERS TO RECOVER EXPENSE OF.—The Supreme Court of Minnesota in the recent case of *Midway Elevator Co. v. Great Northern*, 169 N. W. 494, followed the decision of the United States Supreme Court in the Case of *Loomis v. Lehigh Valley*, 240 U. S. 43, and held that the character of equipment which a carrier must provide and allowances which it must make for instrumentalities supplied and services rendered by the shipper—such as inside doors and bulk-heads in cars and timbers therefor—are problems which directly concern rate-making and are peculiarly administrative, on which there should be an appropriate inquiry by the Interstate Commerce Commission before being submitted to a court; that without preliminary action by the Interstate Commerce Commission a state court has no jurisdiction of an action by shippers to recover from an interstate carrier sums expended by them in lining and coopering cars for interstate shipments, the rate schedules providing for no allowances therefor.

DELIVERY—ORDER NOTIFY SHIPMENTS.—In the case of *Babbitt v. Grand Trunk Western Ry.*, 285 Ill. 267, the Supreme Court of Illinois held that where the consignor to whom an "order bill of lading" is issued deposits the same with his bank, which forwards the bill, with sight draft attached, to another bank for payment by the consignee, if the sight draft is not honored and the bill of lading is returned the consignor is the lawful holder of the bill, having been in continuous possession thereof through his agents, and the carrier is liable to him for delivering the shipment on the written order of the consignee but without the surrender of the bill of lading.

CONSIGNOR—LIABILITY FOR FREIGHT CHARGES WHERE CONSIGNEE HAS FAILED TO PAY.—In the case of *C. I. & L. v. Peterson* (Sup. Ct. of Wis., Dec. 1918), 169 N. W. 558, it appears that a certain shipment was delivered to the consignee without requiring the prepayment of the freight charges. Suit was brought against the consignor, who contended that the carrier through its own negligence failed to collect the freight from the person to whom the shipment was delivered, and that such failure was in violation

of what was claimed to be a long-established custom or usage among the shippers of potatoes and carriers that the carriers should collect their freight charges from the person presenting the bill of lading at the point of destination and before delivery. The bill of lading provided that the owner or consignee shall pay the freight and all other legal charges accruing on the shipment. The Court said:

"In interstate shipments of merchandise upon such bills of lading as were issued in this case, the consignor is primarily liable for the freight charges, and the failure on the part of the common carrier to collect the freight charges from the consignee under the provisions of section 8 of the bill of lading set forth in the statement of facts even though thereby it loses its lien on the freight for such charges, is no defense. * * *

"The effect of the alleged custom or usage would be to substantially vary the express language of the bill of lading itself by making the person to whom the shipment was delivered, instead of the shipper, primarily liable, and because it would have such a contradictory effect proof of such alleged custom cannot properly be allowed. * * *

"The relations between common carriers and shippers are no longer mere matters of contract, but are fixed by the laws and rules regulating such interstate commerce and partake of the nature of statutory obligations. * * *

"To give this alleged custom, therefore, the effect asked for by the defendants in this case, would be to place them as shippers in a different and necessarily more favored position than other merchandise shippers in the same locality in whose favor no such custom existed."

ORDER NOTIFY SHIPMENTS—INSPECTION OF.—In the case of *Quinn-Shepherdson Co. v. Great Northern Ry. Co.* (Sup. Ct. of Minn., 1918, 169 N. W. 442, it appeared that a contract for the shipment of a car of wheat over the line of defendant's road contained the provision that the wheat should not be delivered to a named prospective purchaser without a surrender of the bill of lading, and that such prospective purchaser should not be permitted to inspect the wheat before such delivery. The Court held that:

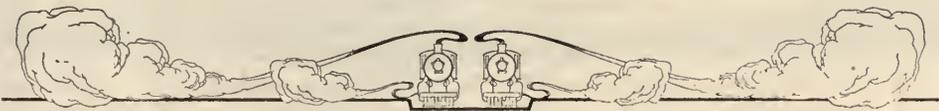
"1. That the act of defendant on the arrival of the car at destination in switching the same at the instance of the prospective purchaser onto an unloading side track did not constitute a delivery to such purchaser; and

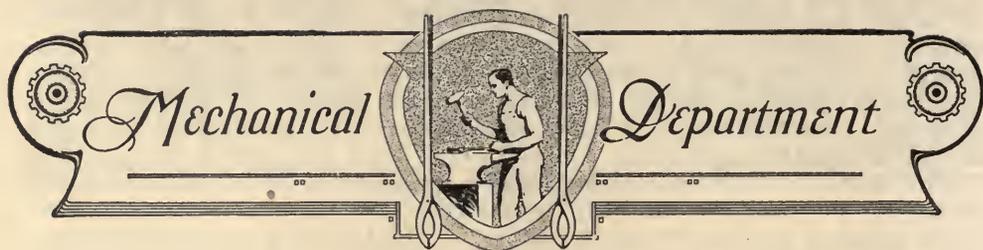
"2. That the carrier in such a case is not responsible for an inspection by the prospective purchaser, when made through secret and stealthy means, without the knowledge or consent of the carrier."

The Railway Storekeepers' Association

THE Railway Storekeepers' Association held their annual convention in Chicago on January 27. Assistant Purchasing Agent W. A. Summerhays,

of the Illinois Central Railroad, is president of this Association. Full details of the Convention will appear in our March issue.





Fuel Conservation

By J. W. Dodge, Transportation Inspector

THE war is over but the world's economic problems loom large on the horizon this New Year. To the task of readjusting on a higher plane the business affairs of our national life we must now turn, and with the same firmness of purpose and co-operation displayed during the war, accomplish in our field of endeavor the objects for which we labor. To this end let us briefly consider that factor in railway operation:

THE CONSERVATION OF LOCOMOTIVE COAL

To gain a clear understanding of the subject and its importance we must know what coal is, its quantity, quality and value, as well as efficient methods for use. It will be our purpose in this introductory paper to touch the subject only in a general way, trusting to obtain such interest as to justify further papers dealing more in detail with coal, its history and character, as well as the basic principles of combustion and such general information pertaining to its proper use on locomotives as will aid in making our tasks easier and the coal bill less.

For valid reasons clearly explained by President Wilson and Mr. McAdoo, Director General of Railroad, the Government assumed control of these roads January 1st, 1918. This control still exists and it is the loyal duty of every employe to think and work with a view of complying with the Government's instructions relating to fuel economy. According to the ancient

Greeks, when God gave man dominion over the world, he placed in his hand a flaming torch, signifying that with fire he might rule; without it, he could not subdue the brute creation. This axiom is still true. Today as a general power and heating proposition, fire means the burning of coal. Coal and iron form the basis or foundation upon which the entire superstructure of human industry and prosperity rests. The United States within her boundaries possesses 52 per cent of the world's known coal supply, upon its proper or improper use rests the rise or fall of this nation.

When we consider the many and varied elements contained in the mineral-coal, each by itself or in combination valuable and essential to human progress, and then think how we are wasting these elements by burning coal in its crude state, simply to obtain one result—heat—that in the average locomotive gives in the desired end (drawbar pull) only 6 per cent of the total heat value of the coal consumed—is it any wonder dame nature, who laid awake eons of time to create the coal beds for our use, should have a hot place provided under the jurisdiction of his satanic majesty for those who waste her dusky diamonds.

Statistics are not yet available for the last year, but Government reports indicate there was produced in the United States during 1917, 545,000,000 tons of bituminous and 92,000,000 tons of anthracite, an approximate total of

640,000,000 tons, of which a little over 26 per cent or 155,000,000 tons was used by the railroads, of which amount 140,000,000 tons was consumed in locomotive fire boxes. It is estimated that 150,000,000 tons was the locomotive consumption for the year 1918, a quantity requiring 3,000,000 fifty-ton capacity coal cars to carry, or if placed in a train, would be sufficient to fill eight tracks across this continent.

If a saving of 5 per cent was made, it would represent in value, at the average Government mine price, \$18,000,000. Won't you aid our management in obtaining this per cent of saving for the year 1919? Remember you can help, if you will, regardless of what position you hold or in what department employed (there should be no departments now save in name). Let us make it one big family, co-operating for results. Perhaps you are pessimistic, or think it can't be done. If so, read the following statement, it shows from **one** angle—that of freight service—what was accomplished on this system during the past five years.

Year	Ton Miles	Tons Coal Used	Pound Per 1,000 Gross Ton Miles
1912.....	19,937,096,816	3,797,880	249
1913.....	23,048,712,710	4,212,208	236
1914.....	24,679,064,695	4,048,634	207
1915.....	24,195,044,932	3,703,030	195
1916.....	26,715,502,447	3,629,149	165
1917.....	31,695,314,326	4,203,437	167

What will be the figures for 1919 if each one of our 50,000 does his bit?

Outside of wages, the coal bill is the largest single item of expense in the operation of the roads. For the year

1918, the coal bill of this nation's railroads was approximately \$550,000,000. The saving of avoidable waste in such vast quantities can best be appreciated when we recall the fact that small profit on dime sales built the Woolworth Sky Scraper in New York City; also, that it was the small saving of 21,000,000 of us that put over the top the Fourth Liberty Loan of \$6,989,047,000, the largest single financial operation in the history of the world.

It requires five tons of coal to make one ton of manufactured steel or iron in the shape and form we use it on the railroad. When you pick up or conserve one pound of spike, bolts or other metal, you are saving not only its value, but also the coal that otherwise would be required to make a new one.

Watch the small defects and little leaks. One eighth of an inch of scale in the boiler means a loss of 15 per cent in heat efficiency. Numerous small air leaks in front ends or around the steam pipes where they pass from smoke arch to valve chambers often cause the loss of a ton of coal per 100 engine miles. Steam leaks, from whatever cause, should be guarded against and corrected promptly. It is estimated that one-fifth of all locomotive coal consumed last year, or thirty million tons, was burned when the locomotives were not working—in firing up, waiting for trains in sidings, delays in terminals and in awaiting call. Co-operation between dispatchers, yard masters, round house foreman and the train and engine crews will save much of this.

Think and try—Remember the last paragraph of the ten military commandments of Marshal Foch—"It shall be done."



A Modern Daniel Boone

Mr. and Mrs. J. L. Scott have as their guest at Haserway, Mr. P. C. Archer, General Claim Agent of the Chicago & Alton Railroad, and Mrs. Archer; Mr. H. B. Hull General Claim Agent of the Illinois Central Railroad; Mrs. Hull, Mrs. Sinclair Richards and Miss Louise Smith, all of Chicago; Lieut. H. H. Conrad, of Newton, Penn., and Lieut. Joseph Rainsbury, of Newark, N. J., Army Aviators.

Messrs. Hull and Archer enjoy enviable reputations as big game hunters, and during the week-end will lead in a coon and opossum drive up Yalobusha Swamp. Mr. Scott has already served notice on the neighbors that they must corall their pigs and small calves until after this hunt, as he positively and absolutely refuses to be held responsible for same.

*Grenada (Miss.) Sentinel,
December 6th, 1918.*

SCOTT'S description of what happened is not only graphic, but nearly tragic.

To the writer he said:

"When we reached the swamp, Mr. Hull (in order that subsequent procedure might be regular) suggested that a Board of Strategy be formed, and with his customary modesty named himself as commander-in-chief.

"Various propositions as to offense and defense were considered, but the commander-in-chief brushed them aside and issued a General Order, which, in effect, placed himself in the center and deployed to the Right and Left those who were supporting him.

"Knowing Mr. Hull's eccentricities with a gun and being perfectly familiar with the fact that as an expert marksman he is altogether the best General Claim Agent now in the employ of Uncle Sam, I immediately warned the other members of the Board to let the game go to the 'demonition how-wows' and keep their eyes upon Hull, so that if, in a fit of mental aberration, he trained his gun to the rear, they could 'belly-down' and thereby escape his broadsides.

"We followed the Field Marshall

carefully protecting ourselves when possible by intervening the trunks of large trees (of which fortunately there were many). Suddenly we saw him stop, take from his pocket matches and a cigarette and after lighting the latter collapse and fall to the ground. Not knowing what had happened, fearful that some calamity had overtaken him, I rushed to him and found him with great vigor blowing cigarette smoke down a gopher hole. In answer to my inquiry as to what he was trying to do he stated that he thought he had seen a bear enter the hole and was endeavoring to smoke him out. 'I have,' he continued, 'failed, but, sir, I want to serve notice on you now and here that when this exploit is written and forwarded for filing in the archives of the War Department at Washington, it will be generally looked upon as a piece of strategy that will make Marshall Foch appear a piker,' then he ordered me to return to my place of vantage and not to leave it again without his personal authority. I obeyed and very soon thereafter Hull had gone 'Over the Top' and was in action. He fired to the front, to the left, to the right and at intervals to the rear, all the while going ahead at a pace that made it very difficult for us to keep up with him; finally he stopped and ordered us to come to him, which we did. He was saturated with perspiration, begrimed with gun powder, and looked very like, I imagine, the heroes of Chateau Thierry at the conclusion of that bloody battle.

"Drawing himself up he said, 'I do not know how much the enemy has suffered, but knowing my accuracy of aim and the rapidity which I can shoot, it must be terrific; and, sirs, the only reason that this battle is so abruptly concluded, is that I am out of ammunition.'

"He then gave the order to 'fall in,' and in an effort to 'right shoulder' his gun, gently placed it on his left shoulder and led the way to open ground.

"I have in my time seen many athletic performers, trapeze, double somersault throwers, yes, I have even seen Jim Corbett in the prize ring, but I want to say that none of them even approached the side stepping, ducking, vaulting and tumbling that we, the supporting army, did in avoiding the miscellaneous distribution of shot

from the gun of our beloved Commander-in Chief.

"The next day we went over the ground to take inventory of the damage that had been done. I name the casualties:

1 dead pig,
1 dead rooster,
1 dead turkey buzzard,
1 pickaninny. not hit but scared witless.

4 members of the Board of Strategy suffering from shell-shock."

Freight Traffic Department

Coal Review for 1918

By F. H. Law, Assistant General Freight Agent

IN the past it has been customary for the Coal Traffic Department to discuss the year's coal activities and in view of the especially prominent and important position which coal assumed in 1918 a brief discussion of some of the things that transpired should prove of interest.

A marked difference exists between the situation now and what it was a year ago. Then a great shortage of coal existed throughout the country resulting in suffering and loss, and necessitating the most drastic and unusual methods for supplying the more pressing needs; now the supply is plentiful and the prospect is that it will continue so.

Last year weather conditions were unusually severe and the war caused unusual demands, while thus far this year the weather has not been severe and the country is in the process of changing from war to peace conditions. While the difference in conditions is marked it must not be assumed that they are solely responsible for the difference in the situation, but other important causes have contributed so largely to the effect that in the opinion of those best informed there would have been

an ample supply of coal available for all reasonable needs had the war continued or weather conditions been severe.

Bituminous Coal production in 1918 increased materially as shown by the following figures, based on estimates of the U. S. Fuel Administration for the year 1918 and official returns for previous years: 1914, 423,000,000 tons; 1915, 442,600,000 tons; 1916, 502,500,000 tons; 1917, 551,791,000 tons; 1918, 585,883,000 tons.

This shows an increase of approximately 34,000,000 tons or 6 percent. over 1917 which was the record year up to that time.

The severe storms interfered in January, 1918, but following that month the production steadily increased to the high record in August of 55,732,092 tons. From May to October inclusive in no month was the production less than 50,000,000 tons.

In November it declined owing to decrease in demand following the signing of the armistice, and also to the prevalence of the influenza epidemic. It will be seen from this therefore, that if the war had continued the produc-

tion would have been considerably greater.

Stocks of coal were accumulated during the summer months. Dealers in and consumers of coal responded to the urgent appeals of the Railroad and Fuel Administrations to accumulate stocks during the good weather, so that by November 11th when hostilities ceased, the average stocks on hand were sufficient for seven weeks. The signing of the armistice and the mild weather in November and December caused many consumers to begin using storage coal earlier than usual, but had conditions been as anticipated these stocks of coal would have proven a big insurance against shortage in the severe winter months.

The zoning system for bituminous coal inaugurated by the U. S. Fuel Administration April 1, 1918 which by restricting eastern coal to eastern markets and filling the vacancy thus produced in central and western states, with nearby coal produced in those states, saved many miles or transportation, contributed largely to the increased transportation efficiency and consequently to a general improvement in the situation.

The improvement in transportation efficiency was marked. In the case of coal traffic particularly at a time, as was the case prior to the signing of the armistice, when the ability to produce and the car supply were the only limits to the movement, the loading is the real test of transportation efficiency.

The following figures show comparison with loading in 1917 in Illinois, Indiana and Kentucky:

1918	Comparison with 1917		
	Increase cars	Decrease cars	Percent
May	27,290		15
June	26,396		20
July	25,139		18.8
August	14,570		10.9
September	26,681		20.7
October	25,051		17.5
November		20,956	16.1
December		32,714	30.6

The decrease in November and December was due to decline in business after the armistice was signed.

The very nature of conditions make it difficult to positively predict what the future will be, but the unusual conditions obtaining present some interesting possibilities.

The intensive effort to meet war demands has very materially increased the capacity to produce, particularly so far as concerns bituminous coal. This condition coupled with the reduced production of European countries due to the war may result in a substantial export movement.

The zoning restrictions of the U. S. Fuel Administration created markets for certain coals in the middle-west which they never had before, and it will be interesting to observe to what extent these coals are able to retain the foothold thus obtained. It seems natural to assume that if the zone restrictions are removed a percentage of eastern coals will again be used for domestic purposes, but, on the other hand, it seems almost certain that the coals in the middle-west will retain a share of the new business secured during the zone period.

While during the transition from war to peace conditions it is to be expected that the volume of coal traffic will lessen, we should not overlook the fact that during the war many things that would be done in normal and peace times have been left undone, so that the country is far behind in much of its domestic development and this should produce healthy business conditions soon.

Whatever the future may hold there is one important lesson to be drawn from our experience with coal traffic the past year, and that is that the hearty and cordial co-operation between the coal operators and consumers and the U. S. Railroad and Fuel Administrations made it possible to meet the heavy demands for coal which could not have otherwise been done, and thus we have another vivid illustration of the value of co-operation which should remain with us for a long time to come.

Extracts from an Address

By Charles N. Rambo, Manager, The Fire Loss and Protection Section of the Division of Finance and Purchases, United States Railroad Administration, Before the Annual Meeting of the Railway Fire Protection Association, Held in Chicago, December 3, 1918

MR. PRESIDENT AND MEMBERS OF THE RAILWAY FIRE PROTECTION ASSOCIATION:

I have been deeply interested in this Association as member from its inception. I recognize the purposes of the organization and the valuable results accomplished, and particularly the educational work performed by it in connection with the spreading of the doctrine of fire protection among those railroads that have heretofore held a membership.

As an officer of the United States Railroad Administration I am happy to have this opportunity of talking to you who represent the unified railroad system of the United States, and to testify to the value of the Association's work incident to the reduction of fire waste on railroad properties. The splendid results already achieved have justified its formation. * * * *

I regret to say that much indifference appears to have existed heretofore on the part of some railroads and officers and employees as to preventive measures. The only measure of loss on some roads would seem to have been when they renewed their insurances and discovered they had to pay more premium through the startling revelation of their fire-loss statistics. * * * *

Recognizing that a large majority of fires are preventable and due to carelessness or failure to provide adequate fire-protection measures brought about the establishment of the Insurance and Fire Protection Section of the United States Railroad Administration, now known as the Fire Loss and Protection Section, in order to standardize practices, as far as possible, and coordinate the work. In the Director General's Circular No. 54 he provided that the "section is to have its own force of general inspectors and loss investigators, reporting directly to it at Washington, and through the Division of Operation will communicate to the regional directors and the officers and employees of the operating force under them with regard to the work of fire prevention and inspection on all railways under control of the United States Railroad Administration, with the object of utilizing existing organizations as they may be available, reorganizing them when it may be necessary, and establishing adequate fire protection and inspection organizations for those properties upon which no such organization is now maintained." The Fire Loss and Protection Section started its functions on approximately September 1. * * *

We must be awakened to the fact that the fire menace and fire losses mean an absolute waste, and that insurance is merely a means for distributing the loss, not of replacing the actual physical property destroyed, as the wealth destroyed has actually passed out of existence. With our many denials and sacrifices, it would seem that we should deny ourselves the many so-called personal liberties which involve dangers heretofore unrecognized in the majority of instances by the individual.

The large destruction by fire in and on railroad properties, added to the heavy fire losses generally throughout the country, emphasized the need of increased vigilance in applying the most effective methods of fire prevention and the adoption of all reasonable standards and practices for the protection of railroad

properties against loss by fire, and the Director General, in the creation of the Insurance and Fire Protection Section directed that it was especially essential that the officers and employes shall, with renewed energy, cooperate in the reduction of fire hazard and the unnecessary fire waste, and I quote the final paragraph from his general circular, which I feel covers the situation that confronts us who are dealing with these problems:

It is believed that if every employee can be made to feel an alert consciousness of responsibility for this loss, that it can be substantially reduced, thus effecting an important saving in the cost of operation and avoiding the interference with and delay of traffic that fires cause. To this end the earnest cooperation of every employee of the United States Railroad Administration is desired and requested.

At the outset the Director General issued, in the form of a fire-prevention "poster," a notice or request, which, I believe, in a nutshell, places the guarding of the properties against loss by fire very clearly before the officers and employees of the railroads; and which, I believe, is of sufficient importance for me to quote as follows:

1. All officers and employees of railroads should be on guard at all times, show their loyalty and cooperation and through earnest efforts and constant vigilance, accept their responsibility toward the elimination of the unnecessary fire loss to railroad properties.

2. Let each employee consider himself a fire inspector or warden, as far as his particular duties are concerned, and in so far as any dangerous condition may come to his notice; and let each one have in mind constantly, that through no act of his, or through no lack of action on his part, will he create a fire hazard or allow one to pass unnoticed.

3. If you know of or see a fire danger or hazard, report it immediately to your superior in charge of your department.

4. Keep in mind constantly that the first requisite in the prevention of fire waste is good housekeeping—meaning cleanliness. Remove accumulations of rubbish and waste, and guard inflammable property and materials from all sources of danger by fire. Guard against not only physical defects, but neglects brought about through carelessness, indifference, ignorance, or willfulness on the part of any person. Smoking is a general habit; guard carefully against hazards and careless practices incident to it.

5. Railroad operation is in its nature so continuous that destruction of property used in it leaves marked consequential losses. The acceptance of individual responsibility will prevent not only large waste of property which can not be replaced to-day, but temporary loss of employment through the destruction of facilities, and serious interference with operations.

It must be our effort, therefore, to do all we can to minimize losses, and through adequate and vigilant fire protection and fire prevention inspection service, which has been or will be organized on every railroad system, secure compliance with requirements and such cooperation in the establishment of practices and safeguards as will lessen the opportunity for loss of property by fire in the future. * * * *

Primary attention to fire prevention is to be given by each railroad under Federal control through its operating officers and under them, if the railroad is of a sufficient size to warrant it through the establishment of fire-protection and fire-prevention departments, under the supervision of men trained in the study of those questions and under whom will be the individual railroad's staff of fire-prevention inspectors. These inspectors will travel over the railroad's properties, giving careful study to the fire dangers and making periodical inspections of all properties with frequent inspections of the larger properties, see-

ing that everything is being done that can possibly be done to eliminate fire dangers.

These departments of the railroad are the educational channels, doing their work directly under the management of their road, and with the officers, agents, and employees; recommending, suggesting, and conferring in connection with the correction of bad practices or the reduction of dangers. The training of the human element is the great problem to be contended with, and a constant vigilance is necessary to overcome the frequent thoughtless, careless, or even negligent habits so often found. With the officers of the railroads, giving the fire-prevention work their active cooperation, regarding it of prime importance to the safeguarding of their operations, much may be accomplished.

The fire-protection organizations of the railroads, through the Federal or general managers, will come under the direction and authority of the regional directors of their district. The Fire Loss and Protection Section of the Central Administration will deal primarily through the regional directors, but will be of such cooperation through the Federal or general managers and the various fire-prevention departments as may be necessary or desirable. The staff of general inspectors of the Fire Loss and Protection Section will act in an advisory and cooperative way through visits to the various regions and the large and important properties therein to assist the local forces in the proper protection of the properties.

We find in railroad properties a multiplicity of operations involving large values, varying from the usual hazards incident to rail transportation from the large repair and construction plants, including machine shops, upholstery shops, carpenter and pattern shops, paint and car-repair shops, locomotive-erecting shops, all with their varied processes and the ordinary and special hazards involved; the terminals, with their large merchandise piers and freight houses, storage warehouses, coaling piers, and so on, to the minor properties along the line, including freight and passenger depots, signal and interlocking towers, coaling and water stations.

The essential features to be considered by those who study the problems of fire protection are:

First. To so construct buildings on fire resisting lines as to minimize the possibility of fire starting and prevent its unrestricted spread and opportunity for serious loss. The proper time to guard buildings against loss by fire is during their construction. One of the reasons why this is not always done, unfortunately, is on account of the initial cost. We must encourage the use of fire-resisting materials, the division of large areas, as far as possible, and the protection of buildings exposing each other. We have too frequently seen a class of buildings on railroads that is apt to furnish fuel for large conflagrations.

Second. To prevent fire from starting the reduction and safe-guarding of common hazards and those inherent to the particular property. Elimination of the possibility of fires starting should be as carefully considered as the question of good construction and protection.

Third. To provide adequate private and public facilities for extinguishing a fire, should it start, and be prepared to fight a small fire before it becomes dangerous. All of the expense met with in the installation of fire-fighting equipment, water supplies, etc., can be counted as naught if the men to promptly use it are not trained and ready, and if it is not properly cared for and kept in serviceable condition.

One of the first demands in connection with the study of fire prevention is that of good housekeeping, involving such detailed enforcements as will insure cleanliness throughout a property as a matter of daily duty and through

which means the possibility of fires may be largely avoided. This can be accomplished by the appointment of employees in each portion of a property with such authority as may be necessary to see that cleanliness is observed and through the posting of official notices in prominent places requiring the carrying out of fire-protection rules so prepared as to meet conditions usually found in railroad properties.

The protection of properties against fire is an important part of the duty of every officer and employee. Every fire in railroad property should be made the personal responsibility of some employee. It must be remembered that the majority of fire losses are preventable and that they are largely a matter of lack of cleanliness and carefulness and that the great study of prevention must be along these lines.

Approximately 75 per cent of the fire loss could be prevented by the general exercise of constant care and by seeking out and removing unnecessary hazards.

The object of fire-extinguishing apparatus is necessarily one of great detail and brings out the study of the extent and character of the properties and the natural conditions surrounding them, and their use and occupancy. The class of appliances will necessarily cover a wide range, starting, however, with the idea of having an ample supply of water to meet the maximum of conditions that might arise. Careful study is necessary to determine the specific character of fire-extinguishing devices required to meet the demands of each class of property. These include the use of automatic sprinkler protection, which is the best class that may be considered and which is recognized as the only one producing the maximum of efficiency and success in controlling fires, water mains and fire-hydrant systems under ample volume and pressure from public or private reservoirs or other source of supply, with incidental fire pumps, elevated tanks, stand pipes, fire hose, fire extinguishers, steam jets, sand pails, water barrels, and pails, all of which must be studied and installed with a due regard to their relative values. An important fire-fighting agency on railroad properties is the locomotive and yard engines used at terminals and large yards remote from public protection, so equipped for supplying water under pressure with the aid of fire hose as to give good service in event of fires in rolling equipment and its lading. Tugboats equipped with fire pumps are also a valuable factor in fighting fires on water-front properties.

With the large values involved and elaborate expenditures made for devices and appliances for fire extinguishment it is important that the organization idea should be pushed in order to obtain its intelligent and prompt use, without which the expenditures are of no avail, especially when manual use is required of the equipment. Therefore, in order to have the appliances serve the good purpose that was intended, it is necessary to so perfect the organization as to get the greatest value therefrom.

Rigid and systematic inspection of all fire apparatus should also be made by specially delegated employees on each property, preferably members of fire brigades, at least once a week; everything, including the smallest piece of apparatus, should be in its place and in good order, ready for use, and a report of such inspection should be made to those in authority on each property.

In connection with fire-extinguishing apparatus a study of its utility should be given, as well as the care of appliances, that we may be assured of it being an approved and well-tested and tried device, the durability to be studied in connection with the economies. * * * *

In conserving and economizing, our special attention is drawn to the necessity of extreme care of the fire apparatus distributed over railroad properties.

Fire-alarm systems are an important factor, particularly in large properties,

to obtain prompt use of fire appliances, through the immediate summoning of drilled employees and municipal departments.

The success of "fire prevention" must be due entirely to well-organized forces. The organization of the fire prevention and protection work on railroads must be undertaken with intelligence and a due regard to local conditions. It is necessary that the importance of the work be recognized by all in authority and in charge of property. Fire prevention requires thorough publicity, that all employees may be advised of its scope, and that education respecting it should penetrate all parts of a system in order that the old and prevalent idea of "security" against fire dangers may be eliminated. Education is obtained through instructions, rules, etc., issued under an executive order and by you men talking with those in charge of the care of properties. In this way cooperation is secured in making the officers and employees think and act in connection with the prevention of fires and that proper efforts and attention may be given to all reasonable and practical suggestions and recommendations made to eradicate unsafe conditions and practices.

Fires, like accidents, happen at unexpected times. Continued vigilance is therefore essential, and without a general cooperation and knowledge of dangers we can not escape their consequences.

Fire-prevention committees, fire marshals, chiefs, or captains of fire brigades are all necessary parts of an efficient local organization, and the inspection of buildings and their valuable contents for fire hazards by such committees or members of fire departments should receive the attention it deserves. Members of fire departments, possibly uniformed or otherwise designated with authority, should be especially delegated to make at least weekly inspections and report to the authorities in charge on the conditions, and day and night watchmen should patrol all parts of the property for the same purpose, having their tours properly recorded on approved devices to assure efficiency.

A word of caution may be in order in connection with a combination of "safety" and "fire-prevention" work: The first, incident to safety to life; and, the second, incident to protection of properties against fire loss, and, where in some instances, with the use of the same inspectors, one phase of their work might possibly be neglected in the enthusiasm or natural training of the inspector for one or the other of the specialties. They are two distinct specialties requiring specific education, training, knowledge, and the proper application thereof.

* * * *

A knowledge of the causes of losses is essential to the proper comprehension of fire dangers. Too many fire losses in the past, you may have observed, we have been unable to learn the cause of, and we naturally set them down as "unknown" as being the easiest method of providing a term. The causes of railroad losses should be carefully sought out. It will help to place the responsibility; to guard against the danger from similar causes, enabling inspectors to obtain practical experience for future guidance, and will show many the results of their carelessness. * * * *

The United States Railroad Administration is looking to you to assist in the work which it has undertaken. Much will depend upon your energy. The forceful enthusiasm and thoroughness you put into the work will lend good results to your effort and through which the effectiveness of our work may be indicated. * * * *

Remember that it is our patriotic duty to prevent fire losses by preaching the doctrine of carefulness, and in the same way that we met the important demands arising in the winning of the war we may meet them in the reconstruction and readjustment of National and international affairs.

Contributions from Employes

Greenville, Miss., August 2, 1918.

R. J. Carmichael,
Instructor of Passenger Train
and Station Employees,
Chicago, Ill.

Dear Sir:

Referring to your letter, with regard to a hundred per cent passenger conductor:

- 1st. He should appear neat.
- 2nd. See that his crew appear neat.
- 3rd. He shall obtain proper clearance or order for his train before leaving terminal, and see that all overdue trains have arrived.
- 4th. See that his train is properly ticketed.
- 5th. See that his train is properly protected, and any disloyalty be reported to proper authority.
- 6th. Any controversy arising with passengers should be handled very carefully, so that the Company will not be liable for damages, as the law does not favor the carrier; therefore, each conductor should control his temper.
- 7th. Any disorderly passenger should be turned over to the first officer and prosecuted according to law. Any action of this kind should be reported to the proper official.
- 8th. A conductor and crew should not engage in conversation other than business requires with passengers, as such conversations might interfere with the discharge of duties.
- 9th. See that the flagman and porter understand all orders received pertaining to the movement of trains, and see that the train does not depart from any station before its leaving time. See that the engineer signals at all meeting points, see that your train is properly protected in yard limits during foggy and bad weather.
- 10th. Protect passengers on train as far as possible, but you are not expected to protect them when not present. Transportation should be handled carefully, as agents frequently err in selling tickets.
- 11th. Make note on ticket report 1505 when agents are not on duty to sell tickets. Collect ten cents excess from passengers boarding train who have opportunity to purchase tickets, giving them the benefit of a doubt.
- 12th. See that the flagman and porter understand and announce all stations, and make report of any one carried by destination. The train should not pass flag station without ascertaining from the conductor whether or not he has a passenger for such flag station.
- 13th. See that the baggage is properly handled. Baggage man must understand that he must obey the orders of the conductor.
- 14th. The engineer must read all train orders given to the conductor and the conductor must see that he understands all orders before leaving stations; if there is any doubt as to the meaning of any order, the dispatcher should be called on to explain same. All train orders must be perfect in every respect.

15th. See that the news agents handle their stock in proper manner and that they do not annoy passengers, offering their stock too frequently.

16th. All employees on passenger trains should conform with the rules and regulations as nearly as possible. All irregularities pertaining to movement of passenger trains should be reported to proper authorities.

Yours truly,
S. F. WITHERSPOON.
Clinton, Ills., July 9th, 1918.

Roll of Honor

Name	Occupation	Where Employed	Yrs. of Service	Date of Retirement
Clayton M. Russell	Marine Engineer	Brookport, Ill.	18	3/31/18
Samuel Lowther	Engineman	Louisville, Ky.	35	6/30/18
George Launder	Blacksmith	Fort Dodge, Ia.	29	7/31/18
James Farmer	Checker	U. S. Yds., Chicago	51	8/31/18
John W. Reid	Engineman	Clinton, Ills.	29	9/30/18
John F. Crowley	Engineman	LaSalle, Ills.	43	9/30/18
Matthew Hehir	Section Foreman	Wapella, Ills.	44	9/30/18
Richard C. Prendergrast	Engineman	New Orleans, La.	41	9/30/18
William Otto	Section Foreman	Rosine, Ky.	19	10/31/18
James B. Harnish	Towerman	Kensington	25	12/31/18
Samuel T. Powles	Conductor	Chicago, Ills.	27	12/31/18
Joseph Riccio	Section Laborer	Chicago, Ills.	20	8/31/18

Meritorious Service

CHICAGO TERMINAL.

During December the following suburban trainmen and gatekeepers lifted card passes and commutation tickets account having expired or being in improper hands: W. Gerry, E. McCurdy, Eleanor Jacobs, May Heldenbrand.

C. L. Beals, W. J. Wilsey, J. P. Powers, and J. J. Collins have been commended for work in spotting refrigerator cars night of December 27, 1918.

ILLINOIS DIVISION.

Freight House Clerk Frank Davis, Kankakee, Ill., has been commended for discovering and reporting brake beam down on Frisco car 272607, train 51, January 8. Train was stopped at Otto and repairs made, thereby preventing possible accident.

Section Foreman E. Wharton, Peotone, Ill., has been commended for discovering A. T. S. F. car 16966, extra 1710 south, December 23, leaning over on side and wheels smok-

ing badly. Train was stopped and car found to have sand board down. Car was set out for repairs, thereby preventing possible accident.

Conductor C. H. Draper, Central Station, Chicago, Ill., has been commended for discovering brake beam down on I. C. express car 599, train 26 at Onarga, January 7. Arrangements were made to have defect remedied, thereby preventing possible accident.

Conductor C. Squires, Fordham, Ill., has been commended for discovering and reporting I. C. 124967, 85614, 87046, 89362, 100124, with no light weight stencilled on same, and also I. C. 88330 with no initial or car number stencilled on same, in extra 1553, December 30. Arrangements were made to have cars properly stencilled.

Conductor O. H. Norman, Fordham, Ill., has been commended for discovering 8 inches broken out of rail at Joint in No. 1 track, December 29, at Gilman, and reporting same

to Train Master's Office, in order that repairs might be made promptly, thereby preventing possible accident.

Conductor J. J. Monahan, Champaign, Ill., extra 1657, December 19, has been commended for discovering and reporting I. C. 123468 with no light weight stencilled on same. Arrangements were made to have car stencilled.

Conductor C. E. Schoenberg, Champaign, Ill., has been commended for discovering A. S. D. 878 refrigerator billed Chicago, December 15, containing box weighing about 35 pounds, no other freight in car, and transferring this box into U. R. T. 2777 and released A. S. D. car for other purpose.

Conductor E. P. Clancy, Champaign, Ill. has been commended for discovering I. C. coal car improperly stencilled, December 23, extra 1690. Arrangements were made to have car restencilled.

Brakeman G. H. Kavanaugh, Fordham, Ill., has been commended for discovering truck frame on H. & T. C. 62334 Train 77, December 20. Car was set out at Matteson, thereby preventing possible accident.

Brakeman A. F. Thatcher, Champaign, Ill., has been commended for voluntarily firing engine 1678, Kinmundy to Mattoon, December 5, when regular fireman was taken suddenly ill. This action avoided serious delay to train.

Conductor F. A. Hitz on train No. 17, December 5 lifted employe's trip pass account passenger having previously secured transportation thereon and collected cash fare.

Conductor D. S. Wiegel on train No. 5, December 15 and No. 2, December 20 declined to honor card tickets account having expired and collected cash fares. Passengers were referred to passenger department for refund on tickets.

Conductor W. H. Watson, Fordham, Ill., has been commended for discovering and reporting two cars in train extra 1595, December 6, improperly stencilled. Arrangements were made to have cars restencilled.

Night Caller D. G. Summers, Champaign, Ill., has been commended for action taken in stopping engine 421, December 27, which got away from round house.

Brakeman E. Jacke, Champaign, Ill., has been commended for voluntarily firing engine 1605, Tuscola to Mattoon, December 8, when regular fireman was taken off to replace fireman on another train account of sickness.

Brakeman J. L. Jones, Fordham, Ill., has been commended for discovering and reporting broken truck B. & M. 40866, extra 1636, January 6. Necessary action was taken to prevent accident.

Baggage man John Gearon, Central Station, Chicago, Ill., has been commended for discovering and reporting brake rigging down under car in extra 1573. Train was stopped

near Champaign Station and brake rigging removed, thereby preventing possible accident.

Conductor W. H. Watson, Fordham, Ill., has been commended for discovering and reporting Lehigh Valley car 87066 in extra 1637, Nov. 15, with no light weight stencilled on same. Arrangements were made to have car stencilled.

Conductor W. A. Murphy, Chicago, Ill., has been commended for discovering and reporting several cars in train, Nov. 20, with no light weight stencilled on same. Arrangements were made to have cars stencilled.

SPRINGFIELD DIVISION.

Conductor Fred David, Clinton, Ill., has been commended for discovering dust shield afire on P. F. E. car 4163 and upon further investigating discovered journal lying in box journal. Car was left at Kenny for repairs, thereby preventing possible accident.

Conductor J. H. La Mon, Clinton, Ill., train 2nd No. 152, January 9, has been commended for discovering and reporting broken rail north of Moweaqua, and stopping and informing two south bound extras of broken rail. This action undoubtedly prevented possible accident.

Brakeman E. C. Lane, Clinton, Ill., has been commended for discovering and reporting broken flange on C. & N. W. car 107391, Extra 1648 north, November 8. This action undoubtedly prevented possible accident.

Agent T. B. Walker, Patoka, Ill., has been commended for discovering brake beam dragging on Southern car 18319, train 191, November 23, passing Patoka. Train was stopped and brake beam removed, thereby preventing possible accident.

Engineer Fred Jones, Fireman Robert Reed, and Switchmen W. F. Adams, L. T. Pearson and F. M. Goodrich, have been commended for assisting in extinguishing fire discovered in freight house at Clinton, October 23.

Brakeman R. O. Bratcher, Clinton, Ill., has been commended for discovering and reporting broken truck on I. C. 115048, Train 164, November 23. Car was set out, thereby preventing possible accident.

Engineer H. Lynch, Clinton, Ill., has been commended for discovering broken rail south of Decatur Junction, November 1, 1918, extra 1557 south. Train was stopped and arrangements to have broken rail repaired, thereby preventing possible accident.

Engineer John McIntyre, Conductor Guy Baughman, Fireman C. C. Daniels, Brakeman B. S. Galligher, and Brakeman J. W. Mumbower, have been commended for discovering and extinguishing fire in depot at Barclay, December 3, 1918. This action prevented loss.

J. W. Coffey, Vandalia, Ill., has been com-

mended for discovering brake beam down on extra south 1766, November 27, and notifying rear breakman and conductor and had train stopped in order that brake beam could be removed. This action undoubtedly prevented accident.

Engine Foreman W. E. Green, Switchman Russell Ross, Switchman L. T. Pearsons, and Yard Clerk T. Wacob have been commended for discovering S. A. & A. P. car 11030, December 13, 1918, train 164, arriving at Clinton on fire, and extinguishing same. This action prevented loss.

Fireman C. Simpson, Pana, Ill., fireman on train 191, December 7, has been commended for discovering broken wheel on Southern car, train 164. Train 164 was stopped and car set out, thereby preventing possible accident.

Engineer W. A. Hoff, Clinton, Ill., train 53, January 2, has been commended for discovering and reporting I. C. 124277 as empty coal car containing six tons of coal. Car was set out and unloaded at Alhambra.

Conductor C. W. Helm, Clinton, Ill., train 164, January 8, has been commended for discovering and reporting I. C. car 94032, with two bad trucks. Car was set out at Vandalia, in order that repairs could be made, thereby preventing possible accident.

ST. LOUIS DIVISION.

Conductor A. N. Wakefield on train No. 22, December 1 declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor J. H. Lewis on train No. 4, Nov. 4, refused to honor employe's time pass account being in improper hands. Passenger refused to pay fare and was required to leave the train.

WISCONSIN DIVISION.

Brakeman O. L. Wiegand has been commended for discovering arch bar out of place on I. C. 93415, carload of stone, at Monricello, Wis.

Agent J. Hines, of Wapella, Ill., has been commended for his action on December 15th, in notifying dispatcher and section foreman when he found a broken rail about one mile south of Heyworth, while on his way from Wapella to Heyworth.

Conductor D. L. Braman has been commended for discovering broken arch bar on G. N. 124805 September 21st and discovering broken rail north of Midway, December 30th, and promptly notifying section foreman and dispatcher.

Conductor H. McIntyre has been commended for discovering broken rail at

Panola on January 7th, and promptly notifying section foreman and dispatcher.

IOWA DIVISION.

Conductor H. C. Sprague on train No. 13, December 17 lifted time pass account being in improper hands and collected cash fare.

KENTUCKY DIVISION.

Conductor F. P. Coburn on train No. 822, December 3 declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

TENNESSEE DIVISION.

Conductor J. W. Arnold on train No. 2, December 16 lifted employe's annual pass account being in improper hands and connected cash fare.

MISSISSIPPI DIVISION.

Conductor O. H. Harrison on train No. 34, December 7 declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

MEMPHIS DIVISION.

Section Laborer Parker LeFlore, Lake Coromorant, Miss., has been commended for discovering and reporting C. B. & Q. Car 629, extra 939 south, December 17, with about eighteen inches of flange missing. Train was stopped and defect looked after, thereby preventing possible accident.

LOUISIANA DIVISION.

Conductor R. E. McInturf on train No. 23, December 13 declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor L. E. Barnes on train No. 33, December 14 lifted going portion of employe's trip pass account returning portion being missing and collected cash fare.

On train No. 2, December 23 he lifted employe's trip pass account passenger having previously secured transportation thereon. Passenger refused to pay fare and was required to leave the train.

Conductor L. E. Barnes on train No. 33, Nov. 4, refused to honor thirty trip family ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

NEW ORLEANS DIVISION.

Conductor Chas. E. Gore on train No. 34, December 12 lifted forty-six ride monthly school ticket account having expired and collected cash fare.



GENERAL OFFICES.

Mr. Raymond Goldberg, whose smiling countenance illuminates the mail room of the General Office Building, is the proud possessor of a brand new blue and white sweater jacket. It certainly does match his complexion.

CHICAGO TERMINAL

Local Freight Office, South Water Street.

The following is a list of names of men from the local freight houses who were, or are in the Navy or Army serving the United States:

Team Track

- | | |
|-------------------|--------------|
| Thomas P. Flynn | John Casey |
| Michael Calhooley | James Barry |
| | A. K. Carney |

Out Freight House

- | | |
|-------------------|------------------|
| John Segda | Arthur Schmnaski |
| F. Sbolpin | Dan Shenhn |
| James McGill | Stanley F. Novak |
| C. Tarnatore | R. M. Wells |
| Tim Warren | Frank Along |
| Clarence Bitner | Luther Ballard |
| P. J. Carney | J. Campbell |
| W. Clifford | H. Duyer |
| P. J. Froher | Wm. Grady |
| S. H. Hamlett | C. Hardy |
| B. Hardy | M. Haggerty |
| L. W. Jarecki | Tom Kelly |
| Steve Kopabous | J. B. Kelly |
| R. Lindgurst | James Lynch |
| B. F. Lindsay | W. Lenard |
| E. J. Lenard | O. McGrath |
| Mike Angland | L. V. Brown |
| Anthony Branchkey | Timothy Clifford |
| Leonard Crachibo | Cosby Clayton |
| Michael Flanigan | Dan Casey |
| James Dougherty | Dan Daley |
| George Flucus | M. Flood |
| John Feintres | James Frisby |
| Peter Farnakis | Sam Golden |
| L. Greeley | J. Glynn |
| Thomas Gallagher | John Hobert |
| Thomas Kelly | Louis Letz |
| James Lanares | D. J. Murphy |
| Pat May | John J. Murphy |
| N. Pappas | M. Reardon |
| A. Reconpa | Peter Renaerl |
| Oscar Roberts | W. Szymanski |
| C. W. Menke | H. J. Mulvaney |
| G. Pacini | Dan Sontello |

- W. Sutherland
J. Trakas
W. Charboneau

In Freight House

- E. J. Snyder
R. Good
H. O. Connor
E. Rowe
B. Witte
F. Lynch
G. H. Hugo
T. Cecary
M. Lyons
A. Fahey
E. St. Martin
V. E. Clayton
G. Gritronis
P. Hideman

- Mike Spalt
Paul White
Wm. Bowen

- O. F. Hang
James Joyce
C. Breedan
F. Dodd
H. C. Mooney
S. Burbilos
Joe Crotrona
J. Carney
M. Nickolas
Paul Demurtus
C. W. Coy
T. McDonough
G. Coughlin
D. J. Sharkey

Local Freight Office South Water Street Executive Department.

Our agent, Mr. Wells, has been kept very busy attending meetings.

Arthur wanted to know what the abbreviation D. Poultry was. George asked him what he thought it was. He answered: "dead poultry." George tried to correct him by saying "dressed poultry," but Arthur still claimed the poultry was dead.

After Arthur wears his soles down he will be on his feet again.

Our mail boy, Joseph Becker, took a trip to Grand Rapids, intending to hunt rabbits. He came back Monday, January 13, claiming he bagged ten rabbits near a pond—it sounds a bit fishy.

Chief clerk and George each purchased a pair of Goodyear rubbers. They have quite a time keeping them separate in spite of the fact that George's rubbers are about two sizes larger.

The others are working diligently trying to make the time fly faster and looking forward to the next holiday—something like November 11, 1918—Peace Day. Assistant agent, Mr. T. N. Sublett's son, Charles, is with the marines in France. After three months' waiting for a letter one came January 15.

Freight House.

The record made at the out-freight house for the month December, 1918, was one

package of freight loaded in error to every fifty cars of merchandise loaded. The foreman and assistant foreman have been noticed to get quite chesty on account of this showing, and all you hear from Mr. Brown and Mr. Kelliher is "This is good, but we want to be 100 per cent in January, 1919." We're hoping for the best.

Car Record Department

When the mercury's hittin' 'bout ten below naught,

And the wagon wheels creak goin' by
Don't argue and kick and complain of the cold,

Just recall those hot days last July.

Remember the days when the sun blazed aloft?

You could almost fry eggs on the street,
And you wished for a place near the well-known North Pole,

Where at least you'd be free from the heat.

Well, now that it's cold you're not satisfied yet

And you wish it were summer once more,
To be able to walk without freezin' your ears

Or to chill your poor frame to the core.

Never mind—this old winter can't last very long;

Why the first thing you know 'twill be done.

And the spring will have come and gone on the same way

And the good old hot summer begun.

And the sun will continue to shine as before
Thermometers upward will climb,

And you'll argue and kick at the terrible heat,

And wish it was some other time.

Be that as it may, it is just natural to kick

And to wish it was somethin' it ain't,
For the man who don't kick, don't belong on this earth,

He should be up above—he's a saint.

W. P. Whalen,
Car Record Clerk.

Odd, isn't it that so many pretty young ladies find it necessary to use the pencil sharpener on the chief clerk's desk so frequently? Probably the reason is our acting chief clerk, Bill Whalen, is very popular with the ladies.

Has everyone noticed our handsome friend Murphy's new pompadour? How did you do it, Murph? We're all getting jealous.

We hear from good authority that Walter Peek won the championship for long distance ice skating and was presented with a perfectly wonderful pair of Johnson Racers.

We have no weddings to report, but from out of the clouds comes a rumor that the next transport will bring a victorious aviator who will very soon fly away with our steno. Who is the hero, Elizabeth?

Who is the lucky chap who received so many of Miss McCarthy's charming smiles? He sits somewhere in the rear of the Accounting Department.

We would like to advise the chewing tobacco merchants that the marked shortage in their sales is due to the New Years resolutions of the boys of the card records.

This department lost some of its usual brightness during the two weeks Tom Russell served on the jury. We're glad to see you're back again, Tom.

We hope Patrick will soon be well and back to work again so that worried look on Laura's face will disappear and let the usual sunshiny expression reappear.

With the coming of spring, we all know that "Mud Desert" between Michigan Avenue and the local office will be at its best. We therefore suggest that all invest part of their savings in a pair of rubber boots. A reward is offered to the first young lady wearing them.

D'gda hear about Schendel taking steam baths and refraining from meat, pie, etc.? Ask him about it, he knows.

S. Q. is sporting a wicked looking muffler. Perhaps it is a "Merry Xmas to Albert from Elizabeth and Bill."

Joe Donahue made a whole armful of New Years resolutions. So far he hasn't fallen off. More power to you Joe, me boy.

Claim Department.

We're busy as usual. Any dub can cause a claim, but it takes a regular man to prevent one.

Which one of your girls did Bert give that wrist watch to? Don't be afraid to wear it, it's a good one.

Hunting rabbits is quite a rage. Ed Broderick and John Furlong went last Sunday and reported the rabbits looked good at a distance, but they didn't come close enough to taste them.

Thousands of hearts will echo this private's bequest. Private Edward J. Farrell, who was killed in action, in his will, which was made public by a friend, included this paragraph:

"To the little old U. S. I give my life willingly, because she is the grandest, greatest and freest country in the world. And I hope to God that the day will come when she will be indeed 'America for Americans' of undivided allegiance."

Just after New Years Miss O'Connor opened a nice big box of candy she had received for Christmas and invited the boys to help her eat it. Isn't it funny how helpful people are when it comes to eating?

Mr. Scott has troubles of his own. His

wife and two children have been ill for the past week or so.

Mr. O'Brien has been ill for some time. Mr. Bert Warrington, too, has been ill, but is now back to work.

How about an arm chair for Adamick?

Frank Carroll bowled a score of 34 at the last tournament of the Brother Pigs.

I move that Schumann be transferred from this department to the freight house as caller. All those in favor, give the usual sign.

M. Farris (Alias Cody) said one of his resolutions for the New Year was to stop smoking. Whether he quit buying or really did quit smoking is the question.

Con O'Neil and Tom Coyne are not detectives because they wear those kind of caps. No doubt, derby hats would become them as well as Mr. Foley.

Universal through billing has helped our department 75 per cent.

Welcome to our noon-day speeches by Ed Broderick, regarding his experiences going over the top and his meeting with Kaiser Bill and many other thrilling events.

Miss Sadie Cohn of the In-Freight Department, must like the cool atmosphere in this department for she spent the whole morning January 11th in the back racks looking up pros. How did you make out Sadie, did you find them?

Bob Swift is just as full of pep as ever. Bert Fitzgerald attended our Fordham Pleasure Club Dance last Saturday evening, January 11th, and entertained the crowd by putting on the fox trot like a sign on a windy day. Irving Pretzer amazed everyone present by dancing the sixth dance without breaking his partner's toes. Some stepper. Judging from the number of contributions to the magazine regarding Pretzer and his Para step, he must be very popular in this department.

O'Hara and Westall surely do overwork the stocks and bonds proposition. Probably Mr. Coyne would be interested.

If Wrigley's man doesn't come in soon, Harold Erickson will have to resume his habit of chewing tobacco.

This department had two visitors one Saturday not long ago. They were Mr. John Fitzgerald, formerly a claim clerk and Mr. George Santchie, of the Sixty-third Street General Office, formerly of the In-Freight Department. Mr. Fitzgerald is now in the service at Norfolk Navy Yards.

In-Freight Department.

A club has been organized in the In-Freight Department. Anyone wishing to be a member of the Sockem Club must make application to Messrs. Mayer and Ehrenberg. Some of the privileges members enjoy are the study of various planets and some excellent pictures. The charter members are too numerous to list, but they never regret they joined.

Already for the dance. All we need now

is the music. "Chink" Muldoon has been taking lessons in fancy stepping for the past few weeks.

Jack O'Brien has returned from the Navy.

Miss M. Airey has been ill, but is now back to work.

Why does Mr. Thomas want to know how to spell alcohol? Probably he thinks he will have the privilege to write it, although he may not be able to buy it.

Cashier's Department.

We again have with us, Jerry Casey, James Henry and George Brodrick, who have been discharged from the Army and Navy. However, at times George Brodrick forgets himself and one would actually think that he was drilling a squad of North Side rubes, instead of answering a telephone, or addressing one of the Fair Sex.

One of our girls was the recipient of a letter from Mat Murphy in which he stated he had enjoyed a furlough to Paris and although he admitted that he only wished for one more boat ride, yet it looks rather suspicious that he should intend spending five or six more months in France. We wonder just what the attraction is Murph?

Mr. R. O. Wells, Jr., has returned after having been ill.

Phillip Hanley, our infant office boy, spent the holidays in Milwaukee and says he had a very enjoyable vacation.

Some one has affixed the title "Johnny Trouble" to Senator Sheehan. Quite appropriate we all agree, as it is very certain that the Senator has not adopted "Never trouble trouble, until trouble troubles you," as his motto, for he spends more than his spare time looking for it.

Mr. Peterson has been seen quite frequently with pale blue, and lavender envelopes projecting from his pockets. Who is she, James? Oh! Blond, of course.

Our good friend, Eddie Shergold, was struck by an automobile, and although he was not seriously injured, he admits that he could have gotten along nicely without the bump.

We don't like to criticize people, but we are going to take the liberty to ask Mr. Hughes why he doesn't have his temper iced.

Why don't some one be kind enough to donate a moustache and cane to Mr. Johnston, for with the aid of these he could make Charley Chaplin look sick.

Dennis Malone has been absent from his desk for the past two weeks on account of illness. Our best wishes for a very speedy recovery, Dennis.

Some sweet, little, brown-eyed young lady from the Accounting Department is seen conversing with Harry Stahl quite frequently, consequently we would not be surprised if we hear of a challenge for a duel between he and Charles Foley.

Anyone who has not seen Thomas Henry McGovern's latest coiffure certainly do not know what they are missing. Don't you

care, Thomas, we know you are not responsible for living in North Side society. (All apologies to North Side residents.) Mr. McGovern has promised a photograph of himself, with the new hair dress, and by the way, Thomas, may we not have the one with the cane? We sincerely hope to have said picture for the next issue.

Has anyone noticed "Doc's" new sweater? I think someone should be made acquainted with this fact so that the balances can be watched more closely.

Out-Freight Department.

Our chief clerk, Mr. Remmert and assistant chief clerk, Mr. Watson, feel like bankers since the new frosted glass windows were put up around their desks. To make it more realistic Mr. Watson takes out his bank roll every once in awhile and recounts his money.

The extension clerks and stenographer wish to thank the rate clerks for the very nice candy they received for Christmas.

Mr. Wm. Jenning Bryan Soper, our boy orator, can almost persuade you that black is white with his eloquent speeches. We must certainly credit him with the speech he made at the last B. of R. C. meeting.

Our waybill clerk, Mr. Witt, has been promoted to chief clerk, Car Record Department.

A. J. Lecuyer, L. J. Frechette, J. Mulderig and Ed Finnerty have returned to the office from the Army and Navy and we are mighty glad to have them with us again.

In the last issue the marriage of rate clerk, W. Kaylor, was announced, but later we found out that it was not true and that he was only kidding us.

It is said that pork is fattening, but Walter Schronski can prove that steak is just as fattening.

Charlie Duval, Gilbert Schiel and John Henry, carbon clerks, have taken a big step from the cradle to manhood. Gilbert insists that one of the requirements is to have a girl and consequently he goes to visit a girl in Oak Park, by the name of Miss Mills.

The other day J. H. Murphy took down one of the Trans-Continental tariffs and upon opening it a very tiny insect appeared. Murph announced it and the Zoology Class (rate clerks) assembled. A magnifying glass was procured and the small defenseless insect was scrutinized by these powerful men. They finally concluded that it was a bed bug and the class adjourned.

Chester Norko must be a descendant of some royal family. You should see the way he addresses the Boss.

Gibons' Address to the Barber.

Oh barber spare that young moustache
Nor touch a single hair,
Your razor, brush and other stuff
Must never venture there.

Though well laid out and wide the field
Where this young moustache thrives,
The tender plants might bloom no more,
Then barber, oh, desist.

Think of the dear young girl whose lips
Was want so oft to press
This budding lip its sweets to sip,
Oh think of her distress.

For should the murderous blade
Sweep o'er this curved lip's shadowy mist
The tender plants might bloom no more
Then barber, oh, desist.

'Tis unpledged manhood's pride and joy
With sighs and tears those brought,
Let no rude stroke its life destroy
Then barber touch it not.

George Ritchie.

We must complement Mr. Bully on his selection of ties. The black and white one is very becoming.

Our friend, Bob, must have died, for Teddy doesn't 'phone him any more.

January 13th was a gloomy day for "Hon" (Harvey) due to the return of the Black-hawks. We understand Dearie stayed at home to welcome _____ of the Black-hawks.

Accounting Department.

Sgt. E. Belk, now plain Mr. Belk, has resumed his work in this department since his discharge from the United States Army. The military rules and regulations have apparently made a very deep impression upon Mr. Belk and it will take quite a long period of civil life to overcome the habit of saluting a superior officer. At any rate when Mr. George Broderick, of the Cashier's Department (formerly Lieutenant Broderick) appears in our department Mr. Belk clicks his heels together smartly and salutes in faultless style.

Mr. Vaughn spent the Christmas holidays in Louisville, Ky.

Miss Marie Powers was absent several days the past month, being quite ill with bronchitis, but is back with us again we are glad to report.

Miss Ada Sizelove enjoyed a few days' visit Christmas week with relatives and friends in Mason City, Ill. She reports a good time and a new friend—a soldier.

Mr. Ellis (Oilcan) of the Switching Division, called at the office for a few minutes during his seven days' leave recently. He expected to have the furlough extended, but for some reason was disappointed and had to be satisfied with one week.

Miss G. Yarwood spent a few days Christmas visiting relatives in Kansas City, Mo.

It would hardly be expected that one so airy clad as Cupid is supposed to be, would carry on operations in the face of a blizzard, but it seems that such is the case. It

is a fact that at any rate that Mr. Silverman has been riding downtown in the morning with a good looking little girl and a pleased expression ever since the morning of the blizzard several weeks ago when he was compelled to wait on the corner of Sixty-third and Dorchester I. C. station where this young lady, then a stranger, was also waiting.

Mr. Clifford Favorite visited in Chicago a few days and called on friends in the Accounting Department and Car Record Department, before returning to camp at Paris Island, S. C.

A Few Things We Would Like To Know.

Why Miss Lauretta Hickey is always dolled up?

Why Miss Charleston is so interested in news of the Blackhawk Division?

Why Mr. Kelley likes pink shirts?

Why Dan Bagley talks to Miss Prendergast so much?

Where the name "Sailor Jack" originated?

Who told Mr. H. Patzman he looked stunning in red ties?

Why Mr. Flynn don't carry out Mr. Belk's suggestion?

Who the mysterious "Lieut." is that Miss L. H. was out with recently. Anyone we know?

What was in the package belonging to Miss Collins opened by two unknown individuals? Mr. Dorgan and Dan Begley might tell if given the third degree.

The rumor that Miss Henri was engaged and Miss Sizelove was married circulated very widely through the building, but it proved to be a false report. Miss Sizelove says that next to being dead being married is the best way to find out what nice things people thought about, even if the report is false.

Freight Agent, Fordham, Ill.

Miss S. Meziere, Car Record Clerk, has returned to her desk after having spent a most pleasant visit to her old home in New Orleans, La.

Mr. Joseph Flanigan, Outbound Clearing Clerk, has been absent from duty a few days on account of illness.

Yard Clerk Richard Sweeney has been commended for discovering and reporting R. F. Co. 103, oats, in train from connecting line billed us as an empty. Car was delivered us in error and was immediately returned to the delivering line, thereby preventing a serious delay to freight and equipment.

Outbound Rate Clerk G. W. Smith, in company with a young lady, who, it is said, is also employed by this company, spent a pleasant evening Sunday, January 12, by going to see "The Follies," playing at the Colonial Theater, and partaking of a grand spread which had been prepared for them

at one of our fashionable Chinese restaurants. Who was she, George?

Yard Clerk G. E. Shaw was not to be outdone by Rate Clerk Smith, as he, in company of our Stenographer, Miss Genevieve Mauk, likewise saw the same show, had a nice supper, and concluded the evening with a ride home in a taxi. At least this is all we have been able to learn. "Oh Shaw."

Gibbons: "Ever hear the story about the empty car?"

Rupp: "No, what is there to it?"

Gibbons: "Nothing in it"

Abstract Clerk Miss Minnie Harris wishes to thank the many readers of this magazine for the numerous replies which she has received relative to her question as published in the January issue, requesting to be enlightened as to the difference between live and dressed poultry. She now comprehends, so that any who may not have yet sent her their answer, may refrain from so doing.

It seems that late hours do not agree with Dan O'Connell as, Saturday evening, January 11, 1919, he went to a dance given by the Fordham Pleasure Club at Calumet Hall and indulged to stay out until the late hour of (censored). Somehow, he being accustomed to early hours of retiring, felt the effects and to patch things up, brought a box of gum drops to work the next day. It is apparent Dan has been talking to some of the married men.

Mr. R. W. Kinne, Assistant Chief Clerk, had an accident befall him just the other day. His ever present meerschaum pipe, noted for its age, fell and broke. Sympathy of the entire office force is hereby extended the bereaved member of our little family.

Fordham now boasts of a quartette all of its own, consisting of the following members: C. E. Beeman, Yard Clerk; M. Meyer, Yard Clerk; V. Haninger, Car Order Clerk, and G. W. Smith, Rate Clerk. Music furnished for funerals and all such occasions.

Mr. B. E. Finnegan, Night Train Desk Clerk, has returned from a holiday visit to his old home town, Green Bay, Wis., and has resumed his work. Teddy is looking fine after his little furlough.

It is our sad duty to report that the date Miss Rose Benjamin, interchange clerk, had with her Blue Star of the A. E. F. next Easter Sunday has been postponed. It seems he is wintering in Luxemburg and does not know just when he will leave.

The office force at Fordham is still awaiting the cigars and candy mentioned in last month's issue. Let's get together, Percy.

Not a few of us were surprised to hear that a hair of the specie, common to the female sex, was found on the shoulder of

Mr. Dan O'Connell, assistant disposition clerk. Hair was about eighteen inches in length and was marcelled and everything. Would the owner please call on Mr. P. H. Wilzin, perishable inspector, submit sufficient proof of ownership and claim the "Free Astray Hair?" Call early and avoid the rush.

Harry Heywood, more familiarly "Rabbit," train yard clerk, was the proud recipient of a real honest to goodness Irish Blackthorn. Rumor has it the donor was Jack O'Donnell, yardmaster at E. Yard. Both parties are reticent, however, to corroborate the story.

Mr. A. J. Quane, night rate clerk, Fordham, was absent from duty account of illness January 13 and 14, 1919.

If any should notice a considerable improvement in the grammar used by the office force at Fordham, be not alarmed. Under the able leadership of Miss Genevieve Mauk, alias "Cleo," stenographer, we are conducting a "Better English" campaign, which bids fair to out-do anything in this line ever before undertaken. Comments as to the general success of the campaign are solicited in so far as they are strictly complimentary in nature.

I. C. Car 95149, received from the south on train 94, Jan. 14th, traveling as an empty. Yard Clerk, Mr. W. Boyle, discovered car loaded with axles, carding it hold and reporting to the office. It is certainly gratifying to know that Mr. Boyle is on the job.

The Misses Benjamin and Rupp took their lunches and spent noon hour with Miss Benjamin's brother at Grand Crossing Jan. 15th. Did it taste any better there than here, girls?

Chief Clerk A. Franz's son Robert is suffering with a touch of the "Flu." We hope that the case is not serious and that he will be well again soon.

Our office boy Sid Morris would like to have some of the readers of the Magazine send him some new recipes for the removal of warts from his hands. After trying burying potatoes, hiding dish cloths, and many other mysterious acts, he finds the warts still remain. He also would like to know what is good to prevent hair from falling out.

"Oh Yes," we almost forgot to tell you about our musical genius, Mr. William Taylor, file clerk. It is he who supplies the music for the quartette as already mentioned. His instrument is of his own conception and consists of an old file box with some rubber bands stretched across it.

Mr. J. M. Seator, rate clerk in the auditors' department, reports the first robin of the season seen at his home town, Homewood, Ill., on January 15, 1919. Can this be beat.

Mr. E. H. Hohnhous, disposition clerk,

takes a deep interest in a volume he has with him at all times, labeled "Harvard Classics." It is also noted he copies some of the choice parts for one of our young ladies, name deleted by censor. This must stop at once, Ed.

Miss Anna Gibbons of the record department, reported last month absent from duty due to an automobile accident, has returned to work once again.

Mr. Leo Aldridge and Wm. Boyle, former yard clerks at Fordham, are the first of our returning soldiers to be welcomed back to our ranks. The former is assigned to duty at Wildwood and the latter at Fordham.

Mr. J. B. Hamilton, Terminal Freight Agent, has just returned from a tour of Northern Lines in company of Messrs. Fuller and Odell. Trip was for the purpose of instructing agents in the use of the Baxter Heaters and handling of perishable freight.

If any of the above items seem superfluous and non-essential, do not judge us harshly. The Editor wishes to state through these channels that as Fordham simply refuses to be outdone by the local office, Chicago, we are making every effort to keep up with them along journalistic lines. Forgive us, please, for the imposition.

Our popular weighmaster, Jim Leonard, says he is still "sittin'" tight waiting for his back pay.

Any one desiring any up-to-the-minute information on wage increases, please be referred to the "One Who Knows," the medical doctor, M. D. Callahan.

A. Anderson, our popular south end clerk commonly known as "Swede," was seen at Palmer Park, January 8th, skating in company with a young lady. We now understand why he is all smiles of late.

On January 15th Bob Allen discovered I. C. car 96378 loaded with cinders on fire in track 42. It was only through his promptness in reporting his find that the car was saved. We all feel Mr. Allen should have favorable mention.

Train Desk Clerk Eagan is asking what he will do with his money when the country goes dry. Who can we refer him to?

Hump Hennessy still very popular with the fairy from Hegewisch. Full particulars can be had by riding suburban train which leaves 63rd street at 7:03 a. m.

Miss Violet Crozier is asking the meaning of the expression "Soul Kiss." She is not asking for volunteers, however, to explain.

Fordham Transfer Platform

Waybill Sorter Armitage was united in the Holy Bonds of matrimony a few days ago. Wonder who the lucky girl is? Good luck to you, Tom, on your journey and don't forget the cigars.

Wonder why Abstract Clerk Daley always sings Beautiful Katy, when a certain young lady is around.

Supervisor of Loading Cunningham claims his feet were sore after the dance. The road of the transgressor is hard, Jess.

Charles Cunningham was at the dance with five young ladies. Why be so selfish, Charlie. Why not introduce us.

Cooper Briton is sending the bills up to the office by messenger now, much to the satisfaction of the O. S. & D. Clerk Broderrick.

Caller Sullivan came back to work a few days ago after being mustered out of the Service. Glad to see you back, Jack.

Mr. Minick, our well known "politician," defeated Checker Clerk Ware after a hard fought game of checkers.

Mr. Underwood, our "Popular Checker," challenged Mr. Minick to a game of checkers to be played. Our Politician had easy sailing in that contest.

We have in our midst Mr. Butts, one of the old reliable Freight Inspectors from the Western Weighing Association. He treated the boys to a box of cigars in honor of receiving his back pay.

Mr. Cody, our Esteemed Foreman, layed off to buy a pair of army shoes. Tom thinks he is in the Army now.

Reports have been received at this office that Seal Clerk Marshall will have to report at Old Point Comfort, Virginia, with all of his seal records.

Our well-known Mr. M. P. Leahy recently had visitors from the Lake Shore Drive. They detained him so late trying to get pointers on the dances run by the Fordham Pleasure Club that he was unable to report for work the next day.

Mr. Carrier took a trip to Rockford the past week.

Custodian Lacine has gained the friendship of all the men on the Platform and Office, account of his mild and accommodating ways, always ready to give anyone a helping hand.

Brother Miller is back on the job, after being employed by the Burlington at Lincoln, Nebraska. Seems they all come back to the I. C.

Brother Hensley now has no one to quarrel with since Dave has been put on the floor.

Since the cold weather has set in Foreman Thiem, can be seen with a bottle of Borden's product.

Car Carder Anderson is very proud since he found out that his ancestors originated from the Emerald Isle.

The Event of Preeminence

Since our last issue was the social gathering of the Fordham Pleasure Club, held January, 11th, at the Knights of Columbus hall, 62nd and Cottage Grove Avenue.

Nature was propitious toward this occa-

sion and the moon beams closed with their effulgent radiance or in their pathway. The stars twinkled with apparent added joyousness. The breeze, though not those of balmy flowering May, yet were they fraught with the inspiration conducive to the thoughts of love to all mankind.

The place of meeting would but receive the commendation and spontaneous approval of the ancient wisdoms, this being the center of intellect, talent and refinement, the section of home hearth and family attachments, far away and removed from the loop with its din distracting turmoil, numerous monetary graspings, commerce complexities and general maddening whirl. Not only did nature smile and the place be beyond choice, but the gathering was in accord.

Here we found members from the humbler walks of life, being the personification of the purest, deepest and most expansive qualities of sterling manhood. Representatives from distant countries heard of the event and were gratified to be among the number. There were also to be found those on whom honor, distinction and recognition had fallen.

The occasion, however, was not heralded or placarded, promiscuously publicized, yet at times there were some two hundred couples there. Many were compelled account of their duties, obligations and positions to leave early, others, not being able to enter the pleasures until a later hour.

Brother Hanley not arriving until 11:30 p. m., patient waiting in this instance being no loss to those who continued to his presence.

Brother Broderick appeared at 10:30 p. m. after quite a sprint. The gentler sex knowing his terpsichorean abilities, enthusiastically welcomed the arrival though he came weary footed.

Brother Hensley was detained till nearly 12 o'clock while demonstrating in a touring trip with two representatives from Michigan, the power excellent and surpassing advantages of Fordham section in comparison to the glittering showy northern part of Chicago.

Mr. D. O'Connell of the Fordham Yard office solely but ably represented that department. Excessive duties detaining the others.

President Thomas Conway, having extensive acquaintances and congenial qualities, was a moving factor on the floor, ably assisted by Committeemen Leahy, Taylor, Rohan and Manion, and among all did prevail the sincerest fulling of social friendship. The perplexing, intricate problems of furs, wraps and robes were handled without a wrinkle or shadow of disturbance, making the depositing or withdrawal of wardrobe one of the pleasurable

items of the evening and will with pleasure long be happily remembered.

Brother George Anderson and Brother J. Daley will not be forgotten in connection therewith.

Mr. Vern Taylor, a stage celebrity, accompanied the prominent star from foreign opera stage with the able assistance of Charles Cunningham in rendering of the "Long, Long Trail a Winding."

Though members of Fordham Pleasure Club are not trailers but leaders, they thoroughly enjoyed the rendition as it appealed to their musical sensibilities. Many words of wit and wisdom were bestowed toward the pleasure and profit of all, while carried away with the attempt to enroll some of the pleasures and joys of an evening never to be forgotten and which will as the year roll away be rehearsed in the ears of the coming generation. Possibly many of the events will be on the written pages of Purate correspondence to live when the participants are not here (There is one point).

Our friend Mr. Hamilton, Agent, having added duties and much extended territory to supervise by absence, was unable to be with us, much though we missed his presence and instructions of his address and are proud of him and know his spirit was with us.

Chief Clerk Chouinard and Timekeeper Stack spent most of the evening in the club room playing billiards as we all know, John is very fond of the game.

Tom Armitage, being on his honeymoon, was unable to attend, but we, however, expect him and his better half at the next party.

Although the occasion was a grand success, we sincerely hope to double in attendance at the coming party, which we expect to hold in the very near future, which will be given in consideration of our soldiers returning home from camps and overseas duty.

Superintendent Freight Service, Fordham, Illinois

Mr. H. E. Bragg, third trick dispatcher, has a new seal hat. He now says he is ready for the North Pole or a fighting winter like last year. We all know it is some hat.

Mr. Howard Leahy, assistant chief clerk, had the pleasure of taking two young ladies to Jackson Park skating, January 7th, That's the idea, H. L.

With the greatest of pleasure we announce the resuming of friendship between Miss Hattie Stone, switchboard operator, Central Station, and Mr. W. E. Curley, dispatcher. Moral: "Never too late to mend." *Curley is on a reforming drive.

We, the friends of Mr. Vincent Roth, general clerk, take the pleasure in announc-

ing his engagement to Miss Anna Hennessey. Signed O. K.

WISCONSIN DIVISION

Division Claim Clerk H. V. Liston and wife spent the holidays at North Platte, Neb.

Wm. Wilkinson, Delbert Zimmerman and Merton Beck are all back on the job in the Accounting Department, having been honorably discharged from the S. A. T. C.

Unification of facilities at El Paso with T. P. & W. has been effected, Agent J. H. Gleason of the Illinois Central being in charge of the station for both roads.

A recap of claims filed on the Wisconsin Division for the year 1918 as compared with 1917, shows a decrease of 708 claims filed on the division.

The old Campbell House at El Paso has been remodeled and makes a first-class modern depot. The Van-Noy Interstate people have installed a lunch room.

Gravel pit at Forreston, Ill., was closed December 28, 1918.

Agent at Bloomington reports the entire force back after having all been effected with the "flu."

Reports reach us from Bloomington that Operator Thompson at that point has been taking on additional obligations. No particulars are given.

Amboy District Trainmaster M. G. Flanagan on January 27th, held a meeting of the entire force at Bloomington, Ill., and gave an interesting talk on the matter of loss and damage to freight, from which all the employes will benefit.

Frank B. Major, formerly yard clerk at Bloomington, recently visited that point while on a furlough.

The force at Bloomington are well pleased with the work done by Foreman Schmidt and his crew of painters in redecorating the passenger station at that point. Freight office force are expecting to have their office treated in a like manner.

The new freight house at La Salle is about ready for occupancy. The public at that point are very well pleased with the new arrangement. Work is progressing in the remodeling of the old freight house to be used as an engine house.

Rockford, Ill.

The magnificent 150-foot extension to the Rockford freight house is practically completed and is one of the most modern, well-built, useful freight houses on the entire system. The building is constructed of light brick, covered with a slate roof, well ventilated and light. Flooring throughout is hard maple. The old portion of the freight house has all been remodeled and hard wood flooring, new fire doors, new warm room for the protection of perishable freight in the winter time, rearrangement of the heating plant down stairs, as well as new offices for the foreman have been arranged for. The platform has been

rebuilt and extended around the entire building. Nothing has been left undone to make this building absolutely modern and substantial. It now has as good, if not better facilities than any on the entire system. The freight house was formally opened on January 2nd. Construction work was done by T. S. Leake & Co., Chicago.

E. W. Brown, agent, Rockford, left January 23rd for a pleasant sojourn of two months in California.

Miss Ericson, stenographer and correspondence clerk, Rockford freight office, spent the week end, January 29th to February 1st, in Kansas City, Mo.

Miss Anna Pierson, Accounting Department, Rockford, spent the holidays with relatives and friends in Byron.

Miss Agnes Johnson and Miss Marie Dowd, Rockford, entertained at a house party last week for friends returning from overseas service.

Mrs. Irene Seek and Miss Seaberg, record clerks, Rockford, entertained at the former's home last week at dinner in honor of two friends who have been mustered out and have returned to civilian life.

It has been rumored among the girls at Rockford that Miss Rose Bennett, car record clerk, is about to enter upon the matrimonial sea. We cannot vouch for this, however, but it seems to be the talk among the girls in the office.

The genial warehouse foreman at Rockford, Charles Holmes, better known as "Duckie" is greatly enjoying his new quarters. It is now necessary to send in your card before entering his new office.

Sanford Collins, assistant foreman, spent the holidays with friends in Freeport.

Dave Evans, clerk to Foreman Holmes, was laid up with an attack of the "Flu." He came out victoriously and is looking better than before the battle.

Earl Smith, Chief Bill Clerk, Rockford, had quite an attack of the "Flu" and pneumonia during the fall and winter, but has recovered. He has been steadily gaining in weight and he certainly presents a very healthy looking condition and his usual genial smile is very much appreciated since his return.

J. E. Connors, Yard Master, Rockford, contemplates spending his vacation in California in the near future.

R. A. Wheelless has had his troubles during the past few weeks account heavy travel brought about by the mustering out of soldiers at Camp Grant. There were times when they were lined up for a block away trying to purchase tickets—so great was the crowd.

C. A. Dorsey has been appointed accountant in the City Passenger and Ticket Office for Mr. Wheelless.

Doc Israel, T. P. A., seems to like Rockford very much as he spends most of his time between Rockford and Camp Grant

trying to keep equipment lined up for the handling of the many soldiers who are being sent home.

P. H. Swain, T. A., made an audit of the Ticket Office this week.

The following letter has been received, commending the different committees on the Wisconsin Division in Stephenson County, as well as all the employes in Stephenson County, for the interest manifested in the war work which has been carried on by different committees in the County:

"Mr. J. F. Dignan, Chairman, and Committee in Charge.

Gentlemen: The undersigned desires to express to you our extreme gratification over the able manner in which your committee have performed their patriotic duties in promoting the war activities of the United States Government in the railroad field assigned to your committee.

We also wish to express our congratulations at the remarkable display of patriotism made by the railroad men of this community as evidenced by the way in which they arose to the occasion and contributed their money and their wealth toward meeting the wishes of this Government in raising Red Cross funds and in the sale of war stamps and in their subscriptions to the Fourth Liberty Loan bonds.

Through the excellent organization work of your committee and the patriotic co-operation on the part of your men, you will be surprised to know that there was raised for the Red Cross \$800; that the sale of war stamps amounted to \$10,000; and that the subscriptions to the Fourth Liberty Loan Bonds were \$80,000.

Your committee and your men who so ably co-operated with you are surely entitled to the congratulations of us and of all well-thinking citizens, and we trust that you will accept this as an expression of our obligations to you for the splendid results obtained, and also that you will convey to the subscribers who made these results possible, this expression of our obligation to them and each of them.

Yours very truly,

(Signed) Robt. J. Stewart, Chairman, Stephenson County Liberty Loan Committee.

(Signed) Wm. F. Jungkunz, Chairman, Stephenson County Chapter American Red Cross.

(Signed) H. J. Leonard, Chairman, Stephenson County War Savings Committee."

MINNESOTA DIVISION.

Valuation Engineers R. A. Kennedy and R. F. Creutz are now working in the division offices. Mr. Kennedy was taken with a slight attack of the "flu" while here and was obliged to return to his home in Chicago for several days.

Valuation Engineer Earle was taken with the "flu" while working in Dubuque and was obliged to be removed to Finley hospital. His case was a serious one and pneumonia developed. Mr. Earle has just been released from the hospital after three weeks' illness and is now recuperating at his home in Chicago.

Mr. J. B. Turney, valuation engineer, was another "flu" victim at Dubuque and was confined for over a week in Mercy hospital. Mr. Turney also returned to Chicago for recuperation.

Mr. G. T. Graham, valuation engineer, after being in Dubuque for several days had a "hunch" that the "flu" was going to get him and left for Chicago. We have not heard from him since and are hoping that he is greatly improved. We certainly are not pleased with the way the "flu" treated our visiting friends.

Mr. Norman Bell has returned to service as master mechanic at Waterloo and is being welcomed by all of his associates after his return from service as a captain in the army.

Conductor C. H. McCarthy received a telegram from the war department at Washington on January 16, informing him of the death of his son, John McCarthy, a sergeant in an engineer's corps in France, due to spinal meningitis. Sergeant McCarthy's death occurred on December 17. Mr. McCarthy and his family have the sincere sympathy of all their friends on the Minnesota division in their bereavement.

Lieut. Ralph Barrett and John Stemm have accepted positions as accountants in the division accountant's office at Dubuque. Lieut. Barrett was recently mustered out of service. Mr. Stemm was formerly employed as ticket clerk at Dubuque, and was succeeded by J. L. Reilly.

Miss Helen Brede has returned to work in the roadmaster's office after having had quite a siege of the "flu." Miss Hilda Blichmann, also of the road department was obliged to remain at home for several days on this account.

Friends of Fuel Inspector O. L. Lindrew, on the Minnesota division, were sorry to learn of his recent illness and are hoping he has fully recovered.

Roy Rodeberg, rodman, was confined to his home for about ten days recently with a severe attack of the "flu."

The young ladies of the division superintendent's office were royally entertained at a roast goose dinner by Superintendent and Mrs. L. E. McCabe on Saturday evening, January 4. A very pleasant evening was spent and all the girls voted the feed "most excellent."

The young ladies of the division superintendent's office are to be commended for their active interest in all of the war fund drives and they have been very ac-

tive during the past week in gathering funds for the Armenian drive. A nice sum was realized for this worthy cause.

Miss Lucile Sims, secretary to the superintendent, and Miss Hilda Schwartz, of the accountant's force, spent Sunday, January 19, in Chicago. Their main object was to attend the song recital by John McCormack.

The Illinois Central Goodfellowship Club held a private dancing party on Saturday evening, January 18. Sutter's orchestra furnished the music for the occasion and there was a very good attendance. All who attended report having a very pleasant time.

Miss Annis Hanger of the yard master's office at Dubuque, has just received a souvenir from France in the form of a German helmet. It really is "an honest-to-goodness" one and shows that some "Fritzie" had worn it considerably.

Several of the office force at Dubuque were in receipt of holiday greetings from Sergeant Major E. J. Reilly, with the forces in France. "Ed" is as happy as ever and thoroughly enjoying his experiences.

The Eye See Goodfellowship Club, of Dubuque, composed of employees from Supt. McCabe's office, gave a private dance in Butler's Hall, January 18, 1919. Music was furnished by Sutter's orchestra of seven pieces. Through the efforts of Chief Clerk, Mr. Heller, Superintendent McCabe's secretary, Miss Sims and Dada Sims, everyone present spent a most enjoyable evening.

Train Master Duckwitz had the pleasure we wish our friends to know that our train-of dancing each dance with "O Min" and master is some dancing master. Those attending:

Dubuque Guests.

Mr. and Mrs. R. H. Heller, Mr. and Mrs. Fred Beyer, Mr. and Mrs. G. A. Saunders, Mr. and Mrs. R. Barrett, Mr. and Mrs. H. LeVan, Miss Lenna Lightcap, Miss Elsie Heitzman, Miss E. McLaughlin, Miss Marion Coffey, Miss Ethel McNamara, Miss Eva McNamara, Miss Helen Brede, Miss Hilda Beckman, Miss Lucile Sims, Miss Margaret Walsh, Miss Grace McDonald, Miss M. Wunderlich, Miss Annis Hanger, Mrs. E. Loughlin, Miss Colette LaTronch, Miss Vivian Brandt, Miss Gertrude McCarthy, Miss Ethyl Lassance, Mr. H. G. Duckwitz, Mr. J. W. Sims, Mr. John Stemm, Mr. Ralph McCarron, Mr. Louis Giabow, Mr. Louis Kupferschmidt, Mr. Vernon Hammond, Mr. J. E. Nihlean, Mr. Joe O'Meara, Mr. Bill Collings, Mr. Mark Woods, Mr. J. Doran, Mr. A. Wharton, Mr. Hubert Landgraf, Mr. J. E. DeShara, Mr. James Reilly.

Waterloo Guests.

Mr. Chester Blenis, Mr. Carl Schumann, Mr. Kenneth McLaren, Miss Agnes Miller,

Miss Frances Curtis, Miss Marion Patter-
son.

Galena, Ill., Guests.

Mr. and Mrs. H. L. Day, Mr. R. Ward.

IOWA DIVISION.

Word was received January 15th by Conductor C. H. McCarthy announcing the death of his son John, who was with the American Expeditionary Forces in France, from spinal meningitis, December 17, 1918. Prior to John's enlistment, May 26, 1917, he was employed in the Accountant's office. The last letter from John indicated he was located at Euvezin, France, about twenty miles southwest of Metz, and in the best of health. We all extend our sincere sympathy to Conductor McCarthy and family.

A. R. Hutchinson, Dispatcher at Fort Dodge, just returned from a few days' visit in Chicago.

J. L. Sharpe, Traveling Auditor, is spending a few days in Chicago.

C. L. Mitchell, Car Distributor at Fort Dodge, has returned from Camp Wadsworth, S. C.

H. G. Hierl, Rodman, has returned to service on this Division.

S. M. McClure and G. J. Eisheid have accepted positions in the Accountant's office.

Miss Lyda Munson spent a few days in Chicago.

A letter just received from Brakeman T. J. Sloan, with the American Expeditionary Forces in France, says he is in the best of health and busy all the time working as a conductor, and that he handled the first American train into Metz.

P. A. Halfpap has returned from Camp Gordon where he has been stationed for the past six months and has resumed his old position as Timekeeper.

F. C. Beckenbaugh has returned from Champaign, where he has been attending Officers' Training School, and resumed his position as Train Master's Clerk.

L. G. Chase, Accountant, is spending a few days at Moberge, S. D.

Wm. Brooks, second trick operator, Fort Dodge, has been transferred to Sioux City.

Misses Ethel Cain and Mabel Johnson, stenographers in Superintendent's office, spent Sunday in Minneapolis.

Miss Hazel Peterson, Clerk in Road Master's office, is spending a week's vacation, visiting friends and relatives in Rockford, Ill.

C. D. Rau, Division Auditor, is spending a few days in Sioux Falls.

J. T. Williams, Agent at Correctionville, has resumed work after having been absent several weeks on account of accident.

E. R. Singletary, Agent at East Sioux Falls, and Agent E. L. Edwards, at James, have been absent recently account of sickness.

Extra Agent E. J. Doll has resumed work after having been in Military Service.

SPRINGFIELD DIVISION,

Roy Warrick, Division Accountant, spent several days in Chicago the first part of January.

Mr. W. S. Williams was a Clinton visitor Friday, January 3rd.

Mr. Wm. Housen of Chicago was working over the division last week.

Mr. R. J. Carmichael of Chicago was a Clinton visitor during the first part of January.

I. E. Fosnaugh has been promoted to the position of Tonnage Clerk in the Superintendent's office, Adane Bowles relieving Mr. Fosnaugh.

Edward Lonergan has accepted position as office boy in the Superintendent's office.

James Elward has returned to work as Assistant Timekeeper, after having received discharge from the S. A. T. C. at Champaign.

John Cleary, Timekeeper, was off duty for several days the first part of January account of illness.

I. E. Fosnaugh, tonnage clerk, and Adane Bowles, assistant tonnage clerk, have been absent for several weeks account of influenza.

Cliff Cundiff, O. S. & D. clerk at the freight office, and Clyde Edminston, cashier, were absent several weeks in December account of influenza.

Miss Josephine Young, clerk at the freight office, was absent several weeks the latter part of December account of illness.

Miss Elsie Vollrath, of the Accounting Department, visited relatives at Marine Sunday.

James Elward, assistant timekeeper, visited with friends in Champaign Sunday.

Mr. Roy Patterson, who is in Transport Service at Baltimore, and who formerly lived at Clinton, called on friends at Clinton station Friday, January 10. Roy does not expect to be relieved from this service for at least several months.

Harry Smith, Chief Yard Clerk, was a visitor in Wapella last week looking after personal interests.

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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 Scaly Eyelids and Granulation.

Mr. J. J. Pelley, General Superintendent, arrived in Clinton on Train 119 Friday afternoon for a few hours visit with Supt. Shaw and other officers of the division.

Clyde Edminston, formerly cashier at Clinton freight office, has accepted a position as accountant in the Superintendent's office. Mr. Edminston was relieved by L. E. Barton.

A. B. Long was checked in as agent at Spaulding January 15, vice Geo. W. Greene resigned.

V. E. Lichtenberger was checked in as agent at Oreana January 6, vice J. W. Shastid resigned.

R. E. Jones was checked in as agent at Lotus January 17, vice C. J. Pearson.

Mr. and Mrs. H. E. Shelton have returned from Memphis, where Mr. Shelton was looking after company interests.

Ben Stone, agent at Springfield, spent several days in Memphis on company business.

Trainmaster F. Walker was a business visitor at Memphis for a few days in January.

H. E. Dewey, trainmaster's clerk, was absent from duty several days account of illness.

W. E. Kellington of Chicago was a visitor in the Superintendent's office Friday afternoon.

John Arnett, brakeman, who has been stationed in Camp McArthur, Waco, Tex., has been honorably discharged from Army service and returned to his old position on Clinton District. John says he is very glad to be back and that he likes railroading much better.

Kirkley Groves, formerly tonnage clerk in Superintendent's office, now stationed at Gatun, Canal Zone, Panama, writes that he is in the Medical Department and likes the work, but now war is over Kirkley is anxious to get back home.

Earl Banks, brakeman, has been honorably discharged from Army service at Camp Grant, Illinois, and has resumed his old position.

Guy Baugman, conductor, has returned to work after being sick with "Flu."

Chester Bradley, night train crew caller, was off duty several days account of sickness.

Assistant Yard Master R. W. Clemons has returned to work, after spending a week with his parents in Chadwick, Mo.

Conductor W. C. McConnell has returned to work. He spent the holidays with his daughter in Chicago.

Word has been received from Switchman H. B. Robinson, who recently went to California for benefit of his health that he is very much improved and will leave shortly for home.

Conductor C. P. Freeman has returned to work after being off for sometime account of injuries.

Dale Altom, extra brakeman, now temporarily employed by his father in his store at Patoka, was a recent visitor at

Train Masters' office. The boys are always glad to see Dale.

Our genial Assistant Day Yard Master "Pete" Thomas took a leave of absence the latter part of December and sometime after he returned, the "bunch" awoke and found that "Pete" had signed up for life. Mr. and Mrs. Thomas are at present residing at 502 E. Washington street, but they will move February 1st into a new bungalow which they recently purchased. We all join in wishing them success. However "Pete" has failed to come across with the "treats," and refers all inquiries to "Spooks" Stanton. What is the matter, "Spooks," that you are so quiet.

Road Department

Mr. C. C. Croft of Engineering Division, U. S. A., was in Clinton for a day visiting with his brother, Assistant Engineer P. H. Croft. Mr. Croft has just received his discharge from Army service and was en route to his home in Fulton, Kentucky, where he is employed by the Illinois Central.

Instrument Man Neilson of the Illinois Division made the Engineering Department on this division a short visit recently.

Miss Olive Draper, Clerk in the Roadmasters office, has returned to work, after a week's illness with the "Flu."

Mr. K. C. Luke, our Chinese Rodman, celebrated New Year's Eve in Chicago, returning to Clinton with a supply of Chinese bombs and the usual headache.

Mr. Jerry O'Connor, Section Foreman at Springfield, who was recently injured at the Coal Chutes at that point, is reported to be much improved and his many friends will be glad to see him back on the job again.

Miss Alice Cheek, Clerk in the Supervisors' office, Springfield, Illinois, visited friends in Clinton last Sunday.

Mr. Martin Doyle, Supervisor on the Havana District, has been on the sick list for several days.

Mr. W. P. Stanton, Chief Clerk Road Department, and Instrumentman F. T. Kraft, Springfield Division, attended a "Fish Party," in Champaign recently, given by Assistant Engineer Hayes, and Rodman Collier of the Illinois Division. Mr. W. N. Rice, formerly Rodman on the Springfield Division, came up from Louisville for the occasion.

Mr. Chas. McKinney, Section Foreman, is the proud possessor of a brand new pair of felt boots, Kaiser pattern. Charlie has a standing bet that he can tamp more ballast going to and from work with those boots than an extra gang can do in a week.

Mr. A. Linderman has been appointed section foreman, relieving Geo. Lovins, who has been assigned to other duties.

Mr. P. Cheek, Supervisor Springfield District, has been confined to his home suffering with the "Flu," but is reported much improved.

Mr. S. C. Draper, Supervisor of Bridges and Building, has returned to work after being off work several days account of illness.

Mr. Jerome J. Jordan of the U. S. Navy was home on a ten-day furlough, but has now returned to his duties at Lackey, Va. "Jerry" was formerly employed in the Road Department.

Miss Elizabeth O'Brien, Clerk in Supervisors' office, Pana, visited friends in Clinton recently.

Clinton Shops

Lyle Crum, Piece Work Checker in the Car Department, has resumed his duties, having been discharged from Military Service.

E. G. Sterling, Chief Accountant, has resumed his duties after a week's illness.

George Glenn has returned to work in the Store Department, having been discharged from Military Service.

Phil Sudendorf has resumed his duties as Fireman, having been discharged from Military Service.

Madaline Bradley, Clerk in the Store Department, spent the week end at her home in Vandalia.

Guy Putnum, Fireman, has taken the position of Clerk in the Roundhouse, due to slack business on the road.

Paul Corrington, Fireman, has been released from Military duties and will resume his work.

Russell Lillard has resumed his duties as Fireman, having been released from Military Service.

Ela Hickman, Invoice Clerk in the Store Department, will spend the week end in Decatur visiting friends.

H. O. Brittin, Chief Clerk to the Master Mechanic, has returned to work after a week's illness.

H. L. Needham, Master Mechanic, made a business trip to Champaign.

Glenna McKinney, Accountant, and Mrs. A. H. Fish, Stenographer in the Master Mechanic's office, visited friends in Bloomington.

Yard Department

Mr. Harry Smith, Chief Yard Clerk, transacted company business in Springfield Wednesday.

Mr. Harry Simmons, Bill Clerk at the North Yard office, has returned to work after being absent several days account of sickness.

Mr. J. B. Hamilton, Terminal Freight Agent, was a visitor at the North Yard office Tuesday.

Miss Geraldine Reynolds, Clerk at the North Yard office, spent Saturday afternoon in Bloomington, Ill.

Mr. W. C. Fergenson has resigned his position as Yard Clerk and returned to his former position as brakeman on the Clinton district.

Mr. Kenneth Berryman, Clerk at the North Yard Office, has returned to work after being absent several days on a hunting trip.

Mr. J. E. Hough, Night Bill Clerk, has returned to work after several days vacation.

Mr. Frank McKinney, Yard Clerk, has been acting as Night Bill Clerk during the absence of Mr. J. E. Hough.

Mr. Wm. Thomas, Assistant Yard Master, has returned to work after being absent several days, transacting business in Paxton, Illinois.

ST. LOUIS DIVISION

General Superintendent J. J. Pelley made his first trip of the St. Louis Division Monday, the 13th.

John Driscoll of Champaign spent Sunday, January 12, in Carbondale.

Manning Snider of the Accountant's office, is leaving to take up his new line of duties as traveling auditor for the Central Illinois Public Service Company.

L. R. Colp, who has been stationed at Camp Green, Charlotte, N. C., with the Tank Corps has returned and resumed his old position in the Timekeeper's office.

O. B. Camp who has been at the Officers' Training Camp, Cape Girardeau, Mo., is again on the job.

J. D. White is now Train Master of the St. Louis District, with headquarters at East St. Louis, taking the place of C. W. Shaw who was made Superintendent at Clinton.

E. D. Holcomb, Chief Clerk to General Superintendent of Transportation, takes Mr. White's place as Train Master of the Eldorado District.

Chief Dispatcher D. B. Dickey has been on the sick list. O. T. Newman, Assistant Chief Dispatcher, has been taking his place, S. W. East acting as Night Chief.

Mrs. Louise Bradshaw of the Car Distributor's office, and Mrs. Nellie Harris, message operator, spent December 29th in Paducah.

C. A. Tweedy, General Chairman B. F. L. E., was a business visitor at Division Headquarters recently.

R. J. Carmichael, Instructor Passenger and Station Service Employes, made a pleasant visit to Division Headquarters last week.

J. M. Williams, Division Auditor, is moving his family from Arlington, Ky., to Carbondale, where he will be stationed permanently.

E. B. J. Bush, who has been in U. S. Service with the Motor Transportation Corp, has been discharged and resumed his duties in the Superintendent's office.

R. G. Miller, Secretary to Superintendent, is suffering from a slight illness.

Chief Engineer F. L. Thompson made

an inspection trip on the Golconda North-ern on January 14th.

A Bit of Poetry (?)

By Peggy

There are smiles that make you happy,
There are smiles that make you glad,
There are smiles that drive you crazy
Like the one that Edna's had
Since a Certain soldier lad
Came back to Carbondale.

Road Way Department

Mr. J. E. Fanning, Resident Engineer, with headquarters at Carbondale, spent the holidays visiting in Memphis, Tenn., and Gulfport, Miss.

Mr. Emmet Batson, late of the U. S. Marine Corp, has again returned to the service of the Illinois Central. Mr. Batson has been stationed in Quantico, Va., for the past 18 months.

Mr. T. A. Robertson, Track Supervisor, together with his family spent the Holi-days visiting in the Southland.

Mr. L. T. Kaufman, late of the Balloon Service, has returned to resume the duties of Chairman in the Engineering Department. Mr. Kaufman has been stationed at Morrison, Va., for the past year.

Mr. S. F. Molloy of Resident Engineer Fanning's party spent the holidays with home folks at Kattawa, Ky.

Mr. H. B. Sutliff, Track Supervisor with headquarters at Pinckneyville, who has been in the hospital at Chicago for treatment, was called home account of the death of his son on January 10th. Mr. Sutliff has the sympathy of the entire Division.

Mr. Max Perdowicz, rodman, visited in Chicago December 25th.

B & B Clerk John Chapman and family spent Saturday, January 11th, visiting friends in St. Louis.

East St. Louis Freight Office

Edw. Rose, formerly employed in the Billing Department, has again returned after an absence of about six months, having received his discharge from the Army recently.

W. H. Rhedemeyer, Agent, East St. Louis, during the recent "influenza" epidemic, was confined to his home for about ten days, but is again in the best of condition.

It is stated by the family of former Chief Clerk Jos. F. Adler, that he is about to return to this country after a "vacation" spent with the rest of the boys in the trenches, having been drafted in the early part of last May. From last reports, he had received the rank of Sergeant-Major.

Several of the former employes of the Local Freight Office who were inducted into the army or navy, have already returned and others are expected shortly.

W. H. Rose, Cashier, has again returned

to his duties after an absence of about two weeks caused by an attack of influenza.

Mounds, Ill.

Superintendent Atwill was looking over matters in Mounds Monday.

J. L. Marley, division claim clerk, paid this station a brief visit Wednesday.

Chief Operator George E. Chance was in Carbondale Saturday evening on business. Trainmaster W. R. Givens and Agent F. M. Block are transacting business in Memphis this week for the company.

Robert Thetford, supervisor was severely bruised up Wednesday when a motor car on which he was riding left the track.

Building Inspector Frank Free was in Chicago recently.

M. M. Backus, roadmaster was here recently inspecting the yard tracks and improvements.

Since our last report we have been honored by a visit from managing officers, C. M. Kittle, A. E. Clift, L. A. Downs and J. J. Pelley.

INDIANA DIVISION.

The employes of Evansville Station have entered a basket ball team in the Vanderburgh County Industrial League and so far have won every game. Their percentage is 1000 to date. Five other industrial institutions are represented in this league and they have entered strong teams, but the Evansville employes have always "went them one better" and come out victorious. They play the Y. M. C. A. every Saturday night.

The team went to New Harmony, Ind., January 11th, to play the New Harmony High School Team, which is known as one of the best in Southern Indiana. A large delegation accompanied the team from Evansville to New Harmony, including all the girls in the local freight office, and those who were not able to go wished just as strong for them, that they would maintain their splendid record.

Later: In these few words is expressed the result of the Evansville-New Harmony game: "Those accompanying the Evansville Team to New Harmony were: Miss Lucile Jackson, Miss Valada Kirwer, Mrs. A. W. Walling, Miss Carolyn Hill, Mrs. J. E. Rhodes, Mrs. J. T. Walling and Mrs. Chas. Coleman who added the fair touch to a grand and glorious defeat."

However, the New Harmony Team is scheduled to play at Evansville in the near future, and as much interest is being displayed on both sides the game promises to be "some interesting!"

Mr. Olie Lindrew of the Fuel Demonstration Car is still in the Illinois Hospital at Chicago having had the "flu" which later developed into typhoid-pneumonia. We are all hoping for Mr. Lindrew's speedy

recovery when he will be talking "fuel economy" once more.

Miss H. L. Brooks of the Superintendent's Office has taken an extended leave of absence. Mrs. Zella Rose is in Miss Brook's place.

C. W. Sweitzer has succeeded R. E. Laden as Chief Clerk to Road Master; F. J. Caldwell relieved Mr. Sweitzer.

General Superintendent J. J. Pelley, went from Mattoon to Peoria on Indiana Division January 15th.

Chief Dispatcher C. A. Keene just received word from Stillwell, Ind., that his wife and two babies, who are visiting there, have influenza.

Local Chairman W. W. Rothrock of the Telegraphers is on a fifteen days' leave of absence.

We understand Car Distributor Ollie Hallman is, in addition to his railroad duties, "raising hogs."

Tonnage Clerk Miss Norienne Quinn was a Chicago visitor recently.

Brakeman Walter Miller is enjoying a ninety days' leave of absence in Florida.

Division Storekeeper J. G. Warnecke visited Mattoon Offices one day this month.

Looking at Train Master Odell's enlarged jaw, some of us wondered if he had been in a prize fight, or something, but his appointments with a local dentist and the gradually decreasing jaw explain all satisfactorily.

Miss Flora Adrian of Master Mechanic Bell's office spent a week end in the Windy City this month.

Mr. P. Laden, District Engineer, spent January 10th on Indianapolis District, Indiana Division.

Mrs. Nation, mother of D. M. Nation, Chief Clerk at Evansville, died of influenza at her home in Eldorado, Ill. We extend our deepest sympathy to Mr. Nation and his family.

Leonard Rauscher, Accountant in the local office at Evansville, and Geo. Spiegel of the same office, have resumed their duties after being confined to their homes with the "flu."

Operator J. P. Manion has been off sick two months.

Floyd King, Clerk in the office of the Master Mechanic, and wife visited relatives in Memphis, Tenn., for a few days this month.

Francis Hanrahan, Clerk in office of Master Mechanic, announces the arrival of a baby girl at his home.

J. L. Rowe, Fireman, recently returning from Military Service, was married to Miss Anna Chaney Jan. 25, 1919. They have the best wishes of all employes on Indiana Division.

J. S. Schwartz has been appointed Division Auditor, being located in our Accountant's Office.

KENTUCKY DIVISION.

Local Freight Office, 12th and Rowan Street, Louisville, Ky.

Miss Maud Burd has been returned to the Car Record Department after having served well in the Accounting Department for several months pending the return of the soldier boys.

Car Record Clerk, Mr. Walter Smith, is absent on account of severe illness.

Mr. A. N. Robinson, Traveling Auditor, Tennessee Division, and Mr. E. L. Yonts, Station Accountant General, Louisville, in company with the very affable Kentucky Division Traveling Auditor, Mr. E. E. Troyer, visited briefly with us January 10th in the interest of Stithton.

Our cordial friend, Mr. W. S. Thomas, General Yardmaster at Central City, paid us but a too brief visit January 3d.

On January 3rd Inspector of Demurrage and Storage, Mr. J. S. Divers, reviewed the records here pertaining to his department.

On January 9th Mr. A. E. Clift, General Manager, Mr. J. M. Egan, General Superintendent, Mr. J. J. Pelley, General Superintendent, accompanied by the divisional officers, inspected the Louisville terminals.

January 1st the following named returned to the service of this company after having been honorably discharged from the military service.

Mr. Richard Daniels, from the Great Lakes Naval Training School.

Mr. Wm. Heffernan, from the S. A. T. C., Cincinnati.

Mr. J. C. Glenn, Sergeant-Major, from Benjamin Harrison.

Mr. Kirwan P. Webb, Lieutenant, from Camp Gordon.

Mr. Wm. Grossman, Sergeant, from Overseas.

Two of our other boys, Martin Kilkenny and Walter Noceto, at the Great Lakes Naval Training School, not yet discharged, visited with us December 22nd.

On the 10th Train Master Downs held a non-accident meeting in Fuel Demonstration Car at Princeton. There were about 35 present and was quite an interesting meeting. After "Safety First" was discussed, Messrs. Dodge and Turley gave quite an interesting talk on Fuel Conservation.

Miss Studie Cash, of Train Master Downs' office, is just in receipt of a letter from Traveling Engineer Ryan, who is now in Tours, France. He has been made first lieutenant and has been conveying engineers through the Alsace-Lorraine country. He is fine but hungry for a "sniff" of Kentucky air.

Federal Manager Kittle, General Manager Clift, Assistant General Manager Downs and General Superintendent Egan were through Princeton last week en route to Chicago.

Chief Dispatcher Taylor is in Louisville working on a new time card.

Conductor T. W. Johnson, who was reported sick last month, died December 21, pneumonia developing.

Conductor R. W. Watkins is on the sick list.

Mr. W. E. Daves, L. & N. rule examiner, was in Princeton Tuesday and Wednesday examining I. C. crews on the L. & N. rules.

Train Dispatcher Bennett has sold his home in Paducah and moved to Princeton.

Operator C. B. Hall, Flagman J. P. Perry and E. L. Sisk, who have been in training camp, are now discharged and back at work.

Letter from Claim Agent W. B. Livingston, who is now in France, states he is fine and hopes to be in the United States ere long.

Flagman H. B. Anglen, who spent the holidays with his mother, has returned to Fort Sheridan, Ill.

MEMPHIS TERMINAL.

We are very glad to have with us again A. W. Geighler, who has returned to his duties as stenographer in Terminal Superintendent's office. Mr. Geighler was formerly stationed at Camp Gordon, U. S. A. Infantry.

Federal Manager C. M. Kittle, General Manager A. E. Clift, and General Superintendent A. H. Egan arrived from Memphis afternoon, January 6th, and made inspection of Nonconnah facilities.

Lieutenant E. A. Rodgers of Camp Hancock received his discharge the first week of January and has returned to Memphis. He is again filling the position of clerk in the General Foreman's Office. Although he enlisted in December, 1917, Mr. Rogers never realized his ambition of being sent "over there."

Mr. Owen Finnegan, General Locomotive Inspector of the Memphis shops, is again on duty after a ten days' illness.

Mr. O. A. Garber of Waterloo, Iowa, has been appointed Master Mechanic at Memphis to succeed W. H. Watkins. Mr. and Mrs. Watkins are at present at Biloxi, Miss., for the former's health.

Joe H. Stallcup, formerly Accountant at Freeport, Ill., has accepted the position of Chief Accountant for the Division Storehouse at Memphis. Mr. Griver Ohden who filled this position for some time has been made Assistant Storekeeper at McComb, Miss.

Mr. J. O. Thompson, Personal Claim Agent at New Orleans, was a visitor to the Master Mechanic's Office this week.

Blacksmith Geo. L. Brown and Car Carpenter W. A. Gummer have returned from a business trip to Chicago.

M. J. Creedon, on time piece work check-

er at Nonconnah, was recently released from U. S. Army service. He says it is a great life, if your legs will only hold out.

J. W. Higgason, Car Inspector at Memphis, was called to Jackson, Tenn., this week on account of the death of his sister. Mr. Higgason has the sympathy of the Division in his bereavement.

W. F. Lauer, General Foreman, has recovered sufficiently from a spell of the "flu" to resume his duties.

We regret to announce the death of Engineer Egbert Northcutt of the Tennessee Division. Mr. Northcutt died very suddenly this week.

Geo. Acklin, Machinist Apprentice, has been sick for the past ten days with the "flu." We will be glad to see him back on duty.

Erecting Shop Foreman W. M. Wilson received a telegram from Cleveland, Ohio, last night, announcing the serious illness of his brother. Mr. Wilson will be off duty for a few days.

Mr. "Jack" Mills of the U. S. Bekk, after a year of active service, was a visitor to the Master Mechanic's office. It was evidently a case of the "time, the place and the girl" with Jack.

All of the boys were glad to see Private Joe Peters, formerly Machinist in the Memphis shops, who has returned from Camp Newport News. Joe was in the Motor Truck Division and made good.

Mechanician Wm. James of the Aviation Camp at Latrecy, France, is once more at his old job. Will is very proud of his part in the great work that was done.

M. C. B. Clerk, C. H. Woods, is a proud "daddy," the stork having left a 10-pound son at his home on January 7th.

James Barnett, of the U. S. Florida, spent a few days with his family and many friends the first of the month. James is now what you might call one of the heavyweights.

E. N. Nolen, formerly Foreman at Memphis shops, has returned and will resume his old position. He was stationed at Fort Thomas, Ky.

Timekeeper B. W. Legg of Nonconnah now reports at the office every morning with a brand new shave. Evidently Santa deposited a Gillette in his sock Christmas.

Assistant Car Foreman Ellis Arnold apparently needs watching as his better half accompanied him to the shops the other morning.

We know that time and tide wait for no man, but we wish that Assistant Chief Clerk Raymond Weir would not watch the clock so closely when we come in the office in the morning, for of course it is not our fault if the cars run slow, or the alarm clock fails to go off on time.

Chas. Rostick, Blacksmith, who has been

seriously ill for the past ten days, is slowly improving.

TENNESSEE DIVISION.

The sentiment of every employe on Tennessee Division was expressed in one voice, when it was said, we regret very much losing our good friend, Mr. John M. Egan, as our chief executive, however we congratulate him most heartedly on his promotion, and wish for him bountiful success in his new field of labor. Here's to you, Mr. Egan We hope you will not stop at a general superintendentship, but will keep climbing until you have reached the top round of the Illinois Central Railroad ladder. You can't keep a good man down.

With the same spirit and feeling that followed Mr. Egan to New Orleans, we welcome our new superintendent, Mr. Joseph W. Hevron to the Tennessee Division. May his administration while here be crowned with success. He has made a wonderful impression on every one with whom he has come in contact. His ever-smiling personality and sociable characteristics mark him as a perfect gentleman, and with his executive ability, we predict for him genuine efficient railroading on Tennessee Division. We are for you, Mr. Hevron, and will rally to your support and co-operate with you in keeping Tennessee Division up to its present high standard. Take a tip, boys, you must railroad.

Former Chief Transportation Clerk Carl C Croft, in superintendent's office at Fulton, has

DIAMONDS WATCHES ON CREDIT



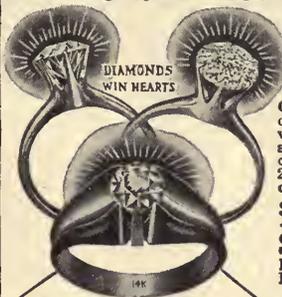
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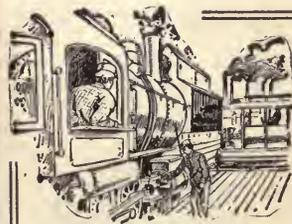
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Illustration 20-415

returned, having been discharged from Uncle Sam's army.

Former Assistant Time Keeper Count C. E. Tribble, in superintendent's office at Fulton, has returned and resumed his position, after doing his bit at Camp Hancock. Mr. Tribble won for himself a reputation as a professor while in camp, having been charged with the duty of teaching a class of about four hundred men to read and write.

Lowell Parish, car tracing clerk, Mr. Heverson's office, has been away from his post of duty several days, entertaining the flu.

Many friends of Miss Hortense Johnson, assistant tonnage clerk, superintendent's office, Fulton, are glad to see her back at her post of duty, after having been away several days on account of sickness.

Miss Alva Mae Price, stenographer, and Miss Marjorie Alford, clerk, maintenance of way department, two of the popular "pets" in superintendent's office at Fulton, accompanied by Accountant Herman O. Cole and M. C. B. Clerk J. A. Brown, spent the other Sunday in Memphis, sight-seeing.

Claim Clerk W. W. Johnson was in St. Louis the other day, straightening out some claims, and—well, we won't say.

Mrs. T. Whyne, assistant time keeper, superintendent's office, has been absent from the office several days with the "flu." Her many friends hope for her speedy recovery.

The many friends of Operator E. L. McMillian will be sorry to know that he has been in the hospital at Chicago for some time.

Miss Rui Brooks and Gonnett Conley, stenographers in superintendent's office, Fulton, spent a few days in Memphis last week, watching the squirrels in Court Square.

Mrs. W. R. Hales, clerk to Train Master Fulton, is back at her post of duty asking the trainmen if not why not, and if so why so? after having been away several days on account of the said "flu."

Enloe West has returned from the army and resumed his position as clerk in the superintendent's office at Fulton.

Train Master Jas. D. White, of East St. Louis, was in to see us the other day. Glad to see you Mr. White. Come in to see every time you have an occasion to be in "God's Country."

Lieutenant E. E. Mount, formerly assistant accountant, superintendents office at Fulton, has been honorably discharged from Uncle Sam's forces and returned home.

L. E. Craig, clerk in superintendent's office, Fulton, has returned to work after having been absent several days with the "flu."

Harry B. DeZonia is again on duty slinging bills, after having been absent about a month, on account of being in the hospital at Chicago.

Miss Rosey Blanche Workman, stenographer and right-hand bower of Accountant

W. P. McAdams, superintendent's office, Fulton, has been enjoying a few days' vacation in Lexington, Miss.

General Superintendent of Transportation Mr. Porterfield and his secretary made headquarters in superintendent's office at Fulton for a few days last week. Think he found everything on the Tennessee Division progressing nicely, so he returned to Chicago.

A gloom was cast over the Tennessee Division when the sad news was flashed of the sudden death of Engineer E. B. Northcott, which occurred at Memphis Wednesday, January 15, 1919. Mr. Northcott was one of the most popular engineers on this Division, having won the friendship of every one whom he came in contact with, who will mourn his loss. Mr. Northcott had been in poor health for some time, but no one knew his condition was serious. He had been working regularly, and went in on his run Tuesday night and was found dead in his room Wednesday morning by his landlady. Remains were carried to Martin, Tenn., Friday and there laid to rest, funeral being conducted by the Elks Lodge from Jackson, of which he had long been a member. His many friends extend heartfelt sympathy to his bereaved ones.

Mr. L. Grimes, master mechanic on the Tennessee Division, made a brief visit to Birmingham on December 16, 1918.

Miss May Grove, M. C. B. clerk in car foreman's office, spent Christmas in Jackson, Tenn., with her relatives.

Mr. J. R. McCarthy, former timekeeper at Birmingham, who is now at Camp Hancock, paid us a visit while home on a furlough.

Hudson Brooks, chief clerk, Jackson freight office, has been confined to his home with tonsillitis.

W. W. Dupoyster, cotton clerk, Jackson, has just returned to work, having had a second attack of influenza.

Mr. Moore Parker, yard master, Jackson, is quite ill with influenza.

Mr. and Mrs. E. E. Goodrich expect to leave Saturday for a two weeks' visit to points in Florida.

Paul Witty, who has been in the country's service, has been honorably discharged and is again at his post of duty at the Jackson freight office.

Mr. F. E. Allen, Jackson, is at the hospital, having a bad attack of the "flu."

Mr. Lee Godfrey, dispatcher, Chester St., has been entertaining a "flu" germ.

Conductor J. A. Cunningham, who has had two weeks' vacation, is again at work.

Lieut. S. L. Nunnally, formerly contracting freight agent for the Illinois Central and Central of Georgia at Birmingham, now with the Quartermasters Corps, U. S. A., located at Governor's Island, N. Y., spent a few days with friends in Birmingham.

Mr. M. J. Butt, formerly stenographer in this office, now located at Hampton Roads, Va., with the Pay Master's Department, U. S. N., spent a few days with us on his way to Selma to visit his parents.

Sergeant F. H. Brady, formerly rate clerk in this office, now located at Fort Benning, Ga., with the Motor Transport Corps, spent a few days in Birmingham visiting his parents and friends.

Mr. J. M. Egan, general superintendent, Southern Lines, New Orleans, La.; Mr. J. J. Pelly, general superintendent Northern Lines, Chicago, and Mr. J. W. Hevron, division superintendent of the Tennessee Division, located at Fulton, Ky., spent the day in Birmingham looking over the terminals.

Mr. A. J. McDougall, successor to Mr. Robert Anderson, district passenger agent, Illinois Central and the Central of Georgia, arrived in Birmingham January 20th. We are glad to have Mr. McDougall with us.

LOUISIANA DIVISION.

During the early part of December, Train Dispatcher C. L. Carroll and his family paid a visit to relatives in Olean, New York.

Road Master J. J. Desmond and wife left McComb on train No. 4 December 22 in order to spend Christmas with Mr. Desmond's mother in Newton, Iowa, at which point Mrs. Desmond has spent considerable time recently account illness of Mr. Desmond's mother.

Mr. W. S. Morehead, Assistant General Storekeeper, Northern Lines, paid a visit

to McComb during the holidays, and was highly welcomed by everybody in this vicinity as they were all glad to see old "Bill."

Mr. L. L. King, Assistant General Storekeeper, Memphis, also passed through McComb during the holidays, on an inspection trip and everybody was glad to see him, as it seemed natural for him to be at this point.

Mr. W. Schlinkert, Supervisor of Scales, made an inspection of scales on Louisiana Division during the early part of January.

Hon. G. E. Patterson, former Superintendent on the Louisiana Division, was at McComb Sunday, January 12th, to attend the funeral of Mayor D. C. Lenoir. Mr. Patterson was highly greeted by all concerned, especially the girls who formerly worked under him. He left McComb on train No. 2 the same night and Miss Katie Browne, chief clerk to the train masters, who was paying a visit to friends in New Orleans on that date, and learning that he was to leave here on that train, she as well as a great many other employes, and a number of the staff, went down to see him off as he boarded General Superintendent J. J. Pelley's car, which was on the rear of this train.

Mr. W. B. Higgins, who served this Company for a number of years as chief accountant and terminal clerk on Louisiana Division, but who accepted service with the T. & P. Ry. as statistician in the Vice President's office, re-entered our employ as Chief Accountant at McComb effective Jan-

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uary 1st. Mr. Higgins is well known at this point, having formerly worked here as chief accountant and is known by a great many of the division staff.

Mr. John Schwartz, formerly Chief Accountant in the Superintendent's office at McComb, was discharged from Camp Pike early in January and has taken service as Division Auditor at Mattoon.

The following former employes have recently been discharged from Military Service and returned to work on Louisiana Division:

Lt. M. O. Dougall.
Mr. W. M. Wilkinson.
Mr. Worth McKnight.
Mr. F. M. Cook.
Mr. George Little.
Mr. Horace Carruth.
Mr. Nick Quin.
Mr. Chas. Todd.

Mr. J. A. Rolfs, formerly employed as file clerk in Superintendent's office at McComb, was recently discharged from the U. S. Navy and paid us a visit on January 11th.

We also had a visit from former File Clerk Frank Coen, who is in the U. S. Navy and stationed at Gulfport, Miss.

Mr. P. H. Houston, Instrumentman on Louisiana Division, after being discharged from military service, has accepted service on the Illinois Division.

Former passenger engineer, C. R. Smith, pensioner, died at McComb on January 10.

Mr. J. O. Holmes, Section Foreman at Frenier, died of influenza on January 12th.

The recent epidemic of influenza played havoc with the dispatching force, as well as the force in the Superintendent's office at McComb during December and January. During this period, the following employes were victims:

Mr. J. E. Schneider, Chief Dispatcher.
Mr. C. E. Henley, Train Dispatcher.
Mr. Homer Wall, Train Dispatcher.
Mr. G. G. Pearce, Train Dispatcher.
Miss L. Jackson, Clerk.
Miss B. Youngblood, Chief Telephone Operator.
Miss Isabel Somers, Operator.
Miss Reba Wommack, Clerk.
Mr. F. A. Tyser, Timekeeper
Mr. A. N. Ogden, Assistant Accountant.
Miss L. Wilhelmsen, Car Record Clerk.
Miss Mary Reeks, Clerk.
Miss Altha Day, Clerk.
Miss Ruby Railsback, File Clerk.
Miss Nannie Middleton, Clerk.
Miss M. Whitworth, Clerk.

On account of the influenza epidemic being so serious in this vicinity Chief Surgeon has sent District Surgeon Neville a supply of serum for innoculating employes. The majority of the force in the Super-

intendent's office, as well as a great many other employes, have taken this treatment and we are in hope it will be very beneficial.

Mechanical Department—McComb

On the 17th of December, the Master Mechanic's force was quite surprised to receive a letter signed by "Mrs. Jack Sawyer." On looking further, however, they found this was from former clerk (nee) Josephine Miller. On Saturday, when she left the office she merely asked for a few days leave of absence, but told no one she was to be married. The entire force were remembered by cards from Decatur, Ill., where the happy couple are spending their honeymoon.

Miss Mattie Hesse has succeeded Mrs. Sawyer as clerk in this office.

Many of the boys are returning from camps every day and getting down to work with much zeal and enthusiasm. They all look one hundred per cent better and say Uncle Sam treated them fine.

Ed. Gill, roundhouse porter, who for the past fifty years has been in the service of the Illinois Central Railroad, died of influenza on January 4th. We will miss "Ed," who was always faithful in his duties and had a joke and a good word for everybody.

MISSISSIPPI DIVISION.

The appointment of J. M. Egan as General Superintendent of Southern Lines is welcomed by Mississippi Division employes, Mr. Egan having formerly been Superintendent of the Mississippi Division, having to leave in 1914 account of ill health, from which he has since recovered and is now looking as robust as a Texan.

Conductor J. C. Turner has been appointed member of the Labor Mediation Board, with headquarters at Washington, D. C. Mr. Turner has been in the service of this Company for 36 years and during this time was for 14 years General Chairman of the O. R. C. for the Illinois Central System.

W. H. McNamara, Ticket Agent at Grenada, died on January 4 and was buried at his home in Grenada on Sunday, January 5. Mr. McNamara was employed as Ticket Agent at Grenada for 13 years and was regarded by the Railroad Company and the public in general as one of the most efficient employes, being a man well and favorably known in the community.

Conductor D. D. Elliott died on December 20, after an illness of several months. Mr. Elliott was in the service of this Company as a Conductor 31 years and was one of the best known Conductors. We extend our heartfelt sympathy to the bereaved family.

The sympathy of all officers and em-

ployes is extended to D. W. Hickman, Conductor on the Aberdeen District, in the loss of his wife and his father with influenza on January 12.

We extend our deepest sympathy to Conductor H. Rowe of the Grenada District, in the loss of his wife on January 7.

It is with regret we announce the death of Mrs. E. W. Romberger, which occurred at the home of her parents at Atlanta, Ga., January 14, following a brief illness of pneumonia. Capt. Romberger, who prior to his enlisting in military service was timekeeper in the office of Superintendent at Water Valley, is at present in France. To him and the bereaved family we extend our sympathy.

Lieut. Charles W. Doyle has been discharged from the army and has resumed his old position in master mechanic's office at Water Valley. Indeed glad to see Charlie's smiling countenance again.

Sergeant Major Walter Louis Mauldin has been discharged from the army and has resumed his former position as accountant in the master mechanic's office at Water Valley.

W. T. Everett, general car foreman, and wife made a visit to Memphis, Kosciusko and New Orleans during the Christmas holidays.

Dwight Davidson, D. D. Ragland, Luther Webb, F. T. Howard, Byron Myrick and Frank Traylor, former employes of Water Valley shop, have been discharged

from the army and are back on their old positions. These boys all look fine and say they are glad to be back with the railroad.

Willie Suggs, Tom Wheelis and Tommie Austin (colored) have been discharged from the army and have resumed their former positions at Water Valley shop.

R. A. Blackston, piecework checker, recently came up with a broad smile, and upon investigation it was found that his wife had presented him with twin boys. Dick says he is now going to farming, as he will have plenty of help.



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Lieut. Clyde McGhee has returned from Camp Taylor and resumed his former position as lead piecework checker at Water Valley. McGhee is quite a social favorite and makes a terrible "hit" with the ladies, and am sure he is again "right at home."

John Cowan, apprentice instructor, has taken unto himself a wife, and after a brief wedding trip to New Orleans, is back at work. This very thing had been expected for some time. Best wishes to our friend and his wife.

W. J. Golden, M. C. B. clerk, spent the holidays with friends and relatives in Chicago. Understand that Golden has serious intentions, and would not create any surprise if he should bring her down some time to live.

Traveling Auditor J. L. Kermeen went up to Chicago Friday to meet his wife and sister, who were returning from a pleasant visit spent with Mr. Kermeen's parents at Galva, Ill.

Rodman C. P. Severns spent most of last week at Ethel, Miss. There seems to be some attraction for this particular party at the aforesaid place.

Conductor W. E. Woodson accompanied his sister to Denver, Col., where she goes for the benefit of her health. We wish for her a speedy recovery.

Miss Fleeta Hellums, the accommodating clerk in the trainmaster's office, spent a "few hours" in Memphis between trains last week.

Agent M. L. Hays and wife spent a few days of last week with friends at Durant and Lexington.

Flagman Russell Harris has been released from military service and resumed work on Mississippi division.

Former Rodman Thomas G. Rivers, of this division, and Miss Nina Williams, the young and pretty daughter of Engineer H. V. Williams, were quietly married at the home of the bride on January 7. Immediately after the ceremony they left for their future home in Poplar Bluff, Mo. The best wishes of their numerous friends follow them.

Mrs. Gertrude Turner, stenographer in the superintendent's office, was in New Orleans shopping several days last week.

O. E. Hollman, former trainmen's timekeeper in the superintendent's office, has returned home after serving Uncle Sam for several months. We are glad to see him back on the job. Were all those "smiles" stored up for you, "Crip"?

Dispatcher T. Q. Ellis and wife spent a few days during the holidays with home folks at Goodman, Miss.

The following employes, recently dismissed from military service, have resumed their former positions in this division: Flagman Sherwood Brusco and R. E. Munn; Engineer P. R. Brown; Earl Johnson, clerk. We welcome them back.

Mrs. Vera Nations, clerk to the super-

visor of the B. & B., and son, Edwin, spent a few days during the holidays visiting relatives in Marion, Ky.

Miss Maude Baker, clerk in the superintendent's office, and sister, Miss Hortense Baker, clerk to the chief dispatcher, spent the holidays with their parents at Blytheville, Ark.

Mr. L. Woods, formerly timekeeper in the superintendent's office to Greenville, has been transferred to Mississippi division as assistant accountant.

Clerks Burt, Bull and Martin of Grenada spent several hours in Water Valley Saturday evening.

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United States Railroad Administration
Walker D. Hines, Director General of Railroads

Illinois' Central Magazine



Waterfront, Memphis, Tenn.

March 1919

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WALKER D. HINES

Director General of Railroads, United States Railroad Administration

ILLINOIS CENTRAL Magazine

Vol. 7

MARCH, 1919

No. 9

Regional Director Winchell Inspects the Line from Louisville to New Orleans

FEDERAL Manager C. M. Kittle, accompanied by Traffic Manager F. B. Bowes, General Manager A. E. Clift, Assistant General Manager L. A. Downs, General Superintendent of Motive Power R. W. Bell, General Superintendent Transportation J. F. Porterfield, Chief Engineer F. L. Thompson, Engineer Maintenance of Way A. F. Blaess, General Superintendent J. M. Egan and General Claim Agent H. B. Hull, went to Louisville February 1st and there met Regional Director and Mrs. B. F. Winchell and Mr. Winchell's assistants, Messrs. J. T. King, A. R. Smith and H. N. Rodenbaugh, the purpose of the meeting having been to accompany Mr. Winchell and party on a daylight ride over the Illinois Central Lines from Louisville to New Orleans.

The party ran by special train from Louisville to Memphis, leaving Louisville at 7:00 A. M., the morning of the 2nd, and reached Memphis at 6:30 P. M., same day.

The physical condition of the line was never in better condition, and Mr. Kittle and his staff were highly complimented by Mr. Winchell and his assistants on the splendid manner in which the property had been maintained.

On arrival at Memphis, the entire party were entertained by Federal Manager Kittle at a dinner at the Gayoso Hotel. Only railroad officials were present at this function. Mr. Kittle introduced Mr. Winchell as the only speaker of the evening. Mr. Winchell

dwelt upon the things which a railroad executive usually discusses with his subordinates. His talk was purely a business one.

The party left Memphis at 7:00 A. M., February 3rd, by special train, en route to New Orleans, via the main line of the Illinois Central, giving Regional Director Winchell and his assistants the opportunity to thoroughly inspect by daylight the condition of this line, which also measured up to a very high standard.

Upon arrival at New Orleans, Mr. Kittle entertained the party at dinner at the Grunewald Hotel. A few outsiders were present on this occasion, including Governor Pleasants, Edmund Glenny, Commissioner Public Utilities, representing Mayor Behrman; W. B. Thompson, President Port Commission; John F. Clark, President Cotton Exchange; B. C. Casanas, President Association of Commerce; Warren Kearney, President Board of Trade; Superintendent of Police Frank Mooney, Charles Godchaux, Paul Jahncke and others. Federal Manager Kittle presided. Short talks were made by the Governor and the Regional Director; also by Messrs. Glenny, Clark, Casanas, Kearney and Thompson.

Federal Manager Kittle and his assistants were very happy to have Regional Director Winchell and his assistants go over the railroad and they took great pride in showing the property to them, as they do in showing it to all representatives of the Railroad Administration.

The Unavoidable Delay of Train No. 12 Results in Love-Feast Between Passengers and Officers of the Railroad

At 10:30 P. M., February 4th, at Glass, Miss, an embankment in a cut which had never before given any trouble slid on to the track to a depth of 10 feet for a distance of 125 feet, completely covering the track and crowding it out of line. This unexpected trouble occasioned a delay of train No. 12, on which there were a large number of passengers. It happened that General Manager Clift, Assistant General Manager Downs and other officers of the road were occupying office cars No. 18 and No. 2, which were attached to this train. The officers were on an inspection tour. They were busy with the affairs of the railroad, but when the delay was announced, the officers and passengers on No. 12 all mixed up together and had a royal good time. The office cars and everything they contained in the way of food were thrown wide open to the passengers. The latter understood that the delay was occasioned by an unforeseen thing over which the officers had no control, and instead of chafing over the delay, they made themselves comfortable and said many nice things to the officers. The whole affair turned out to be a happy one, so far as the officers and passengers were concerned. They got well acquainted and some lasting friendships were formed. Some of the passengers signed a little testimonial addressed to the officers, as follows:

February 5, 1919.

On Board Delayed Train (No. 12)
Gentlemen of the I. C. Ry.

Sirs:

Your thoughtful kindness which led you to provide food for us, with such apparent hospitality, prompts us, the passengers, to show our appreciation in the only way we have now.

None are so great that a friend has no value. Perhaps the time may come

when your newly made ones may be of aid to your great corporation.

Wm. Bradshaw
E. T. Sheftall
S. I. Reymond
Mrs. I. Werntz
Mrs. R. A. Werntz
Mrs. C. C. Field
Mr. Clyde C. Field
Mrs. C. I. Fiero
Guy Dunning
W. A. Salvo
Edw. W. Charlton
H. A. Davies
W. L. Tatum
Mrs. J. W. House
H. Workman
W. A. Skien
W. M. Parrott
W. H. Viets
J. R. Retting
Chas. Feldman
Dr. J. W. House
W. B. Shearer
Miss Freda Blankenstein
D. L. Mayer
Milton Hawkins
Mr. F. D. Stanfield
Mrs. F. D. Stanfield
B. B. Stanley

The testimonial above referred to is not all. General Manager Clift has been getting some very nice letters from the passengers on the delayed train since the incident occurred. The following letter, and General Manager Clift's reply, are characteristic of some of this very delightful correspondence.

Feb. 14th, 1919.

Mr. A. C. Clift, General Mgr., I. C.
R. R., Chicago, Ill.

Dear Mr. Clift:

Your letter of February 5th received. I took occasion, while we were delayed, to get a general expression from all of the passengers on train twelve, on the

date we were delayed, and every one was praising you and your associates for the courtesy extended. It takes big, and broad minded men to do things of this kind and if all the employes of the railroad would take into consideration the feeling of the average passenger, or people who have dealings with the railroad, I feel satisfied that there would be a change in the feelings that the average man has towards corporations.

I want to assure you again that we all appreciated your serving breakfast to us, and if there is anything I can do for you or your good Company in this section at any time, please don't hesitate to call on me.

Hoping to have the pleasure of meeting you again in the near future, I am, with kindest personal regards,

Yours very truly,
W. W. Bradshaw.

Chicago, February 17, 1919.

Mr. Wm. Bradshaw,

Clarksdale, Miss.

My Dear Mr. Bradshaw:

Your letter of 14th acknowledging mine of February 5th relative to limited

attention and courtesy I was able to show yourself and other passengers on train No. 12, which was unavoidably delayed as a result of a slide near Yokena, Miss., February 4th.

I am certainly glad to know that yourself as well as the other passengers on the train were pleased at the slight courtesy extended. I am particularly mindful of your suggestion that if all the employes of the railroad would take into consideration the feelings of the average passenger or people who have dealings with the railroad there would be a decided change in the feeling that the average man has toward the railroad.

This thought, so ably expressed by you, agrees exactly with my idea as to courteous attention and treatment due our good patrons from every individual employe regardless of rank and it is my policy to try to instill this idea in the minds of every individual employe on the Yazoo & Mississippi Valley and Illinois Central Railroads.

Thanking you sincerely for your kind expressions, I beg to remain

Yours very truly,
A. E. Clift, General Manager.

Analysis of Freight Claims Paid

The following letter of General Superintendent of Transportation J. F. Porterfield, addressed to General Superintendents, Superintendents, and Terminal Superintendents analyzing freight claim payments is one which should be read carefully by all employes, and it is very important that Mr. Porterfield's suggestion be followed closely:

Chicago, January 23, 1919.

Analysis of Freight Claim payments for the year 1918 shows:

Robbery and Unlocated Loss	\$573,772.00	37%
Unlocated Damage	235,970.00	15
Rough Handling of Cars	243,456.00	15
Defective Equipment	146,358.00	9
Wrecks	127,320.00	8
Delays	88,881.00	5.7
Improper Refrigeration and Ventilation	52,112.00	3.3
Errors of Employes	36,963.00	2.3
Concealed Damage	27,800.00	1.8
Improper Loading, Packing of Freight	15,745.00	1

The items of rough handling of cars, improper loading, stowing and packing of freight, representing 16 per cent, are subjects for intensive and persistent supervision to prevent carelessness and indifference in switching and handling cars, as well as the proper loading and stowing of freight and including the rejection of freight that is improperly packed and marked.

The item of defective equipment representing 9 per cent is the results of

furnishing defective equipment for loading grain, coal and other commodities requiring tight cars. The larger items represent payments for grain and coal leaking out of defective cars. At present railroads are not fully maintaining foreign cars on their lines and have very few of their own on home rails, so that the larger per cent of box cars are not suitable for grain. I have arranged with General Superintendent Motive Power to have all box cars inspected as between classes, AB—suitable for grain, flour and other commodities requiring sound weather-proof cars, C—weather-proof, suitable for merchandise, freight in packages, dressed lumber, etc., D—suitable for rough lumber, cotton, brick and rough freight not subect to damage by water. After this arrangement has become effective, box cars should be reported under the different headings and special supervision given to insure the loading of AB class box cars to the territories originating grain, flour and other high class freight requiring such cars. It will surprise you to find that \$25,844.00, or 18 percent of claims paid account defective equipment, was paid for coal leaking out of cars. Within the last few years, this item has increased from comparatively nothing until it is now one of the largest items in our claim expenses. We have a considerable number of coal cars with defective dumps, the proper repairing and strengthening of which, represents an enormous undertaking, but until this is done, we must either prevent loading the cars with fine coal, or expect to pay for a considerable part of it. Considering the small percentage of fine coal to the total loaded, with proper supervision on the part of division officers, including yardmasters, trainmasters, engine foremen and conductors, you should be able to furnish tight cars for the screenings, and now that we have a substantial surplus of coal cars, special attention can and should be given to properly maintaining the dumps.

The items of delays, improper refrigeration and ventilation representing 9 per cent are principally caused by failure to move freight on schedule and handle in rotation also failure on the part of those in charge of icing and terminal stations to maintain proper refrigeration and ventilation records which would enable us to show that the shipments were re-iced and ventilated in accordance with instructions. We accept these shipments of fresh meat and other highly perishable freight from shippers and connections and in most cases make delivery without having any definite knowledge of their condition so that any failure to move perishable on schedule, handle other freight in rotation, or being unable to show a perfect refrigeration and ventilation record results in our paying all, or a proportion of the claims presented, whereas proper handling and perfect records would prevent this waste of money. Some time ago, all concerned were impressed with the importance of making it the duty of a competent employe to supervise re-icing, ventilation, and necessary records at each icing station and terminal. Since that time, frequent checks have shown that many records were not reliable, particularly as to quantity of ice in bunkers and position of ventilators. We have a manifest and time freight system with a provision to time freight cars that have lost 48 hours, thereby giving preferred movement to destination and enabling them to regain a part of the delay sustained; also reasonable fast freight train schedules. When a live stock or perishable train is delayed on one division, the succeeding divisions should give it preference, reducing tonnage if necessary to regain as much as possible of the time lost. Very often the amount paid for delay to one car of fruit will equal the entire freight train expense from point of shipment to destination.

Prospects are that within the next two months we will begin handling a very heavy crop of fruits and vegetables. By all concerned giving very close personal supervision to proper handling, including maintaining schedules, initial and re-icing, proper records, etc., we should be able to make a very satisfactory reduction in these items.

J. F. Porterfield,
General Superintendent Transportation.

The Solution

Freight claims represent transportation failures.

Failures germinate from causes.

Causes are traceable to the MAN.

Boiled down, the solution of the freight claim problem is this:

Work on the weaknesses that produce cause.

Rid the railroad of repeaters.

[The foregoing is the panacea of Terminal Superintendent Bodamer, of Memphis, for the freight claim problem, and is taken from the report of the Claims Committee meeting held January 24, 1919.]

UNITED STATES RAILROAD ADMINISTRATION

NEWS FROM WASHINGTON

February 13, 1919.

In an address before the first regular meeting of the Railroad Club, held at Washington on February 12, Mr. T. C. Powell, Director of the Division of Capital Expenditures of the United States Railroad Administration denied in the most vigorous terms that the railroads are now being operated by men who have, heretofore, had no experience in transportation matters. He told of the achievements of the railroads, officials and employes during the war and of the work performed by them in bringing about the defeat of the Kaiser.

"We now hear the phrase 'Railroads operated by the Government,'" Mr. Powell declared. "The railroads are being operated by railroad men from top to bottom and all the credit and all the blame will be given to railroad men.

"When the Director General of Military Railways organized his engineer regiments for service abroad, he hired railroad men, and when he wanted to get men to handle the boats and barges on the canals and rivers of France, he cabled over for expert tow men.

"These railroad men in France got down to brass tacks and built docks and terminals, operated trains and transported men and ammunition like the loyal and enthusiastic railroad men they were and are.

"When Commander Buell told of the work of mounting the big guns that bombarded Metz, he said the trouble was not to get the railroad men to work, but to get them to take the necessary rest. They started up before the whistle blew in the morning and kept at it at the rate of 16 to 18 hours per day. And so when General Pershing sent in his report to the Secretary of War he felt that the formal commendation of the Engineer Corps was not enough but made a separate and special reference to their splendid services.

"The first civilian in the history of this country to receive the Distinguished Service Medal of the United States was a railroad man,—Mr. S. M. Felton, President of the Chicago Great Western.

"That is the record we have before us.

"The public will not be deceived, and any departure from the high standard of which we are capable, cannot be blamed on Government Operation. It will be blamed on us.

"You cannot fool your neighbors.

"The neighboring public knows that the men who are operating the railroads today, from the highest to the lowest, are practically the same men, with only a slight change in personnel who were operating the railroads two years ago, before the war.

"A short time ago I saw a picture, which wasn't very much of a picture. There was a fence, and a woman looking through the fence, and a small boy on the pavement outside. The woman was calling—Violet Marie! Come into the house!

"The small boy helped out by calling 'Hey, Carrots, your mother wants you!'

"We may try to fool the public by calling out Violet Marie—otherwise Government Operation—but the public will respond Hey, Carrots—otherwise railroad men.

"I like the military phrase Carry On! Somehow it expresses vigor and continued forceful action, and if it were not stealing Army thunder, I would like to adopt it as our motto.

"Few of those here actually operate the railroads, but all of us enter into the general scheme.

"The prompt delivery of a letter may be *the* thing in a day's work.

"I never had much sympathy for the man who bet on a horse for 'place'. If he hasn't the nerve to bet on a horse to *win*, he is simply playing safe, and if

our Marines had merely played safe on the St. Mihiel salient, where would their honor and glory be, and what would be the status of the war today?

"You have all heard of 'The Message to Garcia,' the story of Andy Rowan, in spite of all obstacles, delivered to General Garcia the vital message he was charged with.

"The account written of it has become a classic, but we have as the head of our organization one who in his early business life carried through with the same promptness and effectiveness the errand with which *he* was charged.

"I was told the following story by Mr. M. H. Smith, President of the Louisville and Nashville Railroad.

"At that time it was reported to Mr. Smith that a bill had been prepared for presentation to Congress, giving the Interstate Commerce Commission extended powers, and which bill, as the report reached Mr. Smith, would have been injurious to the prosperity of the railroads.

"Mr. Smith felt that it was necessary for him to have a copy of the draft of the bill, and he sent for the General Counsel of the L. & N. Railroad to find out if he could make the trip from Louisville to Washington immediately and secure this copy. The General Counsel could not spare the time as he was engaged on a lawsuit of a pressing nature, but said that perhaps one of the younger men in his office could do the work as well, and he sent this young man in to President Smith. Before that the two had not met except in a casual way. Sufficient to say that the trip was made; a copy of the bill secured and delivered to Mr. Smith even more promptly than he required.

"This was but an incident in the career of Walker D. Hines, afterwards Vice President of the Louisville & Nashville R. R., General Counsel and Chairman of the Board of the Santa Fe, and now Director General of Railroads.

"With that example before us, we must Carry On as railroad men and 'deliver the goods'".

CIRCULAR No. 74

Washington, January 28, 1919.
To All Officers and Employees:

It has come to my attention that employees who have bought Liberty bonds are disposing of them, or their equities therein, at prices below the current market value of such bonds or equities. It is important for the protection of employees in all such cases that a clear understanding of these matters should be had.

The cash value of the various Liberty bond issues depends upon the amount for which they can be sold on the stock exchange, and the prices fluctuate to some extent each day. None of these bonds can at present be sold for the full face value, because the number available for disposition exceeds the demand to an extent which depresses the selling price somewhat below the face value.

All the prominent city papers print quotations showing the prices paid for

Liberty bonds on the stock exchanges the previous day, so that by reference to the papers, it is possible to determine about what price should be received for any issue which circumstances may make it necessary to sell. The retention of bonds should, however, be strongly urged, because they are the safest kind of an investment and yield a rate of interest considered by bankers consistent with the maximum safety of principal interest.

When for any reason circumstances require that a bond be sold, arrangements can undoubtedly be made with local banks to make the sale for a small fee, representing not more than the actual cost of the transaction to the bank. If sale is made through a stock exchange, a few days are required to conclude the details.

It should be remembered, too, that except on regular interest dates when a coupon has been detached, some in-

terest has accrued on the bond, so that the total amount received from any sale should be the market price of the bond on the day of the sale plus the accrued interest as of the date of the sale less the fee charged by the bank for the transaction.

It is a patriotic duty for citizens to continue to hold these bonds wherever it is not absolutely necessary to dispose of them. Therefore, employes should look with suspicion upon the motives of any persons who endeavor to persuade employes to exchange their bonds for securities of other character; because the purpose of all such offers is to put these bonds upon the

market, although this is distinctly contrary to the interest of the government. Another purpose of such offers frequently is to persuade employes to give up a perfectly good bond for some security of far less value, or possibly without any value, although accompanied with promises of large returns. Employes, therefore, should be carefully on their guard against such proposed exchanges and should retain their bonds both to aid the government and protect themselves, except when necessity compels a sale and then they should be sure they get good value.

WALKER D. HINES,

Director General of Railroads.

Effective dates shown the following appointments have been made by the United States Railroad Administration:

Jan. 1, 1919, Mr. R. C. Fyfe, Chairman, Western Classification Committee; Mr. R. N. Collyer, Chairman, Official Classification Committee; Mr. J. E. Crosland, Chairman, Southern Classification Committee.

Jan. 15, 1919, Mr. Joseph H. Young, Senior Assistant Director; Mr. E. H. DeGroot, Office Assistant; Mr. Jno. G. Walber, Labor Assistant.

Jan. 16, 1919, Mr. J. C. Turner, Representative of the Division of Labor.

Jan. 29, 1919, Mr. Oscar A. Price, Assistant to the Director General; Mr. Brice Clagett, Assistant to the Director General; Mr. H. A. Taylor, General Assistant to the Director General; Mr. G. H. Parker, Financial Assistant to the Director General.

Feb. 1, 1919, The Division of Public Service and Accounting is discontinued and in lieu thereof the Division of Accounting, with Mr. Chas. A. Prouty as Director, and the Division of Public Service, with Mr. Max Thelen as Di-

rector, are created. Mr. D. E. Brown, Assistant Director, Division of Accounting; the Bureau for Suggestions and Complaints is transferred to the jurisdiction of the Division of Public Service.

Feb. 10, 1919, Mr. C. E. Spens, in addition to his present duties as Manager of Inland Traffic, United States Food Administration, is appointed Assistant Director, Division of Traffic, in charge of export and import traffic matters.

Mr. George F. Atkins, Jr., is appointed assistant to the director of public service in charge of rates, effective February 7, 1919.

Mr. E. C. Niles is appointed assistant to the director of public service in charge of service, effective February 7, 1919. Mr. Niles retains his duties and title as manager of the Short Line Section.

Mr. Eugene H. Lamb is appointed acting chief of the Bureau for Suggestions and Complaints, effective February 7, 1919. This bureau will report the assistant to the director of public service in charge of service.



In Overton Park.

Memphis

◆ Tennessee ◆

by
the Chamber of Commerce

THE CITY of Memphis is facing a period of unprecedented prosperity and growth as the era of World reconstruction dawns. It is a particularly auspicious circumstance that just as Memphis' industries are planning to enter the European trade on an extensive scale, after the return of peace conditions, the Nation and Mississippi Valley should stand upon the threshold of a hitherto undreamed of development of inland waterway transportation. To illustrate this, it might be pointed out that the Southern Hardwood Traffic Association, with headquarters in Memphis, having 250 hardwood firms on its membership roll, is already making plans for the establishment of an export department, which shall have charge of handling not only hardwood products going overseas, but also those moving coastwise to destinations on the Atlantic and Pacific Coast. This, coupled with the unrivaled railway service which Memphis offers, should go far toward making Memphis the greatest manufacturing and distributing center in the Mississippi Valley within the next decade.

With its steady growth, its successful maintenance of its normal trade during the trying period of the war; with its wonderful strategic location, its splendid railroad facilities and its two bridges across the Mississippi, Memphis, the gateway to the Southeast and Southwest, faces the period of reconstruction and upbuilding with serene confidence.

Memphis is as much an Arkansas or Mississippi city in point of both volume

of business and population as a Tennessee one, and yet it does not belong to Arkansas, Mississippi or Tennessee, because, by virtue of its location and other advantages, it is a geographical, commercial, financial and industrial center of the entire lower Mississippi Valley and that incomparable area comprised in the Central South.

Because of its central location, Memphis is easily accessible from all parts of the country. All principal cities from the Rocky Mountains on the West, the Great Lakes on the North, the Atlantic Seaboard on the East, and the Gulf Coast on the South, are within four to thirty-seven and one-half hours of Memphis by rail. This accessibility to other cities is of the utmost significance to manufacturers and jobbers located in Memphis or seeking a favorable location. The city is served by ten trunk lines operating seventeen lines of railway, converging at Memphis.

In addition to these unusual railroad facilities, the proposed extensions to the Government's River Barge Line will greatly increase the facilities for cheap transportation and it is expected that thousands of bales of cotton will be sent by water to New Orleans and then loaded on ships for export in anticipation of the development of this channel of water transportation. The City of Memphis has recently purchased the plant of the River and Rail Storage Company and still has more than a quarter of a million dollars left from the proceeds of its bond issue for the purchase of additional terminals.

Grammar School



CHAPMAN
MEMPHIS

Central High School



Public Buildings of

Shelby County Court House



Memphis Tenn.

*Brooks Memorial
Art Gallery*



Raw Materials

Of vast importance to the manufacturer is the amount of raw material readily available in the Memphis territory. There are approximately 750,000 bales of cotton in the form of net receipts drawn into Memphis each year from West Tennessee, Northern Mississippi and Eastern Arkansas, making this city the largest inland cotton market in the world. It is also the largest manufacturer of cotton seed products on this or any other continent. Cottonseed meal being available by the thousands of tons, the manufacture of mixed feeds and fertilizer is a thriving business.

Memphis is also the center of the greatest hardwood timber area and ranks as the largest hardwood producing lumber point in the country. Twenty-eight sawmills in Memphis produce two hundred and seventy million feet annually, while manufacturers operating in Memphis and the immediate territory have an output every year of approximately two billion feet. It, therefore, follows naturally that Memphis offers unrivaled facilities to manufacturers of furniture, vehicles, agricultural implements, boxes, barrels, ships, cabinets, flooring, interior trim, and other hardwood products.

Mixed feed materials, such as cereal crops, rice, hay, Bermuda hay, peanuts, beans, alfalfa, rice straw, grain straw, cottonseed meal and sorghum are close at hand and one of the big rice mills of this country is located in Memphis.

Freight Cost and Terminal Facilities

Memphis puts great emphasis on its freight rates because, in the language of Jas. S. Davant, commissioner of the Memphis Freight Bureau, "Memphis excels, in point of freight cost, any city in the South, Southeast or Southwest." Memphis is a basing point for a very large territory in the making of freight tariffs. This is greatly in its favor and in favor of manufacturers and distributors.

Terminal facilities in Memphis are far more extensive than those in any other city of the same size. These terminals are closely interconnected by the railroads themselves and by three belt lines that form important links in switching facilities here.

Transportation, freight rates, raw material, labor supply and cost, fuel conditions and other factors are of prime importance to the manufacturer and to the distributor, but they lose much of their significance and advantage unless factory output and merchandise can be offered from a given point, in a territory where wealth and purchasing power of the population afford ready and profitable outlet therefor.

Memphis is in the heart of the richest agricultural section in the world and is in the center of a territory making notable

strides in manufacturing and live stock raising, to say nothing of the development of its enormous mineral resources.

Time was, not many years ago, when the used the greater part of the proceeds of their "money" crop for the purchase of corn, oats, hay, peas and other foodstuffs, to the vast enrichment of farmers in other parts of the country. But these selfsame Southern people, including those throughout the lower Mississippi Valley, have mended their ways. Diversified farming, under the able guidance and direction of the Farm Development Bureau of the Chamber of Commerce, the Government and other agencies, is now the rule rather than the exception.

Hundreds of thousands of acres of land are being denuded of their timber and these properties are being cleared and brought under cultivation as rapidly as labor, capital and other requirements permit. Members of the Southern Alluvial Land Association, with headquarters at Memphis, own more than one million acres of cut-over alluvial lands in Southern Missouri, Arkansas, Tennessee, Mississippi and Louisiana. And yet this organization embraces in its membership but a small percentage of owners of such lands. These properties lie largely in the valley of the Mississippi and its tributaries and have been enriched not only by the leaf-mold which has accumulated during countless ages but also by the fertile soil borne down by the flood waters of the Mississippi and deposited thereon for a period that must be reckoned in aeons.

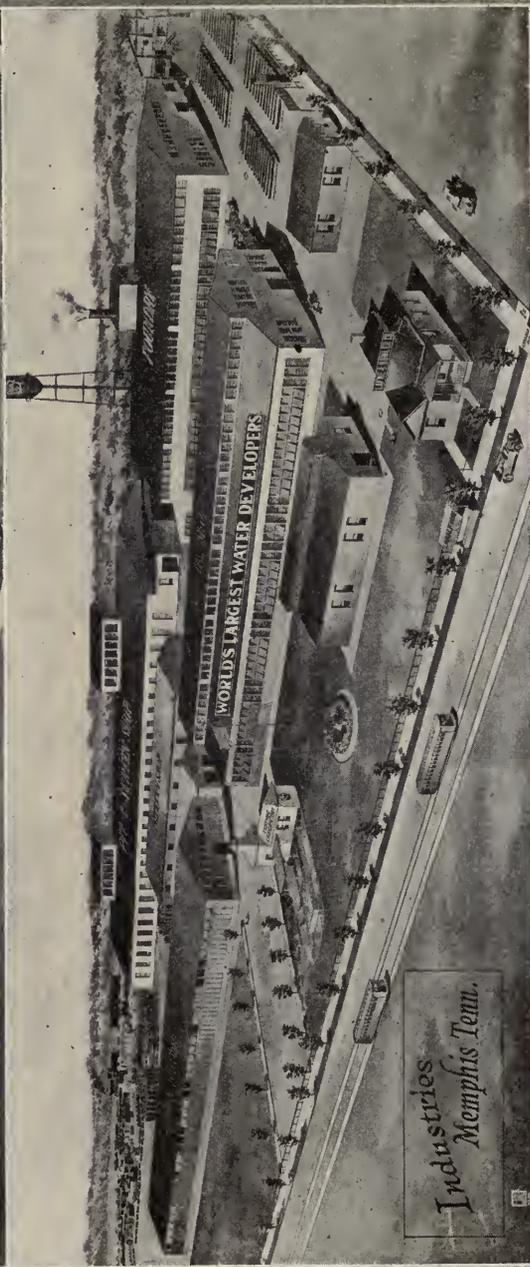
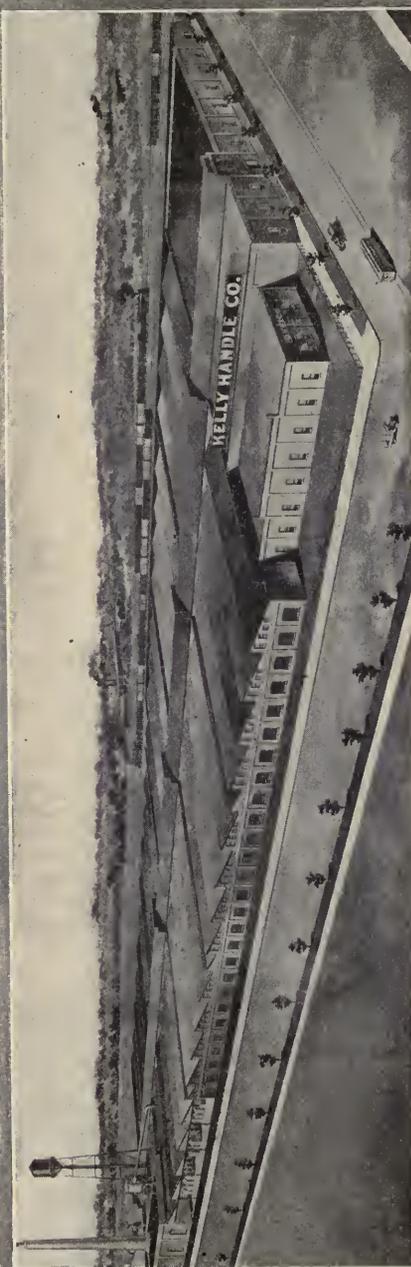
The Southern Alluvial Land Association is working out definite and effective plans for clearing, developing and colonizing more than one million acres of cut-over lands in the alluvial regions of the lower Mississippi Valley belonging to its members and promises to perform a most valuable function in preparing these properties for cultivation.

Labor Supply and Cost

Labor in Memphis is relatively large as to supply and equally relatively low as to cost. There are approximately 15,000 skilled and mechanical laborers in Memphis, while the number of common laborers is around 30,000. The central location of Memphis and its position as the most important railroad and river gateway in the South bring in considerable numbers of transient laborers of the skilled and semi-skilled classes, while its close proximity to such a rich and extensive agricultural region insures substantial additions in the way of common labor.

Many Factory Sites

Memphis is particularly fortunate in respect to sites for factories and warehouses. There are three belt lines of railway which



*Industries
Memphis Tenn.*

furnish direct access to at least 3,500 acres of land in Memphis and immediately outside the city limits, available in tracts of one to fifty acres. Prices range from \$300 per acre upward outside the city and from \$700 per acre upward in Memphis proper. There are practically three miles of river front available now, while there are about five miles more fronting Mississippi and Wolf Rivers that can be prepared within a reasonable period. In the event the manufacturer or distributor does not wish to buy outright, these sites may be secured, for a term of years, on a rental basis equivalent to three to seven per cent of the net value of the property desired, according to location and other conditions.

Fuel Supply

Memphis, under the present "zone" system, draws its supply of coal for domestic and steam purposes from Western Kentucky, Southern Illinois and Alabama, principally over the Illinois Central, Louisville and Nashville, Missouri Pacific, Southern Railway and Frisco Systems. A considerable tonnage of coal is handled into Memphis by water. With Government-owned and Government-operated towboats and barges about to be installed on the Mississippi on a scale that insures rehabilitation of transportation thereon in such volume as to discount all past performance, coal tonnage brought to Memphis by water promises to be vastly increased within the next few months, with corresponding reduction in rates thereon as well as cost thereof.

The day is not so very far distant when hydro-electric power will be available in Memphis from Muscle Shoals, Alabama, and when those engaged in industrial enterprises will have advantage of the low rates at which it can be obtained in Memphis.

Banking Facilities

Memphis has splendid banking facilities. Banking institutions here have shown steady growth during the past few years in capital and surplus, in deposits and in total resources.

Their combined capital and surplus is \$10,288,700, their combined deposits are \$61,000,000 (as of May 10) and their combined resources are \$90,000,000.

Volume of Transactions

Clearings comprise only a small percentage of actual transactions and, because of the injustice their incompleteness does to the city, they are eliminated and actual transactions, as compiled by the Memphis Clearing House Association, are given herewith:

1917	\$2,641,416,099
1916	1,923,519,663
1915	1,435,906,396
1914	1,451,427,848

On the basis of figures for the first six months of 1918, indications are that total transaction for the current year will reach three billion dollars. On the basis of figures already given, it will be noted that expansion of business from 1914 to 1917 amounted to nearly 100 per cent.

Seven of the largest State and National banks in Memphis are members of the Federal Reserve System and offer the incalculable advantages accruing from re-discount and other privileges conferred by this system.

A branch of the Federal Reserve Bank at St. Louis is now in operation here and is greatly facilitating Memphis banks in handling re-discounts and in providing adequate currency and other requirements of their customers. It has begun business with deposits of \$6,000,000, which will be increased as its operations expand.

Waterworks Municipally Owned

Waterworks in Memphis are municipally owned and operated and the management is so efficient that supply is unflinching, that service is uninterrupted and that rates compare favorably with those in other cities securing their supplies from artesian wells.

Artesian water exclusively is used for drinking, for cooking, for sprinkling and flushing the streets, for power generation, for fire-fighting, for manufacturing processes and for all purposes where water is required.

Memphis as a Manufacturing Center

Memphis has 300 manufacturing establishments in the city proper and just outside of the corporate limits, with an annual output valued at approximately \$125,000,000. Its most notable progress is in manufacturing hardwood lumber and forest products, cotton and cottonseed products, mixed feeds, steel and iron products, grain products, drugs, pharmaceutical supplies and proprietary medicines.

Twenty-eight mills in Memphis proper are producing annually 270 million feet of hardwood lumber valued at approximately 11 million dollars.

Forty-six mills outside of Memphis, but operated and financed by Memphis firms, produce 450 million feet each year, having a value of 18 million dollars.

This makes production, by Memphis men with Memphis capital, of 720 million feet, valued at 29 million dollars.

In addition to the foregoing, Memphis firms, through yarding and wholesale processes handle 230 million feet annually, valued at 9 million dollars.

Thus, the hardwood lumber produced each year by Memphis firms in Memphis or outside of the city, together with that yarded by Memphis lumber companies,

reaches a grand total of 950 million feet, having a value of 38 million dollars.

The hardwood lumber industry here is thoroughly organized. Praises of the Lumbermen's Club of Memphis are sung wherever hardwood lumber is bought or sold. The Southern Hardwood Traffic Association is recognized as the most active, aggressive and efficient organization of its kind identified with the hardwood lumber trade.

The American Hardwood Manufacturers' Association is vigorously and successfully finding new markets for all southern hardwoods and is improving conditions surrounding both their manufacture and distribution.

Great Lumber Convention Center

The three hardwood lumber organizations hold their annual meeting in Memphis during "lumber week." This event draws hardwood lumber manufacturers and those engaged in allied industries from every part of the country in large numbers. The Hardwood Manufacturers' Association, Cincinnati, holds an open-competition-plan meeting in Memphis every month and the majority of meetings of the board of governors and subscribers to the Southern Pine Association are held here because of the central location of Memphis and its easy accessibility.

Memphis has had the pleasure, on more than one occasion, of entertaining every hardwood organization in the United States of national or international prominence.

Woodworking Enterprises

In view of the enormous quantities of hardwood lumber and timber available in Memphis and the immediate Memphis territory, it is not surprising that this city has made such tremendous progress in the manufacture of hardwood forest products.

The more prominent hardwood products manufactured here are: Gun stocks, furniture, boxes, tight and slack cooperage, veneers, automobile wheels, farm wagons, spokes, tool handles, shuttle-blocks, boat oars, washboards and screen doors, railroad cars and hardwood flooring.

Furniture

Memphis has eight plants manufacturing furniture, including chairs, bedroom and parlor suites, library, dining room and other tables, and cabinet articles. Their output is valued at more than three million dollars per annum and their number is increasing steadily.

Automobile Wheels

One of the largest plants in the world manufacturing "knocked down" automobile wheels is located at Memphis. Its daily output is 3,200 wheels, valued at \$10,000, while its annual production is around one

million wheels, valued at more than three million dollars. It employs eleven hundred men.

The company has its finishing plants elsewhere but established the wheel-parts plant at Memphis in order to overcome the tremendous handicap involved in long hauls and high transportation cost on hickory logs and billets.

Largest Inland Cotton Market

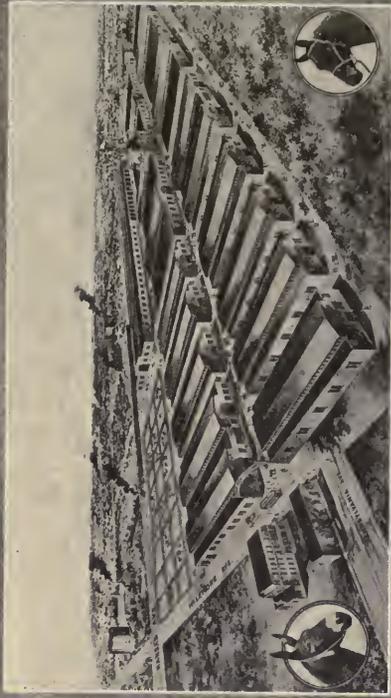
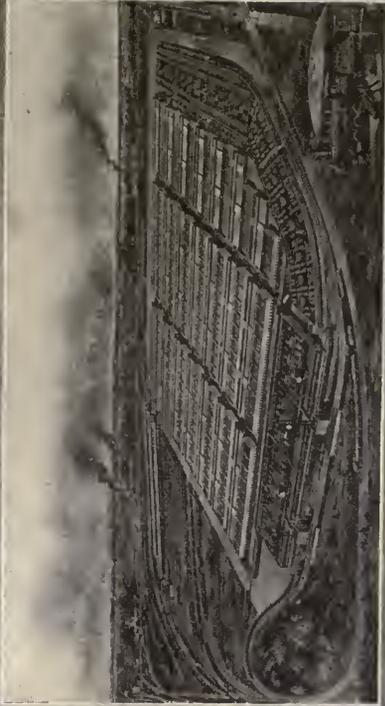
Memphis is the largest inland cotton market in the world. This statement is based primarily on the fact that it handles, over factors tables, in the form of net receipts, more cotton than any other interior center. Some other interior towns exceed Memphis in gross receipts but, gross cotton is merely that passing through in transit. It does not produce a single dollar of revenue to any city through which it passes until it reaches final destination.

Memphis handles approximately 750,000 bales of net receipts each year, drawn principally from North Mississippi, Northern Alabama, Eastern Arkansas, Southeastern Missouri and West Tennessee. Practically every bale is sold by local cotton commission merchants to buyers who have headquarters in Memphis. The value of cotton handles by these factors and buyers is averaging now about \$75,000,000 per annum. Value of net receipts for the year ending July 31, 1918, was the largest on record, \$76,767,216.

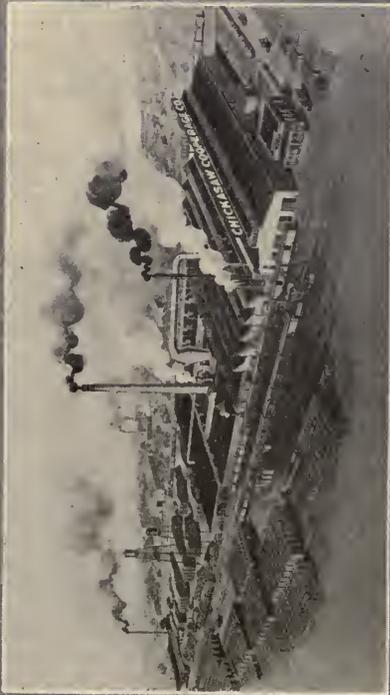
Warehouse Facilities

The Memphis Terminal Corporation has the largest and best equipped warehouses in any inland city in the United States. Its present plant covers 170 acres and it owns sufficient land to make extensions as demanded. Every device for economic handling of cotton is employed, including overhead gravity system for delivering cotton from storage to outbound sheds, and ten miles of standard railroad trackage for handling cotton into the former and out of the latter. The fire guard system is admittedly the most modern and the most efficient used anywhere and unusually low insurance rates are charged. This corporation is controlled entirely by Memphis capital. Compress receipts issued by the company are accepted by every bank in the United States loans on cotton as collateral. These receipts are so closely guarded and so carefully handled that no fraud has ever been perpetrated in connection with them.

Memphis leads the world in the manufacture of cotton seed products because capital has recognized the natural advantages offered by Memphis in the way of low transportation cost, plentiful supplies of seed and exceptional distributing facilities. Mattresses, horse collars, mops, bags and



Industries, Memphis Tenn.



other cotton products are manufactured at Memphis on a large scale and this city has one of the biggest plants in the country for conversion of linters and delints into materials for manufacture of paper stock, guncotton and high explosives.

But the surface of possibilities of Memphis as a cotton manufacturing center has not even been scratched.

Heavy Bag Output

Memphis is making magnificent progress in the manufacture of bags from cotton, burlap and other raw materials.

These companies here are engaged in bag production. They have combined capital and surplus of approximately \$1,000,000 and they have an annual output valued at \$12,500,000.

There are twelve cotton seed oil mills here, eleven of the hydraulic and one of the cold press type.

They crush an average of 160,000 tons of cotton seed per annum, and their output, on the basis of current prices, has a value of \$14,500,000. They manufacture oil, meal, cake, hulls and linters and sell their products throughout the United States and overseas. Exports of both oil and cake are, normally, quite large.

Five Refining Companies

Five companies are engaged in the refining of oil and in the manufacture of compound lard, cooking oils, soap stock and other products having a value of \$24,500,000 per annum.

Memphis is headquarters of the Interstate Cotton Seed Crushers' Association and the principal journal dealing with the cotton seed oil industry is issued from this center.

If any further evidence is needed for the commanding position Memphis occupies with respect to this industry, it will be found in the fact that the total value of crude and refined products here is \$42,000,000 per annum.

Mixed Feeds

Manufacture and distribution of mixed feeds or balanced rations are assuming large proportions and constitute another industry in which Memphis, according to L. C. Kavanaugh, secretary of the Sweet Feed Manufacturers' Association, "leads the world."

Annual output is now 250,000 tons, valued at more than \$12,500,000, and is increasing steadily.

Concentration at Memphis Increasing

New stock yards are being opened here, with large capacity, and Memphis is attracting much more attention from buyers of livestock as well as from packers themselves because of promise of substantial increase in the number of cattle, hogs and sheep slaughtered here instead of shipped

to other points. Memphis is the natural place for concentration and slaughter of this live stock and for marketing the dressed beef, pork and mutton, as well as the by-products of the slaughtering and packing processes.

Steel and Iron Products

Memphis has the largest plant in the valley south of Chicago for manufacture of railroad and highway bridges and aqueducts, railroad turntables and structural materials for sugar factories, cotton seed storage houses, office buildings and industrial plants generally. It is paying \$200,000 annually in wages and is producing approximately 20,000 tons of steel and iron, valued at \$2,000,000. It distributes its products throughout the South, Southeast and Southwest, Far West and Cuba.

Water Works Equipment

Memphis has another unusual plant, engaged in the manufacture of pumps, filtering machinery and water works supplies. It is distributing more than \$150,000 annually in wages and its output is valued at \$1,250,000 yearly.

Two firms are producing annually \$400,000 worth of boilers and tanks while a number of foundry and machine companies are turning out \$500,000 worth of machinery and equipment. These figures do not include machine shops engaged in assembling the repair work.

The total value of steel and iron products manufactured here is \$4,150,000.

In addition, there is a car and foundry company just outside the city limits building fifteen railroad cars per day or approximately 4,500 a year. This firm also does a vast amount of repair work on railroad cars and other equipment.

As a Drug Center

Memphis is rapidly developing into one of the most important drug centers in the South in point of both manufacture and distribution.

Annual production of pharmaceutical supplies, drugs, proprietary medicines and similar articles exceeds \$3,000,000 a year on the part of firms engaged almost exclusively in manufacturing.

In addition, wholesale companies distribute annually \$9,000,000 worth of drugs and allied products, a considerable portion of which is manufactured by them.

Manufacturing and distributing processes therefore involve a grand total of more than \$12,000,000.

Memphis as a Distributing Center

As a distributing center, Memphis takes front rank among cities of the South and in some lines leads those of the world.

Location; transportation facilities; accessibility to all towns and cities in the territory from the Rocky Mountains to the

*I. C. R. R.
Facilities*

Car Sheds, Nonconnah



*Memphis,
Tenn.*

Central Station



Freight Depot



Interior, Shops



Shops



Shops & Roundhouse



Atlantic seaboard and from the Great Lakes to the Gulf of Mexico; ability, because of close proximity to Southern and Eastern ports, to reach foreign markets with ease, and the tremendous purchasing power of the territory within a radius of 500 miles of Memphis, have attracted attention of manufacturers, jobbers and distributors in practically all lines from every part of the country.

One firm here is successfully drawing flour in bulk into Memphis from Oregon and Washington, packing it in bags or barrels and distributing it profitably from Memphis at the rate of 1,600 barrels per day. One of the largest manufacturers of automobiles in the United States has its assembling plant at Memphis. It ships knocked-down machines into Memphis from Detroit in carload lots and distributes them.

What Is Being Done

Agricultural implements, including farm wagons, are distributed from Memphis within a radius of 400 miles to the value of \$12,500,000 annually.

Structural steel, sawmill and railroad supplies, tanks and boilers, and output of machine shops and foundries, reach a total of \$20,000,000, including production of local plants engaged in these lines.

Drugs, proprietary medicines and allied products, including those manufactured at Memphis, involve a total of \$12,000,000 each year.

Groceries and provisions are distributed by wholesale houses here to the tune of \$27,500,000 annually, making this the third largest grocery center in the United States.

Wholesale handlers of dry goods and notions are selling \$12,500,000 worth of these in the South every twelve months.

Hardwood lumber, including that manufactured in Memphis and in the immediate Memphis territory, is distributed to the extent of practically one billion feet a year, with a value of \$38,000,000.

Cotton drawn into Memphis each year and distributed from this center to every part of the United States and overseas involves approximately \$75,000,000 every twelve months.

Products of woodworking enterprises in Memphis using hardwood lumber almost exclusively are marketed to the extent of \$20,000,000.

Value of cotton seed and cotton seed products distributed from Memphis each year is approximately \$42,000,000, a record which far exceeds accomplishments of any other city in the world.

Horses and mules are sold in Memphis, each year to the extent of 25,000 to 26,000 head, valued at 5 to 5½ million dollars, making it one of the leading centers in the South in this line.

Bags, made of cotton, burlap and other materials, are sold annually from Memphis to the extent of \$15,000,000, 75 percent of this amount being derived from bags actually manufactured here.

Automobiles and motor trucks sold in Memphis and distributed from this point throughout the valley territory involve each year a total of \$12,000,000.

Memphis as a City in Which to Live

Memphis is a city of approximately 175,000, practically all-American.

The foreign element is negligible, a fact which makes for harmony in all relationships of life here and which greatly simplifies labor and other problems vital to manufacturers, jobbers and distributors.

The negro population is around 78,000. But its very largeness confers special benefits upon manufacturers and others dependent upon an adequate supply of common labor.

Memphis has delightful climate, free from extremes of heat or cold. Cyclones and other severe atmospheric disturbances are practically unknown.

Educational Facilities

Memphis offers excellent educational facilities. Its public schools are kept up to high standard and are open to all of proper age limit without cost. A vocational school offers exceptional opportunities to those seeking practical education. Two departments of the University of Tennessee are maintained here. West Tennessee Normal School for training teachers is at Buntyn, a suburb of Memphis. There are numerous private schools for boys and girls while there are adequate business schools and colleges at which courses in bookkeeping, stenography and other practical branches are offered.

Goodwyn Institute, at which free lectures are delivered by men and women of national prominence, is a valuable adjunct of the educational system in Memphis. The reference library at the institute and the splendid collection of books at Cossitt Library are available without cost and are liberally used.

Hospital Facilities

Memphis has many hospitals to take care of the large number of patients applying for treatment from Mississippi, Arkansas, and Tennessee. The General Hospital is maintained by the city and offers free service to all who can be accommodated. The Baptist Memorial Hospital is spending more than \$250,000 in enlarging its buildings and extending its facilities. The Methodist Hospital is planning to spend \$500,000 in constructing and furnishing its main buildings. St. Josephs Hospital is one of the land-marks of Memphis and every Memphian is proud of its record.

Memphis Tenn.



Japanese Gardens



Japanese Gardens

Overton Park

There are numerous other private and semi-public hospitals, all under capable and efficient management.

Fine Fields for Sports

Amateur sportsmen have a brilliant field in Memphis. Golfers have four courses, Memphis Country Club, Colonial Country Club, Overton Park and Riverside Park. The two last named are open to the public without cost. Golf is played throughout the year. Tennis courts are both numerous and excellent.

Owners and drivers of fast horses hold matinee harness events every Saturday afternoon at the Tri-State fair grounds while trap-shooting events are staged throughout the year.

Boating on Wolf and Mississippi rivers is another favorite sport while hunting and fishing opportunities are practically unlimited, as indicated by the number and prominence of hunting and fishing clubs throughout the territory tributary to Memphis. Memphis holds membership in the Southern League of baseball clubs.

Park System

The justly-famous park system of Memphis adds zest to the joy of living here.

There are 855 acres of highly improved parks. The two largest are connected by a magnificent double-drive speedway, eleven miles in length, and are traversed by smooth, wide, oiled roads. Golf links, under municipal control, are maintained in both, while dancing pavilions, children's playgrounds, wading pools, and other accessories are provided.

In Overton Park one of the principal attractions is the Memphis Zoo, the largest and most complete zoo in the world.

Streets

Memphis has 192 miles of paved streets, 37 of which are built of asphalt, 24 of tar macadam and 96 of gravel, with oiled surface. The front-foot assessment plan under which they are built and kept in repair insures streets at all times in keeping with the growth and needs of Memphis.

Highways

Streets leading from Memphis connect with the magnificent system of paved and graveled roads traveling Shelby County in every direction. There are 800 miles of these roads, 45 of which have bituminous or oiled surface. Connection is made with Jefferson Davis, Bankhead, State and Bristol Highways and with seven others bearing local names. On the west automobiles and other vehicles have free passageway across the Mississippi on the Harahan bridge and access to the excellent highways radiating from the western end of that structure.

Commission Form of Government

Memphis is under commission form of

government, with five commissioners in charge. The commissioner of health and public affairs is Mayor.

The Chamber of Commerce with its 2,500 members, and other business and commercial organizations here are taking active interest in administration of affairs of the city and in enforcement of anti-liquor and anti-vice laws.

The Center of a Rich Farming District

Memphis is in the center of one of the richest farming districts in the world. In a 150-mile radius, you will find a territory less than one-third of which is under cultivation, but every acre of this territory can be cleared and planted in a money producing crop.

To the west is the St. Francis Basin with an area one-half as large as the Eastern states. South is the Mississippi Delta, larger than the St. Francis Basin and west of the Mississippi Delta are the southern reaches of Eastern Arkansas, not surpassed in fertility by either the Yazoo Delta or the St. Francis Basin. This territory is capable of marvelous development, land in which can be bought for from \$10 to \$100 an acre. Splendid land can be bought for \$25 an acre.

The farmer in Illinois or Iowa can sell his land for \$100 an acre, and with that \$100 he can buy four acres in the South, and these four acres properly cultivated, will produce acre for acre as much as any acre in Illinois or in Iowa.

Cheap Lands and Fine Lands

A man with \$10,000 can own a farm of 100 acres in Iowa or Illinois, but a man with \$10,000 can own a better farm of 400 acres in Mississippi, Arkansas or Tennessee.

A dollar invested in agriculture yields a greater return in the South than it does in any other part of the United States.

Draw a circle with a radius of 150 miles around Memphis and it will embrace a region where is grown the finest cotton in the world. In this region are also grown corn, rice, wheat, alfalfa, oats, clover, potatoes, tobacco, and vegetables of all sorts. Year by year increasing supplies of tomatoes, cabbage, beans and fruits, temperate zone vegetables, are grown in this territory and shipped over the United States.

Within this region there is yet an enormous supply of wood of all sorts. The beauty of the situation is that when the land is cleared the timber itself can be sold at a profit and the land remains capable of the highest development.

The region adjacent to Memphis is destined to be a great cattle producing country, for cattle and hogs can live in the pasture nine months of the year without any dry feeding.

The Chamber of Commerce was the first commercial body in the South to institute a Farm Development Bureau. This Bureau has attracted nationwide attention and has done magnificent work, cooperating with banks and others in the Memphis territory in developing scientific and diversified agriculture and stock raising.

It has fostered every movement which promises to be of any benefit to the farmers in Memphis territory. It has recently been reorganized and the business men of Memphis have pledged themselves to raise \$90,000 for its maintenance during the next three years.

The Chamber of Commerce has been

one of the most potent and constructive forces contributing to the development of Memphis, industrially, commercially and in a civic way. It has striven fearlessly for rigid law enforcement, particularly in regard to the enforcement of the prohibition law. It has induced scores of jobbers and manufacturing concerns to locate in Memphis. It has brought many conventions to the city. It has sent representatives to important gatherings in all parts of the United States. It has labored ceaselessly to assist the Government in all war activities and, last but not least, it has won the confidence and esteem of all Memphis business men by its impartial and indiscriminating loyalty to their best interests.



Some Facts and Figures About Memphis

Memphis is a city of magnificent parks and boulevards. Climate most equable in the temperate zone.

A favorite convention city—seldom without one in session.

Twelve hundred acres in improved parks. Fair grounds containing 111 acres.

Two municipal public golf links also two Country Clubs, with links.

Memphis has 180 miles of beautiful paved thoroughfares.

Eight hundred miles standard macadam and bituminous county turnpikes, having more improved mileage than any other county in the United States.

The largest free zoological garden in the United States.

Pure water, supplied by the largest artesian water system in the world.

United States aviation school.

Twenty-four miles of Speedway Boulevards connecting parks.

Located on river bluff, 50 feet above highest water mark.

Memphis has 160 churches. Superior educational advantages. Three departments of the University of Tennessee, Tennessee State Normal School, business colleges, high schools, vocational schools, art galleries, libraries and museums, free public circulating library (Cossitt) with 15 branches. Endowed (Goodwyn) institute, with auditorium and reference library. Its free lyceum lecture course attracts the world's leading artists, thinkers, men and women of letters.

River and rail distributing facilities. Eleven trunk railroads, with low freight rates in and out.

Thirty-two foreign railroads and freight offices.

On Mississippi river, with perpetual deep water navigation.

A sewerage system used by cities as a model literally all over the world.

Greatest mule and live stock market in the South, with modern stock pens.

Ten days' stop-over privileges on all through railroad tickets.

Largest cotton market in America, handling every year approximately 1,000,000 bales.

Foreign exports aggregate approximately \$100,000,000 yearly, including three-quarters of a million bales of cotton and 5,000 cars of lumber.

Home of the world's largest well water developers.

The largest hardwood producing lumber market in the world. Output of Memphis lumber concerns 1,000,000 feet daily.

Memphis has the largest wholesale dry good house in the south.

The largest producer of cottonseed products in the world.

The Government's port of entry for State of Tennessee.

The home port of 175 boats navigating the Mississippi river and its tributaries.

One of the largest grocery jobbing markets in the world, doing over \$25,000,000 annually.

The cheapest cash retail grocery market in America. One can buy more groceries for the same amount of money in Memphis than elsewhere.

Trade center for the wonderful Mississippi Delta, the St. Francis Basin and their rich alluvial lands.

Located in most rapidly developing agricultural territory.

Home of first successful Farm Development Bureau.

Commission form of government.

Growing steadily in population and wealth. Each year is the best year.

Two belt lines, affording factory and industrial sites within Memphis switching limits, with municipally controlled interchange switching.

Offers the greatest advantage to foreign factories for storage and for distribution of goods.

There are more than 800 manufacturing industries. One factory turns out yearly one and one-quarter million automobile wheels.

Two bridges crossing the Mississippi river, one with free wagonway.

Only bridges crossing the Mississippi river south of the Ohio river.

Large furniture distributing center.

Seventeen banks and trust companies, with \$65,000,000 deposits.

The best and most influential newspapers in the South are in Memphis.

Memphis is the healthiest city in the South, having one of the lowest death rates in the United States.

Memphis has the longest "White Way" in the South.

Memphis has 125 miles of street railway.

Memphis has magnificent public buildings, among them the most artistic Court House in the United States.

One of the largest Y. M. C. A., organizations in the South.

Nine feed mills manufacturing more feed than is made in any other city in the United States.



*Scenes along
Parkway Drives
Memphis, Tenn.*



The Centennial Supreme

By E. P. MacNichol, Publicity Director, Memphis and Shelby County Centenary Celebration, Inc.

Three hundred and seventy-eight years ago next May a party of intrepid Spanish explorers, under the leadership of that peerless adventurer, Fernando DeSoto, broke through the jungles on the bluffs of the Mississippi river at Memphis and discovered that greatest of all streams, the North American "Nile."

Little did DeSoto and his handful of fearless followers dream that less than four centuries later there would be erected, almost on the identical spot in which they had planted their standard in behalf of the Spanish crown, a city pre-destined to rival its ancient namesake of the African continent.

Could that historic mariner return from the placid waters of the stream he found and into which he was laid away a year after its discovery, he would find, upon a visit to the scene of his greatest triumph, descendants of pioneer frontiersmen paying him homage. For the Queen City of the Mississippi, 100 years old, will celebrate the centennial anniversary of her birth May 21-22.

The celebration will be a festival the like of which the South has never witnessed; a birthday party unsurpassed in both magnitude and splendor; an epochal event in the glorious history of one of the oldest cities below the Mason and Dixon line.

There are several reasons why the metropolis of the Tri-States—Tennessee, Arkansas and Mississippi—should make much over the one-hundredth anniversary of the birth of Memphis. Here is another: The most important event in the history of the city and of Shelby county after discovery of the Mississippi river, was the creation of the town site in May, 1819. It was also in that year that the first line of demarcation between the states of Tennessee and Mississippi was run, and in the same month of that year James Monroe, then president of the United States, signed a treaty with the Chickasaw Indians by which Indian title to all of West Tennessee was extinguished.

Those four events, considered by themselves, are of indisputable sufficient importance from a historical standpoint—to say nothing of their consideration from a viewpoint of civic pride—to justify an anniversary celebration on the tremendous and elaborate scale contemplated by the Memphis and Shelby County Centenary Celebration, Inc. Truly the year 1819 was a red letter year in the history of the city, and in recognition of

that fact the celebration in process of outline for the centennial will be a fitting one.

When the subject was broached to the county and city authorities—and Memphis occupies a large portion of the county—sponsors for the movement were told in so many words to "go to it." Civic, business, religious and educational organizations are behind the project, and social leaders are lending their efforts to assure the celebration the success it so justly merits.

Tentative plans contemplate two days of unlimited festivities. Several notables from a distance are expected to participate. A pageant of historical floats depicting various events in local history is being considered. Fernando DeSoto and his faithful band, costumed as of yore, will be characterized, and the park that bears his name will come in for special attention. James Monroe, Andrew Jackson, Chickasaw Indians, Lafayette and others will once again, in the flesh of a later generation, visit local scenes with which they had been intimately identified.

Carnival festivities similar to those which mark celebration of the Madi-Gras have also been suggested, but whatever form the celebration takes it will be the best that money and time can produce, sufficiently attractive to bring to the city thousands upon thousands of visitors from all sections of the country.

"It is our purpose," declared one member of the executive committee, "to make this event more than noteworthy. Such an occasion occurs but once in a life-time. This is our first. We intend to make it a precedent, a standard, if you will, for all celebrations of the future."

It is going to cost the city and the county several thousands of dollars to entertain at this stupendous affair—thousands in money and a great deal of time and trouble and thought on the part of the enthusiastic, public-spirited, progressive citizens who are making the celebration possible. Picture New Orleans' famous "Mardi-Gras"; recall to mind the noted festivities attendant on celebrations of St. Louis' "Veiled Prophet"; recall the rampant enthusiasm of the recent peace celebrations, put them all together and you will have some conception of the extent and nature of the project Memphis has undertaken in the way of a birthday party.

There is every prospect that we will be able to offer you exceptional railroad rates for this extraordinary occasion. Our hotels

and our homes will be open to provide you with the household comforts of home. And in extending this invitation to you to help us make merry I want to give a picture of Memphis in verse, written some time ago by Joseph Bert Smiles. They follow:

"'Twas at Charlevoix, whose praises you perhaps have chanced to hear; it was on the broad veranda of the hotel Belvidere, where I watched the stylish people as they flitted in and out—there I met a Southern Captain of the kind you read about. And for some unfathomed reason he was very kind to me, and he said he came from Memphis, down in Memphis, Tennessee.

"I was asked to his apartments and invited to partake of some certain preparations that were good for stomach ache. Then he found some clear Havanas and invited me to smoke, and he told me of his travels, and he cracked a hearty joke. But of all the wondrous places he had ever chanced to be there were none that equaled Memphis, down in Memphis, Tennessee.

"Then when autumn winds were blowing

and the leaves were falling thick came this ever jolly Captain to the 'San' at Battle Creek; and he took me to the tavern and we smoked a little while; and he ordered up some hardware and we had a little smile. And while praising all he met with, yet he said, aside, to me: 'They have better things in Memphis, down in Memphis, Tennessee.'

"At the Phelps institution there, I noticed in the hall were many handsome women and the Captain knew 'em all. They were elegantly mannered and dressed in highest style, and for this jolly Captain they had every one a smile. Yet he drew his mouth up sideways as he whispered unto me: 'I'll show you some in Memphis, down in Memphis, Tennessee.'

"I have sometimes thought of glories in a land beyond the grave, where you play your golden cymbals and you walk the jasper pave. Of those future joys celestial I have never ceased to dream, but since meeting Captain Arnold I've a great deal better scheme—when Old Gabriel blows his trumpet and the wagon comes for me, they can put me off at Memphis, down in Memphis, Tennessee."

City Hospital



Memphis Tenn.



Baptist Memorial Hospital



WM. C. FRANCIS

Death of Superintendent of Dining Car Service Wm. C. Francis

W M. C. Francis, superintendent of dining car service of the Illinois Central and The Yazoo & Mississippi Valley Railroads, died February 9, 1919, in the Illinois Central Hospital, after an illness of about one month.

Mr. Francis was born in Cleveland, Ohio, in 1854. He was educated in the public schools of that city.

At the age of 19 years, he entered the restaurant and hotel business, and without interruption followed that line of work, serving in every department.

For twelve years he was connected

with the dining car department of the Union Pacific Railroad Company as inspector and assistant superintendent, coming from that road to assume the position of superintendent of dining cars of this system.

Mr. Francis was unquestionably one of the most capable men in his particular line of work in the United States.

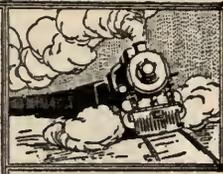
He was loyal to a degree. He will be greatly missed by his many friends.

We tender sincere condolence to his widow and other members of his family.





TRANSPORTATION DEPARTMENT



A Lesson from a Sparrow

By G. S. Rought, Trainmaster, Freeport, Ill.

The readers of this Magazine have, no doubt, carefully digested the various subjects contributed by different officials and other employes of this railroad to this Magazine, and no doubt this article will receive the same careful attention, and in commencing I feel that I am in a measure handicapped owing to the fact that almost every branch of railway service has been handled by some other employe of this company and in a beneficial way; but while writing this article, my attention was very forcibly attracted to two sparrows that were very diligently pecking away underneath a switch stand. I noticed that eventually these two sparrows pulled out what appeared to be a small crust of bread, which called to my mind the various articles, letters, and lectures that have been promulgated during the past one and one-half years, relative to conservation, and it occurred to me that by following up my line of thought on the subject of conservation, it might be possible to bring before the railway employes a thought relative to saving, that is possible to be made due to individual and united effort on the part of the different organizations, or what you might term branches of the service.

I often wonder how many employes place themselves in the position of a stockholder of the railroad and just what their attitude and actions would be if they, as a stockholder, were aware of some of the practices that apparently are not given the proper thought, with the view of conserving material, man

and money. I wonder how many of our train and engine men realize what the loss of fifty tons for a distance of one hundred miles means to a freight train. Do they realize that it means a loss of five thousand ton one mile; do they realize that it has brought down the performance of engine pulling that train in the neighborhood of five per cent; do they realize that the earnings of that train has fallen to the extent of almost paying the wages of train crew, and do they realize that it does not take very many trains, who through loss of tonnage, as shown above, will eventually necessitate an additional train being operated, which, in no manner, contributes to economic operation?

I know that the average man in service today has just as much pride as any other human being and he would feel that he was in a class by himself if his train, after reaching its terminal, had performed one hundred per cent service, both in movement and tonnage. He would feel that he had advanced and delivered to consignees their freight with sufficient promptness as to feel that this railroad would be picked as the line on which to forward all future shipments, and that through their efforts they are recognized as being a part of the railroad that patrons must recognize on account of the efficient and prompt manner in which the business of the company is being handled.

Do employes realize that the greatest saving that can be effected on a railroad, can only be accomplished through

their own efforts, and what they do is reflected in the annual report covering the earnings and expenditures of the railroad upon which they are employed. A car handled over the railroad without being accompanied by a Waybill means a disappointed shipper and consignee, a delayed car, an avenue upon which claims can be filed and very frequently paid, a loss of business from the interested shipper or consignee, due to the delay sustained on account of the car not being accompanied by a Waybill. It does not take very many cases of this nature to very materially reduce the earnings of a particular division, neither does it in any way aid in conservation of equipment and in any way help to relieve car shortage or release the cars.

All of this, in very few words, means a careful attention to the duties required of all employes involved in the handling and movement of cars, and I know that the men on this railroad are big enough to want to feel that they are just a little bit better than the men on any other line, and from my 28 years of association with the men on this railroad, it will be a mighty hard proposition for any one to convince me to the contrary, and I believe that by all putting their heart and mind into the work, they can very materially assist in bringing about a more healthy condition of this railroad.

It no doubt will surprise a great many of the employes to know that it cost this railroad \$1.20 to earn a dollar in the year 1918, and I believe they will all appreciate the fact that they could

not live very long if it cost them \$1.20 for every dollar they earned.

The Illinois Central Railroad has a good reputation and we can, by a concerted effort, give it the BEST reputation. We can, all of us, help towards a more economic operation if we keep our passenger trains on time. In order to do this, every employe, whether at station, telegraph office, yard or on the train, must feel that they individually are responsible for any delay that the train may sustain, and on that account put forth extraordinary efforts to have the train move without delay. By having passenger trains on time, freight trains will move with less delay, which will decrease over time, will advance freight, will more promptly release cars, which combined will increase earnings and decrease expense.

I would like to see all of the employes of this railroad organize themselves into a perseverance club and by persevering and giving careful thought to the dollars and cents that are involved on the railroad, we can make this the best operated railroad in the country, and I am sure that there is not an official on this big railroad but what will give any and all employes the benefit of his advice and experience in order to enable us to bring about this result and I feel that, as in the case of the two sparrows at the switch stand, by perseverance, continual effort and working together, we will accomplish our object which is conservation of equipment, man power and money in the true sense of the word.

“Did you ever see a man who really had more money than he knew what to do with?”

“Once.”

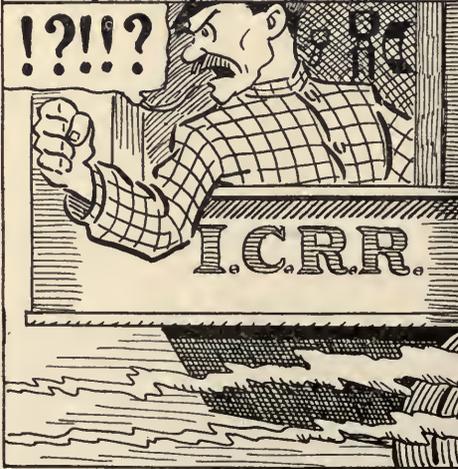
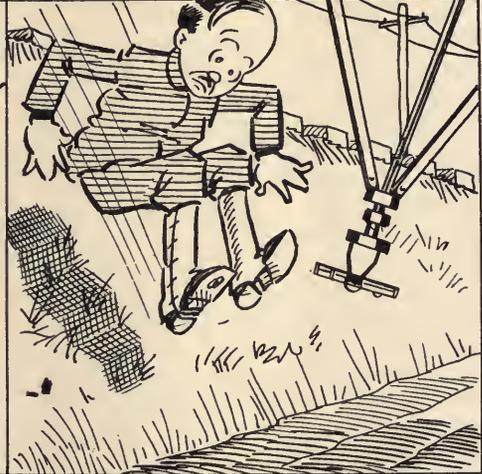
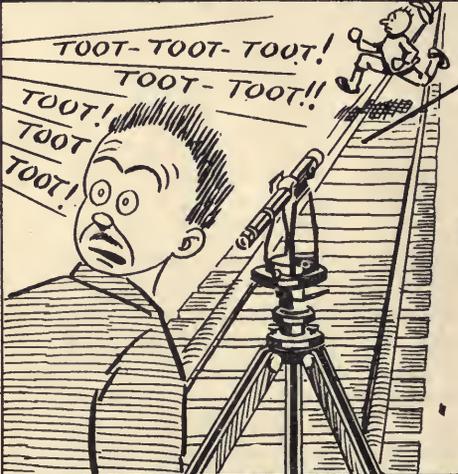
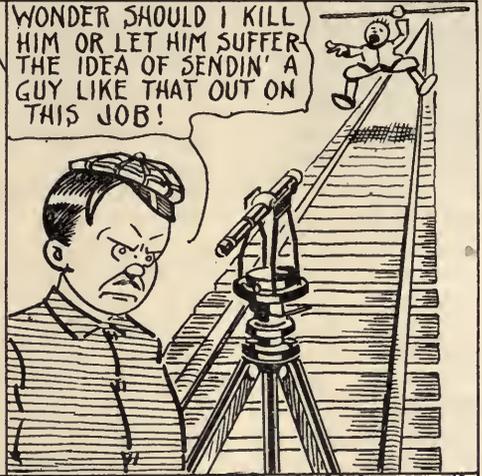
“Was he a multimillionaire?”

“No, indeed. He bought a nickel's worth of peanuts and gave the dealer a \$10 bill. To get even with him the dealer counted out nine silver dollars

and 95 cents in change.”—*Birmingham Age-Herald*.

Now the intra-state pass is even doomed. How different from the old times when the conductor on a certain Mississippi railroad was said to enter the car with the announcement “Passes, please.”—*Chicago Herald*.

The Adventures of "Leather Leggings" - No 2





Valuation Work on the Illinois Central and the Yazoo & Mississippi Valley Railroads

By Fred E. Ostrander

Twenty years ago railroad valuation work was given little consideration, and was practically limited to cases where it was required for determining rentals. It has, however, developed since that time, into one of the most important branches of engineering, and now employs many thousands of Engineers.

A few of the states had, prior to ten years ago, made valuations of the railroads within their boundaries, for taxing purposes, or for use in the adjustment of passenger and freight rates. These state valuations were largely made from records of the carriers; unit prices being applied by the State's Engineers, to quantities furnished by the railroads, on forms prescribed by the State Commissions. The records of the railroads were not complete enough and the State's inspection of the lines not thorough enough to give accurate results. It was the intention to keep these state valuations up to date by making additions and deductions, based on reports made annually by the railroads, and some of the states still require reports for that purpose.

Hardly had these state valuations been completed when many of the railroads began making detailed valuations of their lines in certain states for consideration in connection with legislation concerning freight and passenger rates. Effort was made by the railroads to obtain more complete and accurate information than was used in making the State's valuations. A more thorough inspection of the property was made and much consideration was given to items not theretofore included in valuations,

as, for example, the increased value of the roadbed due to solidification and seasoning. Accounts had not been so kept as to afford a means of determining the cost of getting a new roadbed into the seasoned condition of the old one, through repeated ditching of cuts and widening of embankments, sodding, and other work of a like nature, the expense of which has always been charged to maintenance.

How to accurately estimate the value of the right of way, which is, in general, a narrow strip purchased at a much higher figure than the market price of surrounding land, to acquire which it is usually necessary to pay damages, was one of the most important problems on account of the large value involved. What allowance should be made for lines abandoned on account of line or grade revisions; how to accurately estimate the engineering, legal and such other expense; how to determine the depreciation, and many other problems not less difficult, confronted the Valuation Engineer.

The Illinois Central, in 1911, made a detailed valuation of the 2,038 miles of its lines in the State of Illinois. The work was done under the direction of the Engineer of Construction by a special force of about thirty men, organized for that purpose, and nine months were required to complete it. This was followed, in 1912, by a valuation of the 723 miles of Illinois Central lines in Iowa, and in 1914, by one of the 275 miles of its lines used for passenger service in Tennessee.

Federal Valuation

In 1913 the Interstate Commerce Commission asked Congress to pass an act providing for the valuation of all interstate carriers. For just what purpose these valuations were to be used was not made clear; but the act was passed, apparently on the plea of the Interstate Commerce Commission that the information was needed in fixing freight and passenger rates, and for passing upon applications of the carriers for additional issues of stocks and bonds.

The act provided in part, that the Commission, "shall ascertain and report in detail as to each piece of property owned or used by said common carrier for its purposes as a common carrier, the original cost to date, the cost of reproduction new, the cost of reproduction less depreciation, and an analysis of the methods by which these several costs are obtained, and the reasons for their differences, if any."

A valuation board comprised of five Engineers was appointed by the Interstate Commerce Commission to organize and direct the work of compiling the information required by the valuation act. The United States was divided into five districts, so arranged as to permit of the field work in each being carried on in the north in summer and in the south in winter. The Illinois Central and Yazoo & Mississippi Valley lines fell within what was termed the Central District. A member of the Valuation board was placed in charge of each district. With the exception of an assistant with the title of District Engineer, appointed by the member of the board, the forces were organized from civil service examinations, most of the men being drawn from the employ of the railroads. In this connection it may be interesting to note that more than eight thousand men took the examination for positions as Senior Civil Engineer alone.

The work of inventorying in the Central District was begun on the New Orleans, Texas & Mexico Ry., late in the fall of 1913, and in the following spring inventory of the Chicago & Eastern Illi-

nois R. R. and the Elgin, Joliet & Eastern Ry. was started. It was at this time that the Valuation Department of the Illinois Central and Yazoo & Mississippi Valley Lines was created, and the work of compiling the information required in connection with the inventory begun. The method of making the inventory had hardly developed beyond the experimental stage when, late in the fall of 1914, inventory of the Yazoo & Mississippi Valley Railroad was commenced. Two Interstate Commerce Commission Roadway Parties were placed on the Yazoo & Mississippi Valley Lines in October, 1914, and a few weeks later two parties were placed on the Illinois Central.

These Roadway Parties lived in sleeping cars, which were converted for the purpose, and had, in addition to the sleeping quarters, a kitchen, a dining room and an office. Each party was made up of nine engineers, a laborer, a cook and a porter. They measured the grading and ballast and made an inventory of all track materials, fences, walls, culverts, signs, pipe lines, sewers, paving, walks, platforms, etc. The notes were taken by miles and a summary of all the items was made at the end of each mile; all items being classified and listed by primary accounts, as prescribed in the Interstate Commerce Commission's Classification of Investment in Road and Equipment. Grading and ballast measurements were platted on cross-section paper and the quantities computed in the office of the car as the work progressed; the notes taken one day being computed the next. The Government Engineer in charge of the party made notes of the condition of the property, the manner in which the railroad was built and other general information of value in determining the cost to reproduce and present value of the railroad. All notes were taken in duplicate and the carbon copy turned over to the carriers.

A representative of the railroad with the title of Pilot Engineer accompanied each Roadway party and supplied the Government Engineers with all possible information concerning the manner in

which the railroad was constructed, the extent of railroad ownership and use, and such other information as was required. He searched for hidden and obscure quantities and called the attention of the Government Engineers to such items, and gave them all available facts concerning the same. He made notes of the condition of the property, and, so far as possible, reached agreement with the Government Engineers as to the condition. He observed and reported on the manner in which the Government Engineers measured the roadbed, checked their notes in a general way and signed them for identification.

Bridge, Building, Land, Signal & Interlocking, Mechanical and Telegraph and Telephone Parties, usually comprised of one or two Government Engineers and accompanied by a railroad representative, or pilot, worked independently of the Roadway Parties, and of each other, but carried on their inventory at about the same time. The work of these parties required much less time than that of the Roadway Parties, and they usually covered the lines on motor cars. Their field notes were in general taken in the same manner as those of the Roadway Parties, and carbon copies furnished the Carrier.

The Memphis Terminal was the only portion of the Illinois Central lines on which the field notes were not taken by the Government Engineers, and in that case the railroad made the necessary surveys and inventory, and a Government Engineer accompanied the party, observed the manner in which the work was performed and signed and accepted the notes.

The work of the Roadway Parties on the Illinois Central and Yazoo & Mississippi Valley Lines was completed, with the exception of the Chicago Terminal, in March, 1917, and three of the parties left the lines in that month. The fourth party then began the inventory of the Chicago Terminal, which work it completed in August, 1917. The field work of the special parties representing bridge, building, mechanical and various other departments, is practically completed, and, in fact, was nearly finished

by the time the last Roadway Party left the lines.

The Government Engineers made practically no subsidence tests in connection with their measurement of the roadbed, but assumed the base of fills to be a straight line connecting points in the natural ground line on the two sides of the fill. Tests made by the railroad disclosed that a large quantity of material, comprising a part of the embankment, lies below the original natural ground line. This is particularly true of fills located on low swampy ground, or of very high fills whose great weight is sufficient to materially depress the natural surface of the ground on which they rest. In order to determine the amount of such subsidence, the railroad is making borings or digging trenches in the fills on its lines. That work was begun in the summer of 1917, and still continues; three parties now being engaged in measuring subsidence.

Of the one hundred and fifty, or more, employes in the Valuation Department of the Illinois Central R. R., only a few were engaged in actual field work, the greater number being assigned to work in the Chicago Office. It was required by the Interstate Commerce Commission that the railroads furnish all the maps and profiles, as well as the essential facts surrounding the construction, ownership and use of the property. This necessitated a search of the correspondence files, annual reports and other records for information, and required the inspection and briefing of more than twenty thousand contracts. A complete new set of maps and profiles drawn to the specifications of the Interstate Commerce Commission had to be made for the entire lines. That work has been in progress for almost three years, and will require six months more to complete.

On three hundred sixty-three miles of line where existing records were incomplete, it was necessary to make surveys to obtain the data for the maps and profiles.

To assist in determining unit cost of materials a tabulation of the two, and in some cases four, largest purchases of

the various items entering into the construction and maintenance of the railroad was made covering a period of six, and in some cases eleven, years. Analysis of the cost of many of the more recently constructed lines is also being made, as well as studies of the cost of work in special cases where the conditions are out of the ordinary, as in the Chicago Zone.

Many tracks serving industries, as well as track connections with other railroads, jointly used station buildings, overhead and under railroad crossings, interlocking plants and other facilities, have been built, in whole, or in part, at this Company's expense. The Interstate Commerce Commission did not accept as final the railroad's claim of ownership of such facilities, but requested advice from the other interested companies, or carriers, as to their claims, and where conflicting claims were made, it was necessary to reach mutual agreements as to the division of ownership. This required a large amount of correspondence and necessitated much search in old records and files to determine the facts concerning the facilities in question, as more than a thousand cases were brought up where the division of ownership was in doubt.

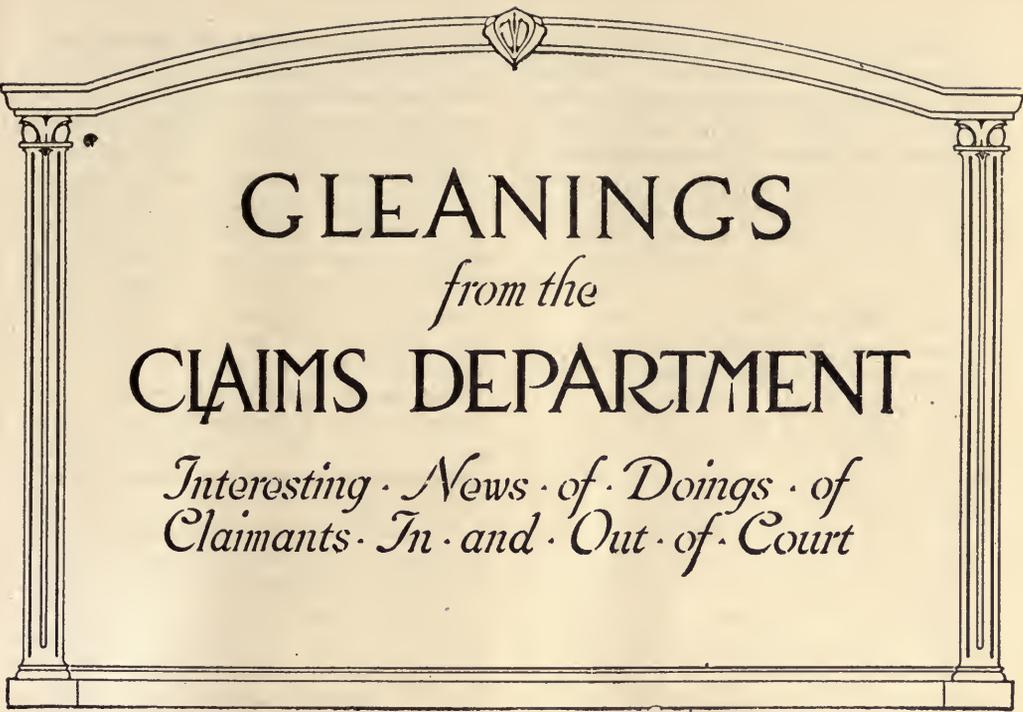
The lines of the Illinois Central and Yazoo & Mississippi Valley Railroads were, for valuation purposes, divided into valuation sections ranging in length from a fraction of a mile to 129 miles, the limits of which were usually fixed at the end of the construction sections, or at State Lines or junction points; but in no case did a valuation section extend beyond a State Line. There are 95 such sections on Illinois Central Lines in the State of Illinois. It is the intention that values shall be determined separately for each section, and for that purpose summaries of all the various items in each section are now being compiled. When that work is completed, unit prices will be applied and the cost to reproduce each section determined.

To a permanent branch of the Valuation Department is assigned the work of making detailed reports of all additions to, or deductions from the properties, made subsequent to June 30, 1915, the date of valuation of Illinois Central Railroad and Yazoo & Mississippi Valley Railroad lines. The purpose of this branch, or department, is to keep up to date the figures developed by the original inventory, so that at any future date the cost of reproduction of the entire property may be determined.



JACK McCORMICK

Top Sergeant Jack V. McCormick, formerly breezy and efficient member staff of Chief Engineer. Now with Co. A 108th Engineers, presently located Echternach, Luxemburg, fattening up for return trip.



CLEANINGS

from the

CLAIMS DEPARTMENT

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

MISSISSIPPI DIVISION IN SPOT-LIGHT—BEAT ALL OTHER DIVISIONS ON PREVENTION OF PERSONAL INJURY ACCIDENTS LAST YEAR.

Claim Agent J. L. Scott, of Grenada, Miss., has written the General Claim Agent as follows:

"From time to time I have noticed that Claim Agent Cary, of the Illinois Division, and some of the Claim Agents of other Divisions, have, with a good deal of satisfaction, directed attention through the columns of the magazine to the standing of their respective Divisions on the monthly reports gotten out by your office showing the number of casualties to number of employes, the cost of personal injury cases to engine miles made; also the number of head of stock killed and the amount paid out in settlement of such cases, the Divisions being ranked in accordance with showings made.

"While this was going on I, as one of the Claim Agents of the Mississippi

Division, was lying so close to the ground that I could scarcely be told from the leaves, because the Mississippi Division was not showing up so well, but the Mississippi Division has now come into its own, and all other Divisions must take a back seat and let the Mississippi Division occupy the spot-light for the year 1918.

"For the full year 1918, the Mississippi Division ranks No. 1 on the casualty statement; that is, the Mississippi Division had fewer accidents to number of men employed during 1918 than any other Division. It also ranks No. 1 on personal injury settlements for 1918, which means that less money was paid out on the Mississippi Division during the year, in proportion to number of engine miles made, than on any other Division of the Railroad. The officers of the Mississippi Division have reason to be proud of this showing; the Mississippi Division has the right to hold the record until it has been beaten for a full year by some other Division."

Mr. Carey on the Defensive

Claim Agent F. F. Munson, who has some Mississippi Division territory, and who, with Claim Agent Scott, participates in the glory of the good showing made on the Mississippi Division last year, took occasion to twit Claim Agent Cary, of the Illinois Division, a little, on the ascendancy of the Mississippi Division and the lowering of the standard of the Illinois Division, measured in terms of casualties and disbursements on account of personal injuries. Claim Agent Cary made the following reply to Mr. Munson, dated the 14th ult.:

Dear Munson:—Yours of the 11th at hand, inquiring why, how and in what manner are the mighty fallen:

Once upon a time there was a splendid racing animal known to the track as "Maude S." She was a beautiful mare, her renown was a topic of world discussion, and her entry was an event of majestic importance.

For years this noble animal was the leader of her kind, nothing in horse flesh was comparable with her in speed and attraction, she out-distanced her adversaries, broke down all opposition, and stood during those years as the peer of all equine beauty.

The world paid its tribute to Maude S, and she in turn gave them a record of marvelous ability, and for long many years nothing in horse flesh surpassed this noble animal.

But Maude S, like all animate objects, was transitory, she displayed a luster that was brilliant for a season and disappeared, others came after her, they were young, vivacious, full of energy, well groomed, and desperate. Maude S was reaching the years of her majority, the old enthusiasm was waning, the weight of years was slowly pulling at the traces, that great dash and endurance that once put to flight the closest competitor was lacking, the luster of the eye that once glanced at the great cheering throng was dimmed. Maude S was slowing up.

Thus spake the parable.

Yours truly,
Chas. D. Cary.

Good Showing on the Springfield Division

Superintendent Hevron, of the Tennessee Division, is interested in seeing that the performance of the Springfield Division for last year is not overlooked. He was superintendent of the Springfield Division last year and did great work on prevention of accidents. Attention is directed to his letter, which follows:

Fulton, Ky., February 14, 1919.

Mr. H. B. Hull:

Referring to our conversation last Sunday evening regarding the casualty, personal injury settlements and live stock settlements for the year ending December 31, 1918.

You will note in Division casualty statement for the year the Springfield Division ranks No. 3; in shop casualty list for the year the Springfield Division ranks No. 1; in live stock settlements the Springfield Division ranks No. 1, and in personal injury settlements for the year the Springfield Division ranks No. 2, being surpassed only by the Mississippi Division with a rank of 84c per 100 engine miles against 85c on the Springfield Division. And if you will eliminate the settlement of the Crowe case from the Springfield Division accounts it would stand first for the year in personal injury settlements. At any event the Springfield Division carried off two first prizes, one second and one third, being within the money in each race.

J. W. Hevron,
Superintendent.

LONG DISTANCE DAMAGE SUIT

On April 15, 1914, at 9:05 a. m., a new Hudson automobile, driven by Dr. A. C. Lewis, accompanied in the car by his partner, Dr. R. B. Nelson, was struck on Horn Lake Road crossing, Memphis, by a south-bound passenger train, with the result that Dr. Nelson was fatally injured, Dr. Lewis slightly injured and the automobile totally demolished.

There was conflict as to the speed of the train, signals, what opportunity there

was for the occupants of the machine to see the train approaching, etc., consequently two damage suits were filed for very large sums. These cases were tried in November, 1915, at Memphis, and verdicts rendered in the case for the death of Dr. Nelson, for \$30,000.00 and \$2,000.00 in the suit for injuries by Dr. Lewis. The court set both verdicts aside, stating that under the evidence it felt there was no blame attaching to the railroad and that the occupants were solely at fault for the unfortunate occurrence. An appeal was taken and the cases reversed in part by the appellate court.

Both sides then took an appeal to the Supreme Court where, in 1918, that court decided the cases, sending them back for another trial. This was had in January, 1919, resulting in verdict in favor of the administrator of Dr. Nelson in the sum of \$20,000.00 and in favor of Dr. Lewis for \$2,500.00.

Motion for a new trial was made and the court again granted this motion on the same ground as before, that the evidence did not justify any recovery against the railroad.

Presumably another trial will be had within a few months. Had the automobile these doctors were driving run along Horn Lake road as carefully and cautiously as this lawsuit progresses through the courts, it is quite likely the accident would not have occurred.

It goes without saying that the proof in this case must have indicated considerable lack of care on the part of those riding in this automobile for a trial judge to have twice set aside verdicts. Perhaps some of the interested parties will live to learn what is written in the final chapter of this controversy.

ARMY MULE STRUCK BY TRAIN IN FRANCE

Chief Clerk Waller K. McKay to the General Superintendent of the Y. & M. V., has sent in a letter from Frank D. Trimble, formerly secretary to General Superintendent A. H. Egan, but who is now in France, and gives the following title after his name: "Sgt. Maj., 39th

Reg. T. C., A. P. O. 772., AEF, France." Sargent Trimble's letter relates to the tragic death of an army mule by a train in France. The death of the mule is reported on a blank intended for the purposes of reporting personal injuries. The entire report is given below and will prove quite interesting reading to railroad men:

GIGAN 6:45 P. M.

American Expeditionary Forces— Transportation Service

Personal Injury Report.

- (A) Sancaise, (B) 1/11, 1919.
- (C) Person injured, U. S. Army.
Mule. (Organization) At large.
- (D) Occupation at time of accident,
traveling.
- (E) Date of accident, 1/11/19.
- (F) Time of accident, 10:45 a.
o'clock.
- (G) Exact location of accident, 100
yds. east of Sancaise Tunnel.
- (H) Description of injury (specify
definitely part of body; i. e., right leg,
etc.), hide and side badly torn and hole
punched in ribs and dragged out of car.
- (K) Disposition made of injured per-
son and effects, taken up on hill and
shot by Lieut. in charge of convoy, acct.
unable to load and badly injured.
- (M) Has he been notified? No.
- (P) Witnesses: 7 other mules. (Or-
ganization) at large.
- (Q) Cause of accident and remarks
(give details not covered above), Ac-
count of gas in tunnel animals became
restless and kicked over breast rope in
car and wedged door open and broke
halter pulling on it.
- (R) C. Libby, Condr.,
- (S) Pvt. 1st Cl., 32 Co., Trans. Co.

BARBECUED PIG

It may be that all claims, like all stories, are off-shoots of a few originals. If so, it would indicate that the few original claims are capable of much grafting of branches thereto as something new in the claim line is constantly developing.

The latest is a claim from a gentle-

man on the Sunflower District of the Y. & M. V. Railroad, who asks the railroad to pay him \$10.00 for five two or three day old pigs which he says were comfortably snoozing in the weeds and grass upon the railway right of way when section men came along burning up the trash and presumably because of the tender age of these pigs they were unable to get out of the way of the flames and were roasted alive.

The railway is held to a high degree of care by some courts and juries in protecting trespassers and property of trespassers, but the courts will probably not go to the extent of insisting that the section crew must beat up the bushes and rake the grass before setting fire thereto, that a repetition of this unfortunate occurrence may not happen.

RAILROADS KILLING STOCK

The farmers especially and the people generally should co-operate with the railroad companies of Mississippi in an earnest effort to prevent the killing of many horses, cattle, mules and hogs by the various trains. It is not the fault of the railroads, nor is the farmer entirely to blame, but he should shoulder his part of the responsibility. The railroad companies have spent a large amount of money in the past few years in erecting fences and keeping them in repair, to try and prevent the killing of stock. Still, during the month of November there were killed by the I. C. trains between Horn Lake and Canton, Michigan City and Grenada, and Durant to Aberdeen, 57 head of stock; 20 head of hogs, some of the cattle being valued as high as \$150 and some of the hogs valued as high as \$100.

One great trouble is farm gates are continually left open by people passing back and forth through the farms. The farmer should look after that and forbid any one passing through his farm who fails to close a gate after him. We are reliably informed that employees of the I. C. Railroad have closed as many as 25 gates in a distance of 30 miles in one day. It is not right for the railroads to have to employ men to close

the farmer's gates to prevent killing the farmer's stock, horses, mules, etc.

There is another consideration which the government Food Administration is constantly directing attention to and that is the drain upon food resources, which will be increased during the next 12 months by the United States being called upon to furnish food to the people of France, Belgium, Italy, and also Serbia, Russia, Austria-Hungary and Germany, besides millions of other starving people and to this end the State Councils of Defense in the states of Alabama, Kentucky, Louisiana, Mississippi and Tennessee have agreed to co-operate in waging war against permitting live stock to run at large in towns and villages and in outlying districts, where they are exposed to the danger of being struck by locomotives on railroad tracks.

A co-operative and united action of the farmers of the different neighborhoods will do more, and do it quicker, than any action of the State Council of Defense. So let the farmers of every neighborhood organize to see that their gates are kept closed and their stock protected and in order to help out in the great emergency, agree to keep up their stock next fall.—*Winona (Miss.) Times, January 24, 1918.*

A RAW DEAL

Two business men of apparently more than average intelligence and prosperity were recently overheard on a street car discussing government ownership of railroads. One of the gentlemen remarked, "You know when the government took over the railroads it was stated suits could be filed against them the same as before, but after a while when a lot of suits had been brought they said you could not sue the railroads, but would have to sue Mr. McAdoo, so all those who had brought suits had to change them so as to sue Mr. McAdoo. As soon as they had done this Mr. McAdoo ups and resigns. Now where are they? Isn't that a pretty thing for the government to do? You might expect some of these railroad officials to pull off a stunt like that, but it

does not look right for the government to do it."

This gentleman, no doubt, thinks that Mr. McAdoo would have had to personally pay any judgment rendered in suits filed against him and that, therefore, it is no wonder Mr. McAdoo concluded his salary was too small and that he had better resign. This really is not an exaggerated example of the ignorance of a great many intelligent people concerning court procedures.

PERSONAL INJURY ACCIDENTS DECREASING ON THE NEW ORLEANS DIVISION

Superintendent Mays is highly gratified over the successful co-operation of the employes of the New Orleans Division, which has materially reduced the number of persons injured. The following are the rules or warnings on the subject of trespassing given the public and if carried out there would be very few lives lost, chargeable to the railroads of the country.

"1. Not to walk on tracks, bridges or right of way.

"2. Not to sit or lie down on cross-ties of sidings and main tracks, or on any portions of bridges, trestles or other structures on the railroad right of way.

"3. Not to cross a railroad track or tracks without first stopping, then looking, then listening, whether walking or riding.

"4. Not to get on or off trains, except passenger trains standing at stations and then only as a passenger holding a ticket for transportation on such train.

"5. Not to stand close to trains which are passing.

"6. Not to permit members of your family to break these simple rules for safety of life and limb."

As simple as these rules seem to be to observe, yet the statistics show that an enormous loss of human life is recorded on the railroads of America each year by persons who walk on tracks, swing trains or otherwise trespass on railroad property. The blood of many precious lives needlessly sacrificed bears

mute testimony to the practical and vital value of each one of the above simple rules. While being careful to take care of ourselves and the valuable lives and property moving over the railroad, we may well go a step further and teach the trespasser the safe way.—*The Vicksburg (Miss.) Herald, February 4, 1919.*

SOUND LIKE CLAIMS AGAINST THE RAILROAD

The following paragraphs are said to be extracts from letters received by the Bureau of War Risk Insurance at Washington:

I ain't got no book learning and I hope I am writing for information.

Just a line to let you know I am a widow and four children.

He was indicted into the surface.

I have a four months baby and he is my only support.

I was discharged from the Army for a Goitre which I was sent home for.

I am left with a child seven months old and one is a baby and can't work and he is my best supporter.

I am his wife and only air.

You have asked for my allotment number, well I have four boys and two girls.

Please correct my name as I could not and would not go under a consumed name.

From a soldier to his mother, "I am writing in YMCA with a piano playing in my uniform."

I am pleading for a little more time.

Please return my marriage certificate. Baby hasn't eaten in three days.

I need him to bee after me.

Both sides of my parents are old and poor.

Please send me a wives form.

I have been in bed with a Doctor for thirteen years and I intend to try another.

Dear Mr. Wilson—I have already wrote to one headquarters and received no reply, and if I don't get one I am going to write Uncle Sam himself.

I am a poor widow and all I have is in the front.

We have your letter. I am his grandmother and grandfather and he has been kept and bred up in this house according to your instructions.

I ain't received my husband's pay and will be forced to lead an immortal life.

You have changed my little boy to a girl, will that make any difference.

I ain't received no pay since my husband has gone to nowhere.

Please let me know if John has put in an application for a wife and child.

You have taken away my man to fight and he is the best fighter I ever had.

My son is in Co. 158 inf. Please tell me if he is dead or alive and if so what is his address.

My boy has been put in charge of a spitton, will he get any more pay.

I have learned that my husband is in constipation camp in Germany.

RAILROAD WINS PERSONAL DAMAGE SUIT AT FRIARS POINT, MISSISSIPPI.

On October 15, 1917, George Alexander, a colored switchman, was fatally injured while coupling cars. As the cars were coming together this man, for some unaccountable reason, rushed in between them, presumably for the purpose of passing to the other side of the track, as the knuckles were adjusted and there was no act to be performed requiring him to go between the cars. He was caught and received injuries which caused his death a few hours later. He was unmarried, but left a father and mother.

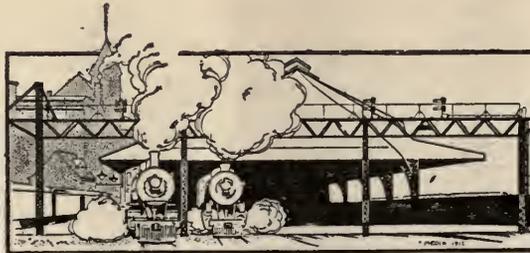
Seldom does an accident occur where the facts so clearly acquit the railroad

of any blame whatever. It is one of those cases where a layman would readily conclude that no recovery could, or at least should, be had through a lawsuit. However, following the customary policy of the railroad to pay something to the family of an employe who had been killed while on duty, \$1,000.00 was tendered this man's parents as soon as the investigation was completed. They scorned this, however, stating they had been informed by the best legal authority at Clarksdale that the railroad was liable and that they would gladly show them so when the time came.

The case was tried at Friars Point during the week of January 20th. The plaintiff's attorneys relied entirely upon the prima facie statute of Mississippi, that is, that proof that the deceased was killed by a moving train established the liability of the railroad. It is true that such proof in Mississippi makes it a prima facie case and places the burden upon the railway to exculpate themselves from fault.

When the other members of the crew who were present, and the outside witnesses who saw the occurrence testified, the court promptly held that no negligence was proven and hence recovery could not be had and directed a verdict for the railroad.

This furnishes another instance where the family of a deceased employe lost a substantial sum of money which the railway would gladly have donated them, because they made the too frequent error of placing more reliance in attorneys who sought to make something out of the case than in representatives of the railroad by whom their son was employed.





Monkey House



Monkey Mound



Hippo Cage



Interior, Reptile House

Overton Park, Memphis Tenn.



Fern & Bird House



Fern & Bird House

FREIGHT TRAFFIC

DEPARTMENT



War Materials from the Lower Mississippi Valley

By V. D. Fort, Asst. Traffic Manager—Freight

TO those readers of the Illinois Central Magazine who are not thoroughly familiar with the resources of that very productive and important part of our territory commonly referred to as the Lower Mississippi Valley, it perhaps will be interesting to know how and in what manner this particular section of the United States has, with commendable activity, helped in an industrial way toward the successful outcome of the war.

Possibly Northern readers, knowing of the comparatively sparse population of most of our Southern States and the lack of varied manufacturing industries in the South as compared with the flourishing factories of such states as Illinois and Indiana, may not have realized that the states of the Lower Mississippi Valley, as well as their more populous neighboring states of the North, have been able to an important extent to contribute handsomely toward Germany's defeat.

It is true, too, that agriculture in the Southern States served by the Illinois Central System has by no means reached the highly developed stage attained by the states of Iowa, Illinois and Indiana, from which the conclusion also might be drawn that our Southern territory was not a factor of great importance in the nation's resources for war purposes.

But there are products of the farm,

forest and factories of the Lower Mississippi Valley peculiar to that interesting and prosperous section which did in a large measure help win the war.

In fact in the limited space permitted, it is impossible to do justice to the subject or to undertake to offer more than a mere sketch of some of the more important war activities in which the producers of our Lower Mississippi Valley territory have been engaged during the period between the declaration of war upon Germany in April, 1917, and the signing of the armistice on November 11th, 1918.

Naturally the farm product of which the South has a monopoly, so far as it is grown in the United States, is entitled to first mention. Cotton, in time of peace and ordinary industry, it is realized by everyone, is a most indispensable staple, and the territory traversed by the Illinois Central and the Yazoo & Mississippi Valley Railroads has not only supplied its quota of cotton for normal purposes, but has also supplied cotton to the allies by direct shipment abroad, and during the period mentioned herein, furnished a very large amount for manufacture into clothing, tents, and other articles for our army. It will convey an idea of the importance of cotton as a war material to state that it is estimated that Memphis shippers alone furnished for war uses

during this period approximately 292,000,000 pounds, valued at something like \$100,000,000.

The cotton required for Government uses was for the most part of the higher grades such as produced in our territory, and particularly in the Mississippi delta, to a greater extent than in any other cotton section of the country.

Tremendously important for war needs were the cotton linters, shipped from the same territory to powder manufacturers. That cotton linters are the lint clinging to the cotton seed after the ginning of the cotton, and that this lint is removed from the seed by the cotton oil manufacturers before the seed is crushed for the extraction of oil, and that the lint is then baled in the same manner as cotton, is well known to the inhabitants of the South. They know also that ordinarily a large proportion of the output of linters is devoted to the production of such unwarlike articles as mattresses and horse collars, but during the unprecedented war period such peaceful uses were practically abandoned and linters, always in use in the manufacture of smokeless powder and high explosives, have been devoted almost exclusively to these latter uses. Reliable sources furnish the information that since the declaration of war by this country there have been shipped from the territory served by our system about 92,000,000 pounds of linters and cotton seed fibre, valued at nearly \$5,000,000.00, for the manufacture of explosives.

In addition to these products of the cotton plant, worthy of mention is the fact that manufacturers of cloth for bagging located on Illinois Central rails in the South have produced many thousands of yards of cloth which were converted into bags used for the transportation of food products for our land and sea forces at home and abroad.

From the forests of hardwood in Tennessee, Mississippi and Alabama enormous quantities of oak, ash, gum, hickory, walnut and other woods have been utilized for war purposes in a wide variety of ways.

To convey some idea of a few of the uses to which this hard wood lumber

has been put, it will suffice to say that it has gone into the manufacture of artillery wagons, escort wagons, motor trucks, machine gun cases, ammunition cases, ship timbers, veneer for submarine chasers, tent pins, parts of aeroplanes, gun stocks and boxes and barrels used as containers for army and navy supplies of many kinds. An indication of the very great importance of these forest products as war materials is the fact that Memphis shippers alone supplied from Memphis and the territory south, in round figures, 40,000 carloads of hardwood lumber used for the purposes mentioned and the value of this lumber, at a conservative estimate, was \$24,000,000.00.

Few definite figures are available at the moment as to the number of carloads or value of the yellow pine lumber produced by the pine mills on the Illinois Central railroad and devoted to war uses, but it is known that Southern pine has been utilized in enormous quantities for the building of ships and of cantonments as well as for numerous other purposes in the prosecution of the war.

It has been stated by some of the large manufacturers of yellow pine that all, or practically all, of their output was, during the war period, devoted to Government uses, directly or indirectly.

It is also interesting to know that not only were the large pine mills active in supplying Government requirements, but small mills whose entire equipment usually consisted merely of a shed, an engine, a boiler and a saw, took no small part in meeting the extraordinary demand for this kind of lumber, this being well illustrated by the production by a few of these small mills on our Birmingham line of approximately 3,600 carloads of two by four pine lumber during the war period.

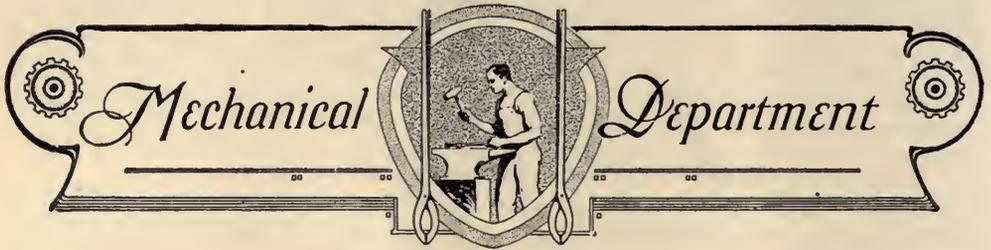
Of smaller volume than the cotton and forest products, but yet of exceedingly great importance among the contributions of Southern industry to the successful culmination of the war may be mentioned the wood alcohol and acetate of lime produced by wood chemical plants and used in the manufacture of explosives,

and alcohol distilled at New Orleans from low-grade molasses.

Finally, the food products of the Lower Mississippi Valley, such as rice, sugar and molasses, have in no small degree helped sustain our soldiers and sailors.

What has been done by the producers of our Southern territory has not been

achieved without the same difficulties and embarrassments occasioned by shortage of labor that have attended the operation of war activities in other sections; and so it may be said with honesty that the Lower Mississippi valley has performed its part well in its industrial contributions to the winning of the war.



Damage to Equipment

L. Grimes, Master Mechanic, Jackson, Tenn.

In view of the extraordinary increase in the cost of operating the Mechanical Department, it is more necessary than ever that each item of expense be closely scrutinized, for the purpose of either eliminating or reducing the cost.

It is well known that the bulk of expense is attributable to increase in wages and initial cost of material, consequently, efforts to control or reduce expenses along those lines are more or less futile and the Mechanical Department employes must therefore concentrate their attention on those features of operation which, for lack of a more suitable term, may be designated subsidiary expense, among which the most important is "Damage to Equipment". This damage can be classed under two heads, broken parts of cars and engines and damage to parts of cars and engines.

Broken parts is undoubtedly responsible for the greater cost, not only the repair of the broken part itself but usually the consequential damage is far the greater.

One of the principle reasons that interferes with prevention of accidents or

damage of this kind is due to the failure on the part of those having direct knowledge of the cause of the accident or damage, to make prompt and thorough reports. If all employes would realize the advantage in giving information promptly and that such information be thorough, so that the case could be completed and the responsibility located quickly, it would then be considered vital by those who are at fault, whereas, if the investigation and final disposition of the case is permitted to drag, it is eventually handled in a perfunctory manner and little, if any, good is obtained.

It is human nature to let the "dead past bury the dead" and consequently, a matter of considerable trouble if not an impossibility, to make anyone feel deeply to blame for a fault or neglect that has occurred at a considerable period in the past and it does not inspire the determination to avoid mistakes of similar character, in the future.

The motive for all investigation of accidents is merely for the purpose of preventing a repetition and it often oc-

curs that before an accident or damage has been investigated and disposed of, another accident of the same character occurs, possibly involving the same employes; this delay is usually attributed to a spirit of procrastination on the part of most of those who are required to give information when if they would give it a moment's thought, they would readily understand that at no time in the future will they be as well prepared to give intelligent information, as at the time the damage occurs, in fact, to postpone a duty of any kind increases the difficulty of its performance.

The employes in the Mechanical Department who are in the best position to prevent accidents or damage are car and engine inspectors and their respective supervising officers, and the limited number of hours the inspectors are now working, should enable them to be mentally and physically at their maximum during the entire period of their service and there is no excuse for failure to be actively interested in the performance of their work and should their inspection be vigilant enough, there would be so few cars or engines dispatched with defective parts, that accidents due to old defects, would be of infrequent occurrence; as it is hardly likely that engines or cars will develop defects between inspecting points.

While I have laid particular emphasis on placing responsibility, in order to

awaken employes to a sense of their duty, yet, I am fully convinced that the material increase in wages and other concessions granted, has aroused a spirit among railroad workers to deserve this fair treatment, and if they are made to fully realize the necessity for individual good work in reducing the expense along the lines that it is within their power to control, they will do so; when the cause of accidents and damage to equipment has been determined and it is found that some one is contributory, through the indifferent performance of his duties, he should be personally told of the difficulty the railroads are now having in earning revenue to pay their expenses and that the only way to better their condition is through intelligent and close attention on the part of each employe to the duties he is paid to perform.

The cost of repairing cars and engines has increased within the past four years approximately 200 per cent and the failure to fit bearings, pack boxes and adjust other parts of cars or engines as they should be, is proportionally as costly, therefore, close supervision on the part of the various foremen to know that the work is being done accurately, is all-essential and even though there may be some slowing down in speed, in the fitting and adjusting of these parts properly, it should be done, as it would be a serious mistake to sacrifice a perfect job to speedy workmanship.

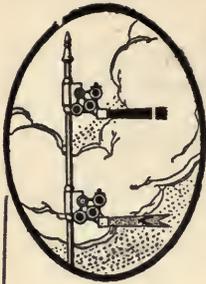
Appointments and Promotions

Effective February 16, 1919, Mr. C. B. Dugan is appointed Superintendent of Dining Service, with headquarters at Chicago, vice Mr. W. C. Francis, deceased.

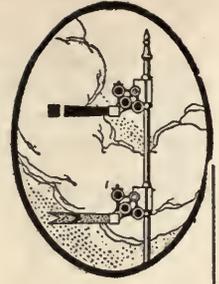
Effective Feb. 1, 1919, Mr. F. B. Oren is appointed Road Master of the Illinois Division with headquarters at Champaign, Ill., vice Mr. W. C. Costigan, assigned to other duties.

Effective Feb. 1, 1919, Mr. G. M. O'Rourke is appointed Road Master of the Indiana Division with headquarters at Mattoon, Ill., vice Mr. F. B. Oren, transferred.

Effective Feb. 1, 1919, Mr. A. A. Freiberger is appointed Chief Train Dispatcher, Memphis Division, with office at Memphis, Tenn., vice Mr. W. H. Chase, assigned to other duties.



SAFETY FIRST



No Accident Week—Southern Region

Following are the standings of railroads reporting accidents to employes during "No Accident Week"—Southern Region, January 19th to 25th, 1919, inclusive:

Railroad.	Mile- age.	Average Emp.	Acci- dents	Accidents per Mile	Per Emp.
1. N. C. St. L. R. R.	1,237	10,356	1	1,237	10,356
2. M. & O. R. R.	1,122	6,953	1	1,122	6,953
3. C. of Ga. R. R.	1,920	9,400	2	960	4,700
4. Illinois Central R. R.	1,340	17,602	4	334	4,400
5. Norfolk Southern	907	3,686	1	907	3,686
6. Sou. R. R. Lines.....	7,922	61,414	18	440	3,412
7. A. B. & A. R. R.	638	2,968	1	638	2,968
8. L. & N. R. R.	5,074	43,616	17	338	2,908
9. Y. & M. V. R. R.	1,381	7,500	3	460	2,500
10. A. C. L. R. R.	4,785	22,485	12	399	1,874
11. Georgia Railroad	307	1,690	1	307	1,690
12. S. A. L. R. R.	3,561	17,837	12	297	1,486
13. F. E. C. R. R.	761	3,000	3	253	1,000
14. Memphis Union Station	6	242	1	6	242
15. G. S. & F. R. R.	402	1,412	6	67	235
16. Atlanta Joint Terminal	.....	200	1	.....	200
17. Blue Ridge R. R.	44	100	2	22	50
18. Tennessee Central R. R.	293	106	4	73	26

The above statement shows conclusively what can be done if employes will do their part. There are fifty railroads in the Southern Region, thirty-two of which had clear records. Each day employes should make an effort to prevent an accident, and in this way the habit will finally be so generally observed that we will have no avoidable accidents.

BE CAREFUL

By Section Foreman A. Vaughn, Carbondale, Ill.

**IT
IS
NOT
SAFE**

- To leave anything half done
- To allow children to play on the tracks
- To work with defective tools
- To take chances
- To run too close behind trains
- To wait for a rainy day to O. K. tools
- To disobey orders
- To disregard train schedules
- To board moving trains
- To have careless men operating motor cars

**DON'T
DO
IT**

**IT
IS
SAFE**

- To have everything well done
- To make children stay off the tracks
- To work with good tools
- To take no chances
- To keep in clear of trains
- To keep tools in good condition
- To obey orders of superior officers
- To regard train schedules
- To refrain from boarding trains
- TO BE CAREFUL AT ALL TIMES**

**DO
IT**

AMERICAN RAILROAD ASSOCIATION

Office of the General Secretary, 75 Church Street

W. W. ATTERBURY, President.

A. W. THOMPSON, First Vice-President—Acting President.

A. H. SMITH, Second Vice-President.

J. E. FAIRBANKS, General Secretary and Treasurer.

H. J. FORSTER, Assistant Treasurer.

New York, January 10, 1919.

To the Members:

The Executive Committee has had under careful consideration the advisability of enlarging the scope of the Association in order to provide, during the period of Federal control, a responsible channel through which the Director General of Railroads may obtain recommendations for the advancement of railroad practice.

The plan contemplates the amalgamation of the former activities of the:

American Railway Association,

American Railway Master Mechanics' Association,

Association of Railway Telegraph Superintendents,

Association of Transportation and Car Accounting Officers,

Freight Claim Association,

Master Car Builders' Association,

Railway Signal Association,

Railway Storekeepers' Association.

The organization will consist of five sections, viz:

Section I—Operating.

Section II—Engineering.

Section III—Mechanical.

Section IV—Traffic.

Section V—Transportation.

Conferences have been held with representatives of the Associations involved in the reorganization of The American Railway Association and the proposed plan has been approved by them.

The Articles of Organization and By-Laws as revised and a diagram outlining the plan of the Association, to be called the "American Railroad Association," are attached.

The membership of the railroads now members of The American Railway Association is not affected and their status is not changed.

It is desirable that all railroads now members of any of the organizations to be amalgamated with The American Railway Association, if membership is not now held therein, should assume membership in the American Railroad Association, which will afford mutual discussion and consideration, by the railroads under Federal control and those which are not, of methods for the scientific and economical construction, maintenance and operation of American railroads.

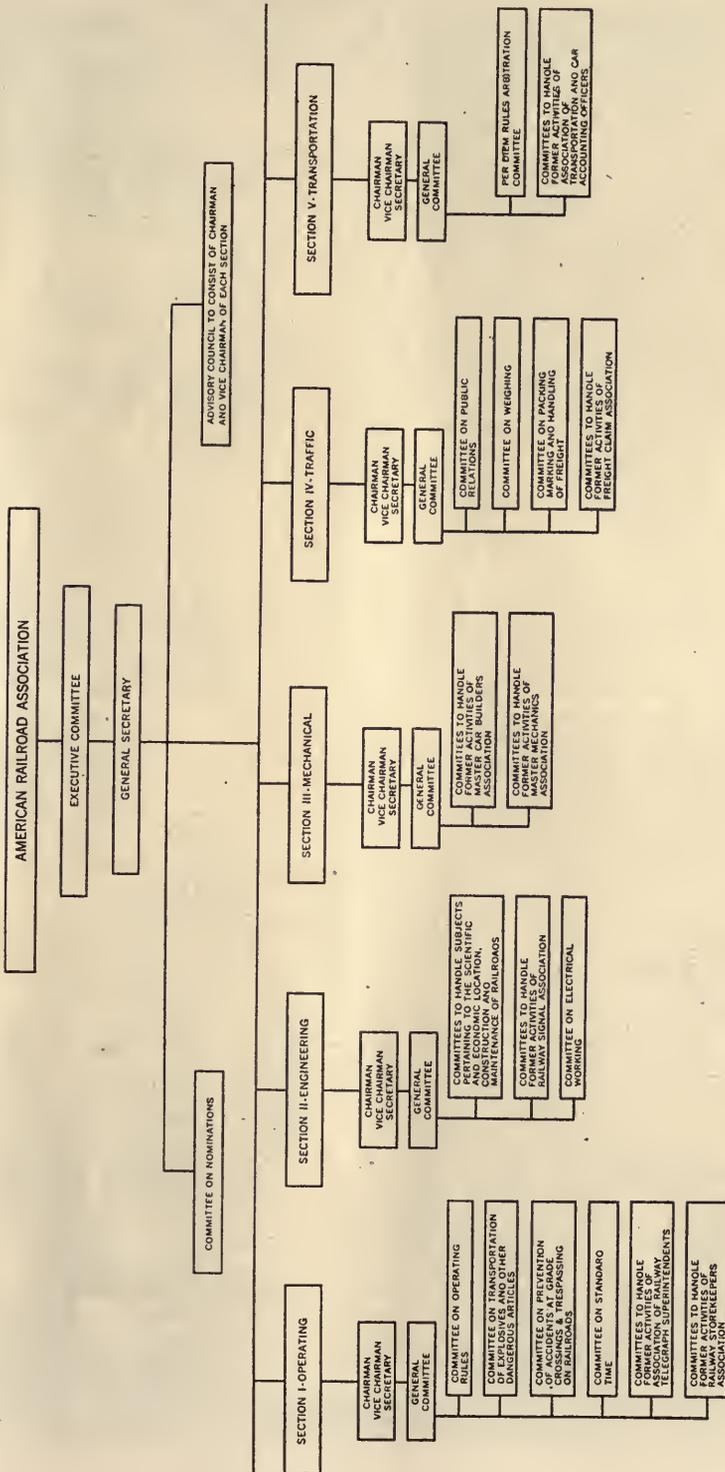
Further details in connection with the development of the Association will be announced by the Executive Committee at an early date.

On behalf of the Executive Committee.

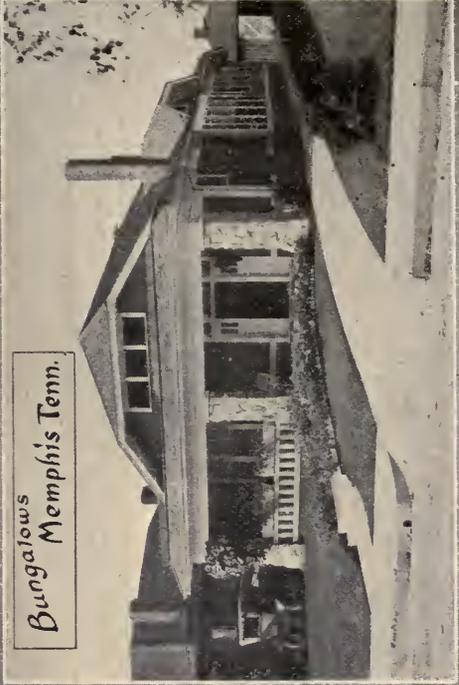
Respectfully,

J. E. Fairbanks,

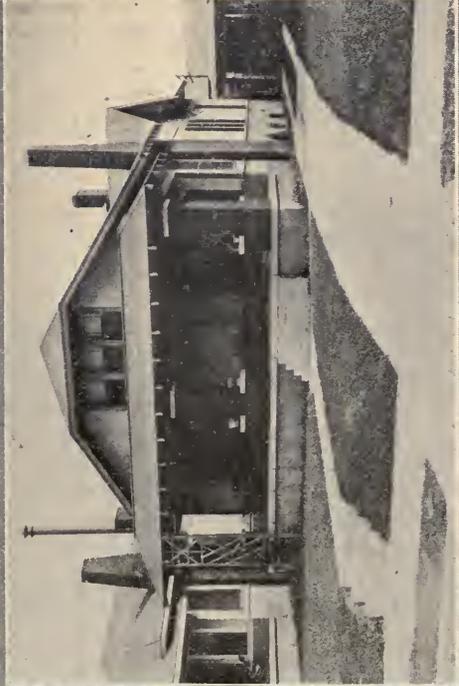
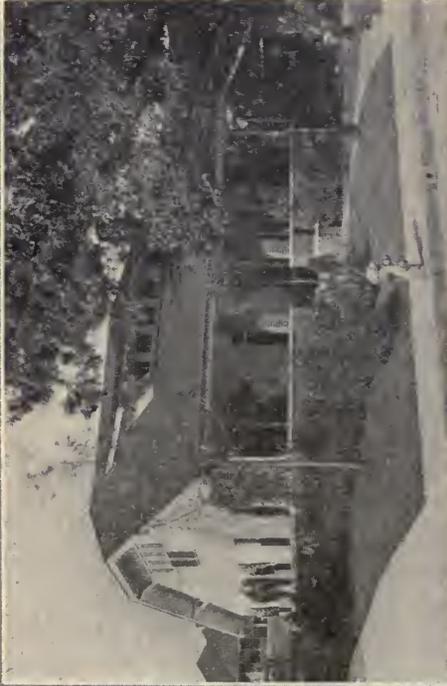
General Secretary.



L.A. 27



Bungalows
Memphis Tenn.



PASSENGER DEPARTMENT



Little Talks with the Rambler

Notes of Interest to the Service

KALEIDOSCOPIC.

SLIM'S wedding took place in due time and went off, as I believe all such occasions do, "most beautifully." Of course the Rambler, Snap Shot Bill, myself and many others were present, including the Professor's Daughter. Just how the latter happened to be there I am not able to state, but Snap Shot Bill rather intimated that I was wrong in my surmise, and that it was he, and not the Rambler that was responsible for her presence. Of course, not being a Society Reporter I am not able to give an account of the bride's costume or of the traditional insignificant appearance of the bridegroom. I do remember, however, that the former wore a veil and that the latter's new patent leather shoes looked to me as though they were too tight for him.

However, the occasion of this wedding seemed to have put everyone in the best of spirits, not only for the time being but for a long time afterward. At least, it helped me through my chagrin at the way the Rambler fooled me as to this marriage. As for that gentleman himself, he evidently, in his mind, called himself quits with me, for he was never more genial with my humble self and sought my society more often than from the time when he capped the climax by telling me that he had been

talking of Slim's wedding and not his own.

It seemed, but perfectly natural, therefore, for him one Saturday afternoon to saunter into my office soon after closing time and suggest that we take a walk somewhere together. I readily acquiesced and we started off down the avenue; not that we knew where we were going but that we were simply on our way. As we sauntered somewhat aimlessly the Rambler remarked that while he had never been as busy in his life; nor had never had duties that weighed on his mind more heavily, so that his time and attention were fully occupied, he had not yet gotten over the inertia, so to speak and the lure of the old life. The life when he was constantly going and coming. "It is this settling down that rather gets me," he remarked. "It weighs on me so heavily at times that, like this afternoon, I just have to seek some kind of spontaneous relaxation. The trouble with me is, however, that in the past my occupations were such that I had neither time nor inclination to feel the necessity of cultivating any fad or fancy to occupy my hours of relaxation, or to divert my mind from the serious affairs of life. Now, I have nothing to fall back on as a relief from the daily toil and perplexities. Snap

Shot Bill is a lucky dog; he has always something on the fire to keep him busy aside from his routine duties. I'll bet you he is even now on this beautiful avenue, is out somewhere with his kodak, or is peeking into some art exhibition somewhere in the town. Incidentally, if the latter is the case, as he flits from one place to another he is taking in more sights, seeing more of human characteristics, observing more mannerisms, styles of dress and the like in a minute than we would see in a week." Scarcely had the words been said when a cheery voice from behind called us, and on turning we were not at all surprised to see the very person that the Rambler had been talking about.

"What you fellows doing?" was Bill's salutation, and on being advised that we were simply killing time until we could make up our minds what to do, beyond the matter of getting a little exercise, he said with a beaming face, "Well, I'll tell you one thing that will hold you for a little. Come into this shop back here while I show you a picture." "What is it?" asked the Rambler, "a picture shop? If so, I would rather be excused. I am not up on art and am not in the mood of beginning an education in that line this afternoon." "Oh, oh!" was the laughing response, "you are getting so highly educated in music since the Professor has been in town that I presume you are surfeited. However, come with me just the same, as what I want to show you is in another branch of art and does not require such a strain on the imagination as does music. It is an oil painting I want you to see." "Well, I'll go," said the Rambler rather listlessly, but I warn you that as I heard someone say the other day, or as I read in the paper, I forget which, my knowledge of art is confined to the fact that even I would probably not consider a statue of a bow-legged man with his trousers on as artistic."

Laughingly we were led into a so-called "gallery" and piloted promptly by Bill to a rear show room at the end of which hung the "oil" that he wished

as particularly to see. He halted us at the entrance to the room so that we got a distant view of the picture, which Bill said brought out its merits the better. "Although," he continued, "its treatment is such that it will stand rather a close point of view."

To my mind the painting was a striking one, although somewhat difficult for a layman to describe as to whether it was a landscape, a river scene, or a floral piece. However, in its right foreground, and first striking the eye was a river embankment of either a park or private estate. The latter probably, inasmuch as the river was walled at the water's edge, the walling including what was evidently a boat landing. In a somewhat obscure background was a thatched cottage, suggestive of a keeper's lodge. This cottage was separated from the wall and thrown into a hazy obscurity by a beautiful arch of red and white roses running parallel to the wall and extending over the landing from the middle foreground well into the background. The left of the picture showed the opposite bank of the river, not walled, and having as its central attraction beautiful trees whose boughs overhung the banks of the stream. Finally the center background showed the river disappearing amid foliage and shrubbery in a bend of its course, the latter shown in exquisite perspective. A bit of sky overhead through the hazy branches of a distant foliage delightfully heightened the perspective and enhanced the general landscape effect.

"There," said Bill enthusiastically, "isn't that a fine thing? Isn't it next best to seeing such a view itself? When I am tied up within city bounds this is the way I frequently get the mental atmosphere of being out in the country —by hunting up and admiring pictures of this kind."

"Yes," I ventured, "the thought is a good one Bill, but are you sure that you would see this picture if you came across it in reality?" "Ah, there is where you have hit on the very keynote as to what constitutes an artist. He is one that sees pictures in a land-

scape, or a situation, where others pass them by with a casual glance, if they are attracted by them at all. No, I possibly might not have seen in reality what has made an appeal to me in this picture. Nevertheless, my photography has taught me to see a lot. The painter however, and the real artist, goes a step farther and in addition to his composition sees color and its effects. So you see I am not an artist." "But surely," I laughingly replied, "you have the instinct." "Maybe," he answered modestly, and turning the conversation said in an aside, "What do you think of it, Rambler?"

"Very pretty," was the indifferent response, "but, I can see," he added with more animation, noticing Bill's look of disappointment at his lack of enthusiasm, "in your remarks a passenger traffic picture, which while not as appealing as you make your case out to be, still has its value. Why is not what you have said as to what constitutes an artist similar in effect to the rank and file of passenger traffic workers in distinction to their officers? The latter, like the artist, see things overlooked by the others but which when put into execution make the difference between effective results and just ordinary every-day routine."

"I see the point, Rambler," I exclaimed, "but for goodness sake do not talk shop now. *Forget it* until Monday. Shake yourself and see if you cannot get something more than a passing interest in this picture." But he seemed good-naturedly obdurate, for with a laugh he shrugged his shoulders and added, "The picture is a pretty one I will admit, but fails to set me wild in any manner. Maybe I have no eye for color and artistic composition; or if I have it is along less refined lines than Bill has brought me up against. In fact, come to think of it, I guess this last is really the truth in the matter; for, to be honest, I think I would really enjoy seeing the picture that, according to the story that is going around in the newspapers, a New England Sign Painter recently produced. His name was Timothy Tripp, and, hearing

of the ancient Grecian who painted grapes so naturally that the birds came to peck at them, he became sufficiently ambitious to improve his art as to take a mail order course in sign painting. When the course was completed, to show his skill, and incidentally for the sake of a little free advertising, he painted a board fence on the side of a barn that faced on the main street. Do you know," chuckled the Rambler, "the story says that the fence looked so natural that several farmers skinned their knuckles in trying to hitch their teams to it. But the best evidence of its realism (I believe that is an apt term, Bill,) was when Tripp's vicious bull dog, named Francis X. Bushman, got into the game. The dog chased a book agent down the street, and the latter in trying to get away attempted to jump the fence and drove his head into the barn. Of course, the story concludes, there is now a law suit up between a damaged book agent and Tripp."

"You are hopeless I fear, Rambler," laughed Bill as we left the art gallery and began again our promenade along the boulevard. "That is, hopeless as to painting and sculpture. However, it is probable," he added in half an undertone as though addressing me, "that he has not yet had the right tutelage. I'll bet he knows more about music than he did a month ago. And, furthermore, I will wager three stogies that he is beginning to be proud of the little knowledge he has thus far gained of the Specialty of the Muses. Speak up, Rambler; how about it?" he concluded with a sly wink at me.

I think the Rambler got that wink, and not to be abashed entered into the spirit of the moment by saying heartily, as though proud of his assertion: "Yes, *I am* certainly proud of one bit of musical information that I have acquired. You know way back in the old school days in a small country town, I went one winter to singing school. Almost the only thing I remember of the musical part of that school was the way in which the master beat time. I can see him now waving his hand in rhythm to his

1-2-3 and 1-2-3-4 time. So, when Mrs. Tyro first took me to one of the symphonies I watched the conductor rather closely and failed to get in touch by his motion with my old 'beating time' idea. I assumed of course that such was all that he was doing—just beating time, and I could not keep in with him for a minute. Now, the fact I am proud of in that connection is that I have learned that he is doing more than beating time; he is interpreting." He fairly beamed as he told us this as though he was imparting a great discovery. Bill, who well knew what he meant, being as conversant in music in general as he was in pictorial art, was inclined to press him further, thinking possibly to trip him, so he said, "But, Rambler, just what do you mean by interpreting the score?" "I said nothing about a score," was the quick response. "If, however, you mean the story the music tells, why that is what I mean by interpretation." He then continued, speaking slowly as though carefully weighing his words, in order not to be caught by Bill, of whose motives he was suspicious. "Suppose each of us three here were given the same article, or story, to read aloud from a book, while a fourth person was the audience. While the text of the book, even to every comma and period would be the same for each of the readers, do you think the listener gets the same impression from each one? Does not the sense of the story appeal to the readers with such varying values, notwithstanding the text is absolute, that by inflection of voice or emphasis and the like a different impression, however slight, is unconsciously conveyed to the listener by each? That is what the orchestra conductor does to my mind with the music. How about it, Bill; is that right?"

"Someone must have told you," was the laughing answer. "Very much," was Bill's further comment, clearly made in a spirit of mischief as he paraphrased the Rambler, "as in Passenger Traffic. Our superiors wave the baton and interpret to us our various duties in a way that we ourselves might not always construe them, although familiar

with the general routine and orders pertaining thereto."

Our saunter having become monotonous, none of us being what might be called boulevard promenaders, it was suggested that we go and see what Tyro was doing and get him to come to lunch with us at the club, if he could get away. This thought was acted upon, and much to our surprise on reaching his den, instead of finding him in his shirtsleeves with a green shade over his eyes digging away for dear life, we discovered him in what was evidently a moment of diversion. He was looking into a kaleidoscope, and was so engrossed in the fanciful and brilliant color designs that each turn of the instrument disclosed to his view that he did not hear us enter. We watched him a moment in silence until he became aware of our presence. He then looked up smilingly and gave us the expected cordial salutation, ending with, "Sit down, and take a peek." We each laughingly complied, for the kaleidoscope was rather a pretentious one, mounted on a stand, and was not the toy found ordinarily in the shops. It was, Tyro explained to us, one made for the use of designers of fabrics, they quite largely using them to give suggestions as to their patterns and color schemes. "It was the one great toy of my boyhood," he concluded, "and has been shut up somewhere in a dark closet of the old home until recently. The latter has just been broken up and on my request the kaleidoscope was sent me. Of course, it will be used chiefly by the kiddies at home; but I could not resist the temptation, as it was just left here by the express, of taking a peep into it, both for the sake of old times and for the beauties that it discloses at all times and to all ages. But, for what, gentlemen, am I indebted to you for this pleasure? Is it a committee meeting? Or, have you something on your minds that you want to put over through my columns? If the latter, I warn you," he laughingly proclaimed, "that we are absolutely unbiased and can neither be bought nor intimidated."

"Rest assured, Tyro," exclaimed the Rambler, with a chuckle. "I have had

one lesson this afternoon in talking shop, and you may be easy that we have not come here to tempt you to talk yours. We just dropped in to pass the time of day, and in case you were not busy to suggest that we all go to the club together for lunch." "Fine, but first I must clean up a few odds and ends, if you will be so good as to wait. In the meantime, you Rambler, may be interested in this short editorial in the *Railway Age*." This last he said as he reached over and took from a pile of papers on his desk the publication mentioned. Opening it up and pointing to the article as he passed it over he turned to his desk and began hastily scanning some papers that were scattered about thereon, placing them in a neat pile as he made notations on them from time to time. The Rambler read the article to which his attention had been called and then passed it over to me with the comment that perhaps I would like to see it. I in turn read the article, it being entitled "An Army Practice Applied to Railroads," and reading as follows:

"As pointed out in an article on the activities of our railway forces in France, published elsewhere in this issue, the military organization of our transportation corps has necessitated the maintenance of a personnel bureau the duty of which is to keep a careful record of the education, experience and performance of every enlisted man and officer in the service. Those who have had experience under this plan are convinced of its value in helping discover weaknesses in the organization and in making possible the ready application of remedial measures. The question has arisen in the minds of some of our railway officers in France whether the personnel bureau scheme could not be profitably adopted by the railroads of this county. Under existing conditions here it is too often the case that while weaknesses became evident they are not traced to their sources. Under the method used in France the discovery of inefficiency in any department has led to a careful examination of the individual records of officers and employees in

that branch to see if the source of the trouble could not be found. In this connection it is pointed out that the work of the personnel bureau might be vitiated if it were subordinated to any one railroad department. The independence of its activities is essential to its successes, and accordingly it is proposed that the bureau be directly under the authority of the chief executive—federal manager, general manager or president, as the case may be. The objection may be raised, and perhaps not without reason, that it will be difficult to establish successfully any fair method of rating the work of railroad men. Many of their activities are not sufficiently tangible to render unnecessary the exercise of a wide range of discretion on the part of supervisory officers. Certainly, however, the desirability of the establishment of personnel bureaus is well worth considering."

"What do you think of it?" I said to the Rambler after finishing my reading. But he, apparently not caring to express himself without thought in the matter, jocosely turned my inquiry aside by asking Tyro in turn what he thought of it, the latter apparently being through with the picking up and proper placing of the papers on his desk. Tyro himself was evidently holding judgment on the question, for he but answered in an off-hand manner, "I am not sure. It might at least, however, help you to determine whether you had some 'square pegs' of men 'in round holes.'"

Bill, who in the meantime had been looking out the window, presumably seeing things of interest, at least to him, in the street below, turned and remarked: "I do not know what you are talking about, as I was not asked to read the article. But I do know when a 'round peg' of a man gets into a 'square hole' of an art gallery."

Shortly after we were all partaking of rather a hearty meal at the club, for the afternoon had waxed late and it was practically the evening dinner hour. The conversation was genial and on many topics, both light and grave. Among the latter the question of continued Govern-

ment ownership of the railroads was raised by Tyro, who by virtue of his profession was keeping in touch with all arguments, for and against, whether made publicly or privately. Finally he asked the Rambler point-blank his opinion as to what was the best, for the country as a whole, that should be done in the matter. Bill and I, as well as Tyro himself, hung rather breathlessly on the Rambler's reply. Much to our surprise, therefore, the latter was somewhat enigmatical, for he said, "That may depend on the heathen, the child, or the grandmother." We, of course, saw that he was evading, but the nature of his reply was such that we called on him to elucidate. This he did by telling the following story:

"In the days of my young manhood, at the time when I had fled the parental nest and had begun my business career in the city but made week-end visits to the old nearby country home, my little niece became temporarily an occupant of the latter under the sole guardianship of my mother. Just what the child's years were at the time I do not recall, but I know that she had reached the age when she added to her 'Now I lay me' a little additional prayer that had been taught her.

"Now it so happened that in those days mother was greatly interested in the missionary cause in India. Hence she hailed with delight a fund-raising scheme of her church by which one paid a certain sum per annum for the education of a child in the mission school. In return for such sum the children were given any name their patrons might choose to wish on them as a memorial. Mother paid the designated stipend for a number of years, having her child called 'Sarah Tannatt,' which was her mother's maiden name. Carrie, my little niece, being of the impressionable age and being for most of the time practically alone with her grandmother, was of course taught to love the missionaries and the mission cause. All stray pennies and nickels that came her way she was induced to put into the missionary box in lieu of following her natural

bent of spending them for candy. She heard 'Sarah Tannatt' talked of from morning until night, and for a while thought she loved that heathen and that it would be a delightful thing to go and see her when she grew up. The mission girl was held up as an inducement for Carrie to be good. If the latter 'was good' she could go to India, but 'if naughty' the privilege would be questionable. In short, 'Sarah Tannatt' was held up to her in every conceivable way as an incentive, and alas, in time as a corrective. For instance, it would be 'Carrie, I do not think Sarah Tannatt would do so and so,' or, 'Carrie, Sarah Tannatt would not like you if she could see how naughty you are now.'

"It naturally followed that the time came when the child began to lose interest in her grandmother's heathen protege, and by and by she became positively jealous of her. Sarah Tannatt entered no longer in thought into her little plays, and she ceased to be mentioned by the child.

"Things were in this state when on one of my Saturday evenings at home I sat on the lounge in the living room and was watching and hearing Carrie saying her prayers at her grandmother's knee. The little dear got through the 'Now I lay me' with the usual correctness and began immediately on the supplementary prayer that she had been taught. She rattled this last off as fast as her little tongue could go: 'God b'less Gran'ma, Gran'pa, Mamma—Hattie, Uncle Rambler and make him a good boy, all the little heathen chilluns, Amen!' 'Carrie,' said her grandmother, 'say that last part again, you have left out something.' She again went through identically the same phraseology at race-horse speed. At this my mother, giving her a little shake, said: 'Now, Carrie, you know what you have left out. Say it over again, and say it all, or I shall have to punish;' at the same time looking at me and by lip motion indicating that 'Sarah Tannatt' had been the omission.

"Instead, however, of being at all awed by the threat, the child drew her-

self up and with flashing eyes and defiant tone, said: 'Gran'ma, I should think you was big enough and old enough to pray for your own chilluns.'"

We, of course, all smiled at the climax of the Rambler's story and then remained for a moment as though waiting for its application to the question Tyro had put. None came, however, so that finally I said to him: "Well, if that suggests anything as to Government or private ownership of railroads, which is the child and which is the grandmother?" "Do not forget the heathen," the Rambler dryly interpolated. Tyro, who had apparently been thinking for a moment, finally burst into a laugh and said: "I see, you have given us a conundrum that bids fair to rival Frank Stockton's famous query as to the 'Lady and the Tiger,'" and he fell into brown study again with an amused smile on his features.

"I give it up," said Bill, "but, by Tyro's look, I reckon he thinks he sees an answer which he'll probably not tell." "If he does see an answer," said the Rambler with laughter, "he sees more than I do. I had no idea of starting anything in telling that story, and the railroad situation had no connection with it in my mind. I simply wanted to change the topic."

"That being the case, I moved we change the scene. I have something to do at the office before my day's work is over and must be going," said Tyro. "So must I," added Bill; "it is time for me to dress for the concert this evening."

The Rambler and myself being thus left alone, we chatted a while longer and then, it still being early as far as the evening was concerned, we agreed that we would go to the movies. So we sauntered around the Loop, somewhat aimlessly it is true, trying to pick out from pictures and titles a show that we thought would appeal to us. The Rambler was rather particular in the matter, he being pronounced in his prejudice against any that he thought would give him a society, problem or sentimental

play. We finally settled on a Hart production that proved to give us the thrills with an out-of-doors background that the Rambler seemed to crave. The reels all run off, we found ourselves again adrift on the street, whereat the Rambler philosophized somewhat as follows: "I suppose now if we were loop-hounds we would spend the rest of the evening up to midnight very agreeably in any one of these several buffets that we are passing. In them, I am told, the mahogany finish is beautifully artistic and pretentious, the upholstery of the booths is most comfy, the brasses and glasses and bright lights are brilliantly and shinningly resplendent, and the company therein runs the gamut from geniality through hilarity to stupidity. As we are not loop-hounds, however, I expect there is nothing left for us to do but go to our respective domiciles; so, as here comes my car, while yours goes in another direction, with your permission I will say good night with a thank-you for your pleasant company this afternoon."

The following Monday, on my asking him what he did on his return home to amuse himself until bedtime that Saturday night, he answered with some animation, "Oh, not much. I went to bed early, but I first had a smoke, and while doing so read this editorial called 'The Giant,' from a recent number of the Santa Fe's publication entitled, 'Ticket Agent Talks.'" He passed the sheet over to me saying that he not only thought I would like it, but that the main thought conveyed therein had rather impressed him. It was as follows:

"There is a saying that an army travels on its stomach. This has been proven beyond any doubt. The railroads are the largest single industry in this country. Had it not been for the co-operation and efficiency of the American railroads we would have been unable to send two million men over seas, to say nothing of the world of equipment, provisions, et cetera, which we sent, in the length of time in which it was done Uncle Sam put the matter up to the railroad men, and they in turn devoted their

entire energy, thought and will to the expeditious winning of the war.

The railroads were directly responsible in a large way for helping Uncle Sam over the dark days of our participation in the war. With their help the conflict was brought to a close much quicker than was expected by even the most optimistic.

The railroads must now play a big part in the return to post-war tranquility. They are conceded to have probably the most definite, direct influence upon the development and prosperity of a country, or a portion of a country. It is to the advantage of the railroads to develop this prosperity. Our country has been prosperous—it must continue so, and you and I can help in making certain that it will continue by doing every act and every duty in a manner which will bring about speed and efficiency. If we can bring one hundred per cent efficiency about we will practically insure the continuation of this prosperity which has been unequalled in the history of our country. To do this means to achieve perfection. That,

of course, is humanly impossible, but if we place this standard before us and keep it ever in mind while we may not achieve our ambitions, yet the chances are good for closely approximating it.

“‘Hitch your wagon to a star,’ and drive tenaciously onward and upward.”

After I had finished and handed the paper back to him he remarked as he was about to leave me: “Do you know that Tyro’s Kaleidoscope has sort of lingered in my mind ever since I saw him working over it? Just think, only two simple mirrors set at a certain angle in relation to each other with pieces of colored glass at the bottom, make an ever changing picture on the slightest turn or jarring of the instrument. It is a fascinating sort of a thing, and I have been thinking as I recall the enjoyment of Saturday afternoon, for I really did enjoy it, that the enjoyment was more or less kaleidoscopic in its nature. Kaleidoscopic in the variety of thoughts and scenes that were impressed upon us without premeditation as to what the next move would develop on our part.”

Notes of Interest to the Service

The following are recent changes in train schedules which have been announced, and which should be of interest to our agents:

Illinois Central

Changes of March 2nd have been promulgated in detail by circular. In general they were later departures from Chicago and from St. Louis of Trains 19 and 20 (daylight specials between those cities); new trains Clinton to St. Louis, St. Louis to Springfield, and Springfield to Clinton; the changing of depending trains, particularly at Clinton; also the inauguration of a new sleeping car line between Chicago and Miami, Fla., in connection with the Seminole Limited to Jacksonville and the Florida East Coast south thereof.

A la carte service in dining cars has been installed on all trains.

Missouri Pacific

Train No. 1, Sunshine Special, now leaves St. Louis at 6:25 p. m., same as formerly, but arrives at Houston and Galveston earlier.

Train No. 3 leaves St. Louis at 9:05 a. m., same as formerly, and arrives at Palestine same as formerly, but in addition it now arrives at Houston at 3:50 p. m. Slight change has also been made in arriving time at Houston of Train No. 5, it leaving St. Louis same as formerly but arriving at Houston fifteen minutes earlier.

Chicago, Milwaukee & St. Paul

Observation cars have been restored to service on Trains No. 15 and No. 16, between Chicago and Minneapolis, thus providing through observation service between Chicago and Seattle—Tacoma. A parlor car has also been placed in service on No. 17, Chicago to Minneapolis. A cafe-observation car is now being operated on Trains No. 131 and No. 146, between Chicago and Madison, Wis.

Atlantic Coast Line

The Tampa Southern Railroad Branch of the Atlantic Coast Line has been opened for traffic between Umeta, Fla., and Ross, Fla., with mixed train service between Tampa and

Ross on Tuesdays, Thursdays and Saturdays only. Passenger trains on the Haines City Branch have been extended from Sebring to Moore Haven.

Florida East Coast

Train No. 87 has discontinued operating across the Ormond Bridge to Hotel Ormond. Passengers for the hotel are now transferred from Ormond Station by the hotel bus, which meets both Trains No. 87 and No. 37.

A new sleeping car line has been inaugurated on Trains No. 33 and No. 34, in connection with the Seminole Limited to and from Jacksonville, between Miami and Chicago; leaving northbound at 7:00 a. m., arriving at Chicago at 8:45 a. m. the second morning; returning, leaving Chicago at 8:15 p. m., arriving at Miami at 10:00 p. m. the second evening.

Baltimore & Ohio

The ten-section library observation sleeping cars on this road's Nos. 5, 6, 7 and 8 between Washington, D. C., and Chicago, Ill., have been restored.

Missouri, Kansas & Texas

Train Nos. 7-3 and Train No. 3 for Muskogee, Hillsboro, Austin and San Antonio, the Limited, now leave St. Louis at 6:30 a. m. (Nos. 7-3) and 9:00 a. m. (No. 3); Texas Special No. 1, for same points, leaves St. Louis 6:30 p. m.; Kansas City and Oklahoma Nos. 7-23 leaves St. Louis at 6:30 a. m. and Nos. 5-25 leaves St. Louis at 8:32 p. m.

Grand Trunk-Western

A 12-section and drawing room sleeping car is now run between Chicago and Flint, Michigan, leaving Chicago on Train No. 6. at 10:45 p. m.

The following "Express Rainbow" burst upon the world in the February number of the "Express Messenger." It is of such a nature as to be not only of interest to agents, but its subject matter might also be applied to their particular line of endeavor:

In the express business there always is, and always will be, a certain percentage of "green" men. This percentage changes according to general business conditions. Moreover, we always have a small percentage of men who are "blue." They feel that they are not being treated exactly right, or that they could do better in other lines, and these men, unless properly encouraged, are liable to make a change which would not benefit them and would deprive the company of their services. In every organization the size of ours there are a few men who are "yellow." That is to say, they "fall down" one way or another at the time when we most rely on them or when confidence has been placed in them. These men need discipline, so that they will be eligible to enter the largest class we have, the "red-blooded" expressmen, who take a personal interest in their work and are willing to help the fellows alongside of them, who are new in the business.

Last, but not least, the men in charge, the "bosses," we'll say, must be "white." They must be men who know the Golden Rule, and who can sympathize as well as scold, who can compliment as well as criticize.

To make a perfect rainbow, illuminating, co-ordinating, moulding all the different types of temperaments and reflecting the effect of the sunshine of good management through the showers of work—this is our task.

Mary had taken her first trip in a Pullman car and after her return home was telling her father her experiences. "Daddy, we went away in the sleeper, but we came home in the sitter."

Passenger: It seems to me that we're a very long time in getting to Wildcat station.

Conductor: You forget, sir, that last night's blizzard blew it ten miles down the track.

Victory Liberty Loan

Secretary of the Treasury Carter Glass, has officially announced from Washington that the name of the next (Fifth) war loan will be the "Victory Liberty Loan."

Originally it had been planned to call the next issue the "Fifth Liberty Loan," "Victory Issue," but Secretary Glass, after giving the matter due consideration, finally brought forth for the happy combination.

"Victory Liberty Loan."

So "Victory Liberty Loan" it is, and it is believed that every worker will be inspired with renewed zeal to back it

up to a victorious finish, and every consistent American patriot with the determination either to start saving or continue to save in order to acquire "Victory Liberty" bonds when they are offered next spring, and thus contribute to two patriotic ends, viz:

1. Bring the victors home.
2. Finish the job.

The honor flag of the "Victory Liberty Loan" will bear a blue "V" on a white field, surrounded by a red border, the "V" denoting both "five" (Fifth Loan) and "victory."



Residences, Memphis, Tenn.



The Railway Storekeepers' Association

THE Railway Storekeepers' Association met for its fourteenth annual convention at the Hotel Sherman, Chicago, on Monday, January 27th, President W. A. Summerhays, Illinois Central R. R., Chicago, presiding. Owing to the fact of the war the usual activities of the association were suspended with the 1916 convention and instead the association, through its officers and executive committee, extended a great deal of assistance to the war and navy departments in the way of qualifying officers and enlisted men in taking care of army and navy stores. These activities were summarized by Mr. Summerhays in the president's annual address during the course of which he also took occasion to compliment the founder of the organization, its present secretary, J. P. Murphy, for his foresight in anticipating the desirability of bringing about such results as characterize its brief but inspiring history.

Temporary committees were appointed after which there was introduced Henry B. Spencer, Chairman of the Central Advisory Purchasing Committee of the United States Railroad Administration who, in his address, emphasized the desire of the central organization to disrupt as little as possible the existing purchasing and accounting organization of the various roads under government control. Rather is it the committee's desire to lend such co-operation in the purchase of supplies as will result in a maximum of economy in the conduct of each road's stores and purchasing department activities.

Following Mr. Spencer's remarks the first of the items on the formal program was introduced, same being an address on "Fundamental Principles of Railway Storekeeping," by H. C. Pearce, chief of the Procurement section, United States Railroad Administration, which in abstract was as follows:

In determining the fundamental principles that should control any organization, we must first determine its purpose and the place it should occupy in the organization.

The real purpose of the supply department is to provide materials and supplies suitable for the service for which they are required, when and where needed, at the lowest net cost.

In order to perform the functions required certain fundamental principles must be established and a practical and workable system installed to carry them out. It must be apparent to all that an officer intrusted with the expenditure of thirty-five per cent of the gross earnings of a property must be a man of character, ability and experience, and must have the unqualified confidence of the chief executive officer.

Our railroads generally have four sources of supply; 1, material on hand and on order; 2, material which can be reclaimed; 3, material made in its own manufacturing plants; 4, material which must be purchased from outside manufacturers.

The supply officer should not make a purchase requisition until he has exhausted all other sources of supply, and the chief supply officer must have behind him an organization that will be a guarantee that when a requisition for the purchase of material is placed, it accurately describes what is most suitable for the purpose needed, and all other resources have been exhausted, or it is for the purpose of taking advantage of the market, that it will be used in a certain length of time and will not become obsolete. The purpose of the supply department of our railroads must not be compared or considered the same as mercantile establishments. A mercantile establishment is for the purpose of disposing of its goods at a profit. A railroad supply department is for the purpose of supplying the needs of the railroad at lowest net cost, conserving its assets as represented by materials and supplies in every way possible.

Personnel.—Personnel is reflected in an organization from the top to bottom. Character, energy, and loyalty are absolutely essential to the up-building or maintaining of any organization. Broadly speaking, no industry in the world has more conscientious, hard working and painstaking employes than the railroads, and it is doubtful if any class of men in the railroad service have developed the capacity for hard work to a greater degree than the men in the supply department. But, this is not alone sufficient. There must be developed a broadness of conception and action that will enable them to overcome obstacles in formulating and carrying out their plans, so essential for final results. It is not sufficient to conceive an idea; in fact, it is valueless unless it is put into effect.

Facilities.—Adequate facilities for properly housing and economically handling materials must be provided and maintained. Expensive buildings are not so much needed as ample space, platforms, tracks, cranes, and other labor-saving devices for handling.

George G. Yeomans, a member of the Central Advisory Purchasing Committee at Washington, was then called upon to address the association, which he did, complimenting it on the very good work that it has accomplished, but impressing upon the members the desirability and, in fact, the necessity of being able to give more definite information as to the character, extent and distribution

of stocks on hand at any time and under all conditions. This desideratum he said has been doubly emphasized in its importance, to him, as the result of his experience with Central Advisory Purchasing Committee, Mr. Yeomans sees so direct a connection between an explicit knowledge of stocks on hand and the administration of the purchasing and storekeeping departments as to constitute a balance in favor of or against the successful operation of a road. A means to this end strongly advised by Mr. Yeomans is centralized stock control, and a single material account for each road coupled with the persistent following up of stock-book records. An acknowledgment of Mr. Yeomans' advice was offered by Secretary Murphy, who also strongly endorsed the use of the stock book.

In the afternoon session there was read a paper on "Used and Handling of Lumber and Cross Ties," by M. E. Towner, Manager of the Forrest Products Section of the Division of Finances and Purchase, United States Railroad Administration, relative to which Mr. Towner in part had valuable advice to offer as to the policies and working of his section.

In conjunction with Mr. Towner's paper there was read a paper of the committee on lumber by W. H. Clifford, who presented the report prepared for the 1917 meeting of the association, as published in the Railway Storekeeper for September of that year. This committee offered for the adoption of the association as recommended practice, Circular No. C-165-A of the Baltimore & Ohio System outlining methods of storage, care and handling of lumber, timber and forest products. On the vote of the Association this circular was adopted as standard practice.

U. K. Hall, General Storekeeper of the Union Pacific, read a paper on the stock book and its importance in stores work.

The report of the Accounting Committee was read by J. H. Waterman (C. B. & Q.), Chairman. It follows in part:

The committee has considered the accounting in values only which is all that is involved in obtaining the values of such material both in stock and as used in compiling reports for the general accounts.

George G. Yeomans, Member of the Central Advisory Purchasing Committee of the Railroad Administration, delivered an address in which he commended the association for its excellent work, and urged close co-operation with the central administration at Washington to the end that further efficiency may be effected in the conduct of railroad stores departments generally. He stated that the Railroad Administration had seen fit to recognize and adopt the standards for tinware which were originated by the Railway Storekeepers' Association. Likewise, the association's classification of

scrap materials revised in conjunction with a committee of the Iron and Steel Institute, has been approved and adopted as standard by the Railroad Administration. The classification of material and the book of rules setting forth the best elementary methods of railway storekeeping, which are the work of the association also, have been made standard practice, and, finally, the advantages of relieving the users of material from the responsibility attendant upon its procurement, care and distribution, have been recognized and the purchasing and stores departments on the railroads under federal control are being organized to that end under the direction of the Division of Finance and Purchases.

One of the most astonishing features of the present situation, he said, is the lack of definite information concerning the material which is in the possession of a large majority of the railroads.

Three elements enter into all information upon which any successful business must be founded. It must be recent, it must be reliable and it must be readily available. If any of these three elements are lacking the information is valueless. In this connection Mr. Yeomans strongly urged the conscientious and intelligent use of the stock book, which is now being introduced by regional stores supervisors on those roads on which it was not in effect. He pointed out that the stock book has been recommended in rules laid down by the Storekeepers' Association, and that there is therefore, no excuse for an indifferent or unsympathetic attitude by members. He asserted that the railways of this country spend more than one billion dollars every year for the material that they use, and of this amount it is safe to say that at least 5 per cent is spent because of the lack of proper information.

The committee on unapplied material presented recommendations on the systematic upkeep and control of materials and supplies not now under the immediate supervision of a representative of the stores department. The report brought out the fact that of the entire material stock on our railroads, which is now about six hundred million dollars, approximately forty per cent is distributed or scattered along the line of roads and that in many instances no complete stock record is being kept of such unapplied or unused line stock. Following the introduction to the report which was read by W. D. Stokes, Assistant General Storekeeper, Illinois Central, a number of pictures were reproduced on a screen to illustrate how a large part of the line stock is scattered on some of our railroads. These illustrations indicated the obvious need of some systematic upkeep and control of such material.

The management and operation of a huge

supply depot was outlined to the members of the association by Brig. Gen. A. D. Kniskern of the United States Army. He traced the rapid development of the United States supply depot at Chicago from one of very small size, which was used largely for the storage of canned and cured meat, to a depot of exceedingly large size handling all manner of supplies which had to do with the personal needs, comfort and care of our soldiers as well as the payment of the men. His work not only had to do with the handling of stores but also the purchasing of supplies.

General Kniskern asserted that the tonnage handled under his supervision in November was 71,250,000 tons inbound and 104,729,000 outbound, involving the use of 200 cars per day. His organization consisted of 169 officers, 1,200 clerks, 9,000 civilian employes and 250 enlisted men. An invitation was extended to the members of the Railway Storekeepers' Association to visit the large new supply depot on Wednesday afternoon and arrangements were made to transport the party to and from the depot by army automobile trucks.

J. G. Stuart, General Storekeeper of the Chicago, Burlington and Quincy, read a paper on the Conservation and Reclamation of Materials which included many excellent recommendations based on actual experience. Discussion brought out the fact that it was quite essential to know whether the cost of reclaiming material was less than the

cost of the same material new. In mending broken and worn parts of material by means of the acetylene or electric arc welding apparatus the discussion brought out the fact that it was essential that those employed in making the weld should be thoroughly trained in the art in order to accomplish the best results.

W. F. Jones, General Storekeeper of the New York Central, read a paper on Scrap and Scrap Handling which covered much the same field as Mr. Stuart's discussion.

H. E. Ray, General Storekeeper of the Atchison, Topeka & Santa Fe, read a paper on The Conservation of Freight Cars which was an amplification of a report by the Committee on Conservation of Equipment of the association which was published in the Railway Age Gazette of March 23, 1917.

A paper on Labor and Labor Saving devices, Trucks and Tractors was presented by D. C. Curtis, Chicago, Burlington & Quincy. The discussion developed information as to the savings made in using power trucks for the transportation of material in storehouses and between points varying from a distance of 200 feet to several miles. In one instance \$100 a day was saved in transporting store supplies from one storehouse to another, one four miles distant; two trucks were used. The fact was emphasized that good roads are essential in order to obtain maximum economy.

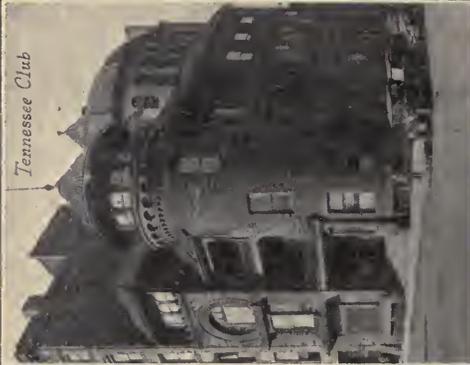
The attendance at the meeting was about 700, including 462 registered members.



Golf Grounds, Country Club



Tennessee Club



Rex Club



Colonial Country Club

Clubs
Memphis
Tenn.



Country Club

The Railroads of Chicago Have Substantially Met the Expectations of the Red Cross Committee with Generous Donations to That Organization

American Red Cross Christmas Roll Call—Trades Committee No. 25 (Railroads)

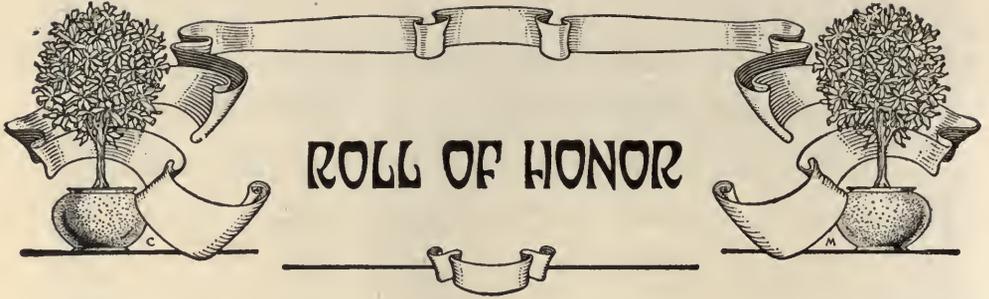
R. H. Aishton—Chairman
 Jas. Webster—Assoc. Chairman
 FINAL REPORT

RAILROADS	MEMBERS	MONEY
B. & O.	440	\$ 443.00
C., C., C.	28	28.00
C. P.	33	33.00
C. & O. of I.	7	9.00
ERIE	331	336.00
G. T.	379	384.00
M. C.	317	325.00
N. Y. C.	1,311	1,369.00
N. Y. C. & St. L.	555	556.00
MONON	279	285.00
PENNA.	2,940	2,984.00
P. M.	33	33.00
WABASH	470	477.00
C. & A.	303	304.00
C. & E. I.	774	789.00
C., B. & Q.	2,253	2,274.30
C., T. H. & S. E.	58	58.00
E., J. & E.	393	395.00
I. C.	3,795	3,908.80
R. I.	1,948	1,979.00
S. FE	876	877.00
C. & N. W.	4,758	4,914.00
C., M. & St. P.	2,045	2,071.00
C. G. W.	593	604.00
SOO LINE	236	239.00
BELT RAILROADS	2,508	2,564.50
TERMINAL RAILROADS	318	318.00
AFFILIATED ORGANIZATIONS	383	383.00
TOTAL	28,364	28,940.60

The Red Cross Christmas Roll Call was not a Campaign for money. It was a Drive for a million new members in Chicago and Cook County. The part played by Trades Committee No. 25 was to afford every Railroad employe an opportunity to enroll. It was hoped by your Committee that about 30,000 enrollments in the Railroad Division might be made. This hope has been substantially realized. The enrollments number 28,364 and membership fees paid at time of enrollment aggregate \$28,940.60.

The work done by you and your Lieutenants to accomplish this result is deserving of special commendation. Your Committee desires to express its appreciation of and thanks for the solicitation made in the interest of the Red Cross.

R. H. Aishton,



Name	Occupation	Where Employed	Yrs of Service	Date of Retirement
Robert Matthews	Crossing Flagman	Freeport, Ill	25	1/31/19
Charles Fethke	Laborer	Burnside	23	3/1/19
Patrick McNicholas	Engineman	Chicago, Ill.	31	10/1/18
John H. Huntsberry	Engineman	Louisville, Ky.	46	10/1/18
Edward A. Farmer	Section Foreman	White Plains, Ky	38	11/1/18
Y. & M. V.				
James B. Johnson	Conductor	Memphis, Tenn.	15	11/1/18

Meritorious Service

Chicago Terminal

During January the following suburban gatekeepers lifted card passes and commutation tickets on account of having expired or being in improper hands, A. J. Molitor and Eleanor Jacobs.

Towerman I. Dillon, 67th Street, has been commended for discovering and reporting brakes sticking on one of the cars in train No. 5, February 4, 1919. Train was stopped at Daulphin Park and brakes released.

Conductor C. C. Lively, Engineer Frank Which, Fireman P. J. Kabler, Brakeman C. O. Flora and Brakeman J. R. Logan have been commended for discovering and reporting A. T. & S. F. 46320 and Erie 87468 on E. J. E. transfer at Matteson on fire, January 31, 1919. Assistance rendered in extinguishing fire undoubtedly prevented serious conflagration.

Illinois Division

Conductor J. P. Mallon on train No. 3, on January 10, lifted employe's trip pass on account of having expired and collected cash fare.

Conductor F. M. Williams on train No. 3, January 17, lifted employe's trip pass on ac-

count of being in improper hands and collected cash fare.

Conductor D. S. Wiegel on train No. 34, January 20, declined to honor card ticket on account of having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Operator F. T. Snyder, Monee, Ill., has been commended for discovering and reporting dump down on coal car passing Monee, extra 1701 south, January 17. Train was stopped and defect remedied, thereby preventing loss.

Engineer S. J. Cahill has been commended for discovering and extinguishing fire on right-of-way January 31, north of McNulta. This action undoubtedly prevented loss and averted possible accident.

Mr. F. Pitcher has been commended for discovering and reporting car improperly stencilled, January 31, Train 52. Arrangements were made to have car restencilled.

Mr. C. S. Taylor has been commended for discovering and reporting wheels sliding under S. R. L. 13509, train 76, passing Kankakee Junction, January 22. Train was stopped and defect remedied.

Section Foreman E. Worton, Peotone, Ill., has been commended for discovering and reporting brake beam dragging under car in extra 1597, north, February 7. Train was stopped and brake beam removed, thereby preventing possible accident.

Conductor W. K. Hass, Kenpton, Ill., has been commended for discovering and reporting I. C. 322100 improperly stencilled. Arrangements were made to have car properly stencilled.

Springfield Division

Conductor O. N. Lawson, Chicago, Ill., has been commended for discovering and reporting broken rail in track as train 120 was backing out of East wye, Clinton passenger station, January 23. Arrangements were made to have track repaired. This action undoubtedly prevented possible accident.

Brakeman R. L. Donan, Havana, Ill., has been commended for discovering and reporting broken arch bar on I. C. 119955, while doing switching at Citizens Mine, Lincoln, January 20, extra 612. Necessary action was taken to prevent possible accident.

Switchman J. R. Williams, Decatur, Ill., has been commended for discovering and reporting broken arch bar on B. & O. 95866, January 24, at Decatur. Arch bar was removed, thereby preventing possible accident.

Minnesota Division

Mr. J. W. Benda has been commended for discovering and reporting brake beam dragging on I. C. 58559, January 21, extra 1560, passing Clinton Hill. Crew were notified who made necessary repairs, and while doing so found broken wheel on same car, necessitating

setting car out at Galena for further repairs. This action undoubtedly prevented possible accident.

Mr. J. J. Ivory has been commended for discovering and reporting brake beam dragging on A. R. T. 40058, train No. 73. Train was stopped at Portage and obstruction removed, thereby preventing possible accident.

Train Baggage man H. G. Farley, Waterloo, Ia., has been commended for discovering and reporting broken rail near mile post C-27 while on train No. 528. Section foreman was notified and necessary repairs made, thereby preventing possible accident.

Memphis Division

Engineer B. W. Durkee, Memphis, Tenn., has been commended for discovering pair of wheels off track under car in extra 959, south, passing Darling, Miss., January 23. Necessary action was taken to prevent possible accident.

Kentucky Division

Conductor W. Y. Hansbrough, on train No. 104, January 26, declined to honor card ticket on account of having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Louisiana Division

Conductor L. E. Barnes, on train No. 33, January 13, lifted employee's term pass on account of not being provided with identification slip Form 1572. Passenger refused to pay fare and was required to leave the train.

Conductor M. Kennedy, on train No. 331, January 26, lifted term pass on account of being in improper hands and collected cash fare.



CHICAGO TERMINAL Passenger Terminal

It is with deepest regret that we record the death of our late Chief Clerk, Mr. Arthur S. Barber, on January 13th, after a brief illness of six days. Mr. Barber was employed as Operator Randolph Street June 26th, 1907, promoted to Station Inspector Chicago Terminal June 21st, 1909, and on August 1st, 1911, promoted to Chief Clerk to Superintendent Passenger Terminals. He had many friends on the Terminal and will

be mourned by all. Messrs. J. E. Carroll, J. C. Kimble, Wm. Callen and Wm. Bowe served as pall bearers.

Miss Frieda Gross recently went home from the hospital where she was very ill for several weeks. We are very glad indeed that she is recovering and hope she will be able to resume her duties shortly.

Conductor A. E. Johnson has returned to work after several weeks of illness. Conductor H. L. Richardson is now in sunny California endeavoring to recuperate from

his attack of sickness. We also have on the sick list Conductors Hollingsworth, Taylor, Smittle and Tearney, Flagmen Fiefer and Ashton and Collector Hoffman. We hope they will all be able to return to their work ere long.

Our boys are returning from War. Conductor R. Deto was the first in this department to report. Plenty of work for him when he came back as we were very short of men account of so much sickness and he was kept very busy. Flagmen Pakulaz and Janis have also returned and will resume their duties shortly.

Have you noticed how bright everything is around Randolph Street station now? We have just finished our annual house cleaning.

Mrs. Kate Murphy, who served this company faithfully as agent at Parkside for the past 33 years, passed away on January 20th.

Mrs. Laura Goodman is taking her vacation and is now in California visiting relatives. This is not such a bad winter to be in Chicago, but still we cannot help but admit we would rather be in California.

Effective February 1st the crossing flagmen on Chicago Terminal were placed under this department. Such employes will now report to Yard Master Kimble.

Our agents at 67th, 66th and 64th Streets are delighted with their new offices.

Local Freight Office, South Water Street

Executive Department

Our Agent, Mr. Wells, went to Minneapolis, Minn., for a few days, he was surprised to see snow on the ground when he returned to Chicago.

Somehow or other the Chief Clerk is still confused about his rubber shoes and George's (suggestion) let's not use any.

Miss Prendergast visited Rockford not long ago intending to visit her brother who just returned from Texas, so she says, but we don't know. Who is the lucky fellow?

Our mail boy, Joseph Becker, is sick. He was operated February 14th, 1919, and is getting along fine—we hope for a quick recovery, Joe.

Our Light, Arthur Bogren (nicknamed so by F. P.), goes out very often and lets us in the dark—who will throw a little light on the subject.

"Latest War News Received Over Special Wire."

Some Kitchen

Ever hear of the flapjacks we are getting now? Some class to us. We have a kitchen 928 feet wide and 1,345 long. It takes eighteen firemen to keep it hot. We have 519 cooks and 700 Kitchen Police. We mash potatoes with a pile driver and grind coffee with a 350 horsepower Lib-

erty motor. We haul out dirty pans on flat cars and the Kitchen Police have to use roller skates. The mess sergeant rides up and down the kitchen on a motorcycle shouting orders through a megaphone. Making flapjacks, we mix batter with twelve concrete mixers, keep a steam shovel moving eggshells away from the door and six Kitchen Police with bacon rinds strapped on their feet skate over the griddle to keep it greased. Believe me or not, that's the honest truth."

Claim Department.

Sunday, January 26, a blind tally check was taken of the in-freight houses, and all whom it concerned, both in the office and freight houses are delighted with the results, and also feel quite proud of the check.

There was a total number of 1,745 shipments found on hand at the time, which it took two men, five days to match with billings and files. Is this not phenomenal?

Out of the 1,745 shipments, 1,331 were covered by billings and the balance, 414, were covered by files; O. S. & D.'s and refused and unclaimed reports. This, of course, is gratifying to us, as it brings out our earnest endeavors to keep all correspondence up to date.

When one stops to consider the volume of business that has moved through these freight houses since our last check (in October, 1918), it is certainly an extraordinary record to find; no freight on hand without a billing or a file, and more; it not even being necessary to make a single duplicate bill for freight found on hand with or without marks, covered by billings or files. Furthermore, there was no freight left off at time of delivery. We are of the opinion that this is an ideal record, and one which every station on the Illinois Central should put forth every effort to imitate. If this is done undoubtedly it shall greatly assist in reducing claims to a minimum.

Watchful Waiting.

John O'Hara went to meet a certain young lady February 3rd, at 8 P. M., dressed in a seal skin coat and gray hat with fur around it. He wore a brown coat and a gray checked cap. John is still waiting—girl checked short.

Broderick, putting his foot in butts into a conversation the other day and tells McCarthy that only fools are positive. McCarthy said: "Are you sure, Brod?" and Brod said: "I am positive of it."

Sailor Broderick was home sick for a few days last week. Poor fellow now wears red underwear.

Our department wishes to announce a new daddy, namely John Walsh. It's a baby girl, born February 6, 1919. Oh, Dad, here's where your expenses start. Also wish to state that he is now in a class with Adamick, Beachie, Sullivan and Enders.

We expected to have Dolan's photo in this issue, but hope to have it next month. It's great I tell you. What are you doing to prevent accidents? Wearing Safety Firsts.

John Keveney and Joe of the In-Freight House, hunted rabbits Sunday, January 19th, with success.

John Reagon of this department has taken a position as grain claim clerk with the C. M. St. P. R. R.

Our chief clerk was ill with a bad cold for a few days.

Frank Carroll, George Dorsch, Earl Douce, Cody, Fitzgerald, are now in good standing in a new lodge known as the (censored).

Pat McCarthy was seen hiking around the wilds of Homewood.

Frank Squairs says "Join the Q. M. C. No metal can touch you."

Mr. Ed. Dolan, the boy vamp, received two very fine cigarette cases from lady friends. We would suggest they be filled.

You should see Jack Carney's new glasses, he sure is the soul of refinement now.

Little Chow, how about the chewing gum for the girls this morning?

Monday night regular at Guyons: Lyons, O'Brien, Dorsch and Big Chow Pretzer.

Freight House.

P. M. Kelleher, assistant foreman at out-bound house, died Friday, February 7, 1919, was buried Monday, February 10th. The out-freight house employes sent a nice floral piece and two automobiles with twelve representatives to the funeral. Mr. Kelleher entered the service October 1, 1897, and worked continuously from that date. Was only sick a few days before death.

Cashier's Department.

There is a certain young lady who is very thoughtful and considerate in regard to offering advice to others about their temper, disposition, etc., being iced. Now of course, we don't intend to try and follow anybody else's example, but we conscientiously believe in that old adage that those who live in glass houses should never throw stones. I am quite sure Miss Moroney will agree with me. In other words, she stood in the parlor and saw the kitchen sink.

Our sincere sympathy is extended to Jerry Casey in the loss of his mother, who died the latter part of January.

Due to the fact that several of our soldiers and sailors have returned, Dennis Malone, Richard Wells, Jr., and Phillip Hanley have been transferred to other departments.

After not having heard from our old friend Charles Sublett for a long time, some of the girls inform us that they received

mail from him last week and he says even though he has been walked skinny it was worth it to be able to sing "The Star Spangled Banner" on the Rhine every night before retiring. We all hope to see Charles real soon.

We wonder if Mae knows of Harry's frequent visits to the yards, also if Harry told her where he took dinner the last time he made said trip. At present Harry is ill, and several people have their curiosity aroused as to who the young lady is that calls him up twice a day.

Tom McGovern is kind of down hearted lately; but don't you care, Tom, he hasn't deprived you of spending your noon hours with her, even if he does manage to converse with her seven or eight times a day.

Might we mention that Garvey Cavanagh is back from the navy?

Yes, Kathleen, your new style of hair dress is very becoming, but why copy, when other people like to be so exclusive. We thought you lived on the South Side, not the North, or have you been breaking into North Side society?

Mr. Goergen has been ill for several days, also John Curran, but both are back with us again.

Every now and then Mr. Brodrick gets excited and tries to freeze us out, and if it was not for Mr. Westall and a few more of his neighbors he would have the place converted into a fresh air sanitarium.

All apologies to Mr. Sheehan, for even seeming to call him "Johnny Trouble" as we did not know he like "Christopher Columbus" so much better.

Mr. Heffron has a very musical voice and we all appreciate nice music, but would like it just that much more if he would consent to change the program occasionally as "I Want a Doll" gets monotonous.

Miss Busch had a birthday not long ago, but we could not find out whether she was seventeen or eighteen and she just wouldn't tell.

Mr. Hughes spent a few days in Cincinnati and enjoyed his trip.

Our adding machine operators deserve credit for their good work, having had three "Shot Balances" in two days at closing cash time.

Car Record Department.

Several of the fellows in the Car Record Department have been commenting on the nice rosy cheeks Miss McCarthy has been wearing lately. Anybody wishing a set please answer the same advertisement Margaret did. Sent postpaid.

Mr. M. H. Witt, our new general clerk, late of the Out-Freight Department, is becoming used the change in working hours and seems to like his new position O. K.

S. Q. and Tuley have been exiled to the frigid climate of the Claim Department.

J. B. O. and Monson are flashing a pair.

of nifty green caps. What is it boys, the result of a bet or an auction sale?

Miss H. Pelley took a flying trip to 252 to give the home folks a chance to give her the once over.

The stork stopped off at the residence of R. N. Traux and left a bouncing baby girl. We'll take a Tom More, R. N.

E. Collins, our pet vamp, is all excited. She got a letter from Red Geary, an old timer from our own department, who has been in service. He says he'll be home soon. Oh, gosh, I'll never be ready.

E. Zippel (affectionately called Mr. Zip-Zip-Zip) is perusing a flock of deep books. We are unable to determine whether it's chemistry, golf or advice to the love lorn.

Schendle and Donahue still continue to make the clerks at the public library earn their monthly stipend. They have the doors worn out from passing to and fro. They drag home about a dozen books every other day.

Miss McCarthy received a letter from her "Blue Star" across the "Big Drink" He's coming home says she. We expect her job will be bulletined shortly after.

D'ye notice Ferguson and Peek warbling around the place at noon? When it comes to chirping they have Schenk and Van looking like a pair of ashmen.

Laura is feeling pretty jake again. Oh yes, Pat came back to work. What of it?

Do you all know "Young De Oro?" Ask Mr. H. (Money-ball) Murphy, he's hep.

Consolation

When the Big Ben resounds in the early A. M.,

Ain't it tough to drag out of the hay?
And prepare to go down to the office again
And to put in another long day?

How you wish you were flushed with the filthy old coin

So you'd not have to go to your toil
Why to think of your workin' the rest of your life

Is enough to make anyone boil.

Just think of it, no work, just layin' around
And nothin' to do till tomorrow.

No need to worry 'bout time clocks and such

And all other causes of sorrow.

And no need to wait till our friend the ghost walks,

When a hat or some shoes you're for buyin'

No necessity then, to economize when
To make both ends meet you are tryin'.

However, cheer up, there's lots others like you

We all are in much the same fix
We all would be rich if we had our own say
But the fault is we didn't have "picks."

Life's just like a lott'ry, and if on the draw
You didn't get in on the "pie"
Stick it out, keep on workin' and hittin' the ball

You'll get your reward when you die.

In-Freight Department

At 11:30, January 24th, our switching clerk, Mr. John Henry, celebrated Ireland's freedom by getting 35 cents from his friend wife, and then going over to the celebrated firm of Moler & Co., the barber's school headquarters to show one of the new pupils his wonderful block head, which has been there for quite a time. He waited one hour for an operation, and also received a wonderful treatment of laughing gas.

Mrs. Perrie has returned from her long sojourn in Houston, Texas, where her soldier husband had been stationed since last April.

EXTRA. Jimmy Murphy, Sanford Niles, Charles Real and Arnold Asquina (Bananas) left the United States, Saturday, January 25th, for St. Louis, where they spent Sunday. Bananas was surprised to find they had real money down there. The boys were all back on the job Monday, and reported having a good time.

Hooverize. Miss Helen Holtz is spending a great deal of time, also money buying thread, in learning to tatt. Anyone who has accomplished this art knows it takes a lot of string to string a knot, so any donations in string will be greatly appreciated.

February 15th. We notice our friend Chinck is all dolled up. The monstrous red sweater which has been so faithfully worn since July 1st has suddenly disappeared. Where's the dance, Chinck?

Anybody wishing to know of the life of the Great Tagora the famous Hindoo love lyric writer, apply to Miss Bessie Novak.

Who can enlighten us as to the spelling of the name given the inhabitants of Greenland and Arctic America? Mr. Humes says it is spelled Esquimau while Bessie Novak insists it is spelled Eskimo.

Miss Mae Bamberger is spending a couple of weeks down in New Orleans.

Cheer up Margaret, even if Sergeant Heckinger's discharged has been delayed for a little while, just think of all the lovely stories he will have to tell when he does get back.

Have you been up to the Rialto Bessie? No, I haven't seen a movie for a long time.

Big argument on the desk.

Wanted someone to decide whether Mul-

berry Valour is superior to blue and gold cloth for the covering of davenport.

If you want your wish to come true wish on a hay wagon. Ask Miss G. Rosenberg for particulars.

Out-Freight Department.

The mud in the street at Fifty-fifth and University Avenue is very dirty, at least J. H. Murphy says so. Surely he knows for he was well covered with it the other morning after a graceful fall.

S. O. S. "Telephone Elmer, a girl's voice."

We are glad to welcome home the following boys, who have returned from the United States service: Tom O'Connor, Robert Johnson, William Hamling, William Flora.

The morning Tribune especially reported Lieut. Carroll Rider, former clerk of this department as being with the 33rd Division, who did meritorious fighting at Argonne. Lieut. Rider was wounded in the hand.

Ella Hoppe and George Eisen are on the sick list. Their rapid recovery is hoped for.

David Lunebach relates a funny story about going to church "broke" and coming home with a lead nickle. Ask him to tell you.

"Who is the new girl on the carbon desk?"

"Why, her name is Catherine Probst. Nice isn't she?"

Compliment

Fordham is THERE with Division News in quantity as well as quality.

Accounting Department

Mike and Ike, or the Worries of the Income Tax.

The income tax is almost due,
But why let such things worry you?
The two old pals, Mike and Ike,
Same as the names, they look alike,
Are working on it every night.

Every one receives his little slip,
Then back to Uncle Sam it takes a trip,
All on account of Mike and Ike,
Same as the names, they look alike,
You'll find them working every night.

Holidays may come and go
While clerks rush too and fro,
But not so with Mike and Ike,
Same as the names, they look alike,
You'll find them working every night.

Some day Gabriel his horn will blow
And from this earth we all will go
Up above with Mike and Ike,

Same as the names, they look alike,
And no doubt there, will work at night.
—DeLong.

Beg Your Pardon

In the last issue there was printed an item concerning Mr. Belk saluting superior officers from sheer force of habit. For fear there might be any among us who are too literal minded to see this is pure exaggeration, and who might believe Mr. Belk guilty of this breach of military etiquette of saluting an officer of any description under cover, we tender this explanation.

Overheard in the elevator at Field's the day the 8th Regiment arrived in town:

First Lady: "What do you suppose is the cause of all the crowd?"

Second Lady: "Why, this is the day the colored Blackhawks get back to Chicago, don't you know?"

A perfect epidemic of moustaches has swept through the building and counts may victims in the Accounting Department. As the magazine goes to press we note among the number Walter Sheehan, (advanced stage), Gene Cochrane, Don Changnon, and Mr. Dumbrow. Don's moustache is scarcely perceptible as yet, but with care and attention it will no doubt be visible to the naked eye.

The fight for the title "Checker Champion" goes madly on every noon in our department, the players usually so engrossed in the game they forget to eat. While there are several very fine checker artists entered in the tournament, we understand Mr. David and Mr. Shapiro are considered rivals for the silver loving cup.

How to Be Happy Though Married.

Mr. Metts seems to know the secret for after three years of wedded life his wife, now in Louisville, Ky., addresses him in her daily letters as "Dear Darling Angel Daddy." Remarkable after three years, n'est ce pas?

We are glad to report that Lester Putnam, who has been quite ill for a week with a severe cold is well again and able to resume his work, but what we would like to know is what occasioned the red mark on his noble brow the morning of his return to labor.

What are the girls reading, they that used to peruse,

The columns of beauty each days in the News,

Or when in great doubt where to place their affections

Would ask Laura Jean Libby—then follow directions.

They read that no more, that's all at an end,

They're too busily reading "The Soldier's Friend."

Even the scandals they now have turned down,

The "Letters in Court," only cause them to frown,
with disdain

Then turn to the back of the paper again.

Wherever they start they surely will end
When they come to the heading "The Soldier's Friend."

When you ask their opinion on news of the day,

They look sort of bored and walk right away,

So when there is something you really should tell,

Just start out like this and all will be well;

"The news is peculiar, I'll always contend,
But I read it today in "The Soldier's Friend."

But if you're anxiously waiting to hear the good word

That at least they're releasing the old 83rd.
Or who's in the army that's watching the Rhine,

If it's true that the doughboys drink nothing but wine

Just ask one of the girls; all your troubles will end,

For there's no news that skipped in "The Soldier's Friend."

Gladys M. Yarwood.

Terminal Freight Agent, Fordham

Mr. H. L. Heywood, train yard clerk, was absent from duty January 19th to 26th inclusive, on account of ptomaine poisoning. Rabbit warns us of the dangers lurking in a simple can of salmon.

Mr. H. Mayer, grain clerk, local office, Chicago, Ill., paid us a visit Saturday afternoon, January 18th. All who knew him were glad to see him and those who did not were indeed pleased to make his acquaintance. We hope more of the folks will come out to see us occasionally.

Mr. Jno. Flanigan, inbound clearing clerk found on January 19th, a pocketbook containing money and valuable papers, the property of Mr. H. H. Bud, stowman at the Fordham Transfer Platform. Same was restored to its owner, and we all feel Mr. Flanigan should receive mention.

Mr. George Smith, outbound rate clerk, visited friends at Homewood, Ill., January 26th.

Miss Katherine Rupp, car record clerk, has been absent from duty a few days on account of illness.

Miss Anna Gibbons, car record clerk, visited friends at Centralia, Ill., January 11th.

Miss Rose Benjamin, interchange clerk, and Miss Hazel Nichols, steno., visited Mr. Edward Hohnhaus, disposition clerk at his residence Homewood, Ill., Saturday, February 15th, where he has been confined for several days, ill with the flu. He wishes to express his appreciation to the entire office force for the beautiful flowers which were sent him.

Terminal Agent J. B. Hamilton, representing J. L. East, superintendent freight service, addressed agents of Southern Lines at Memphis, Tenn., February 6th and 7th.

ILLINOIS DIVISION

On Saturday, February 8th, Champaign was honored by a visit from Messrs. Clift, Thompson, Downs, Blaess, Bell and Wilbur. They were pleased to inspect the division offices and made a trip through the new Champaign yard now in course of construction.

Mr. J. L. Beven also found his way to the offices last Thursday, the 6th, on his first visit.

The Agents' Organization on the division, which has been in a state of somnambulism for several years, has again been revived by Superintendent Patterson. Their first meeting will be held on February 22nd. Agent P. W. Wright, of Champaign, has been appointed temporary president and Agent M. Dorsey, of Mattoon, will temporarily act as secretary. Permanent officers will be elected at the first meeting. It is hoped, with the encouragement by Mr. Patterson, these meetings will accomplish much good by bringing about a closer association of agents with each other and with their respective organizations.

Mr. M. A. Sheahan is a new addition to the Road Department. Mr. Sheahan comes to us from Chicago and succeeds Mr. F. C. Wenthe, who has returned to his lumber business at Effingham.

Mr. W. O. Walker, formerly resident engineer at Champaign and recently instrumentman in the division engineering party, has been transferred to Mr. Blaess' office, at Chicago, and is now assisting Chief Draftsman Turlay. Mr. Walker is succeeded on the division by Mr. Leslie Day, late of Markham Yard. Mr. Day is not long with the road, but already appreciates his good fortune in having located with the Illinois Division.

Also it might be well to mention a few items concerning our distinguished Account Department. It perhaps has been noted that of late most all the members of this department have their glasses—no, we mean specs. It has been said, too, that imitation is the sincerest form of flattery. We do not know who was first to contract the "Flu" but whoever it was, he

should feel flattered at the way our accountants endeavored to imitate him. It seems "Everybody's Doing It." It is with pleasure that we again look upon the rosy cheeks of Miss Zoe Friend, view "Heine" Zimmerman's brand new mustachios and laugh at the witty remarks of Timekeeper Johnson. Miss Friend, Mr. Zimmerman, Mr. Johnson and Mr. R. E. Laden, traveling auditor, temporarily employed in the accountant's office, were the principals on the sick list. Chief Accountant Duggan also had a touch of the "Flu," but he simply didn't have time to get sick, so it left him early.

When asked how things in his department were running, Mr. Thomas Neary, chief clerk to the roadmaster, jokingly relieved himself of the following: "Everything's O. K. in the Road Department, as far as we know—but we don't know very far." We know it's witty, Tom, but how truthful is it?

Messrs. Delano and Smittle were business visitors to the superintendent's office on Monday, February 10th.

Mr. C. Cole, formerly clerk to Trainmaster Baker, has returned from the army and we now find him holding down a desk in the superintendent's office.

Mr. F. B. Oren was appointed roadmaster for the division, effective February 1st. Mr. Oren comes to us from the Indiana Division, where he was responsible for much good work.

Mr. L. C. Meskimen, water works foreman, is having a little trouble finding quarters for his family in Champaign. "Les" is moving to Champaign from Kankakee.

SPRINGFIELD DIVISION

Superintendent C. W. Shaw was a St. Louis visitor recently.

Division Accountant Warrick spent several weeks in Carbondale during February.

Assistant Chief Clerk C. May was a Bloomington visitor the afternoon of February 5th.

Misses Clara Hoyt and D. Morrison recently spent a day in Springfield visiting friends.

H. Getzendanner has accepted the position as office boy in the superintendent's office, relieving Edward Lonergan who resigned.

Wayne Burkham was checked in as agent at Shobonier, February 6th, vice J. C. Lloyd, resigned.

B. E. Hagvill was checked in as agent at Biggs, February 3rd, vice H. Bennett, resigned.

W. L. Nelson was checked in as agent at Mt. Olive, February 4th, vice S. Messenger, who accepted a position as second trick operator at Springfield.

R. H. Manchester was checked in as

agent at Buffalo Hart, January 30th, vice W. H. Rooker, transferred.

A. Tenant has been checked in as cashier at Clinton freight house, vice L. E. Barton, transferred.

Superintendent G. E. Patterson, of Champaign, was a visitor at the division offices the morning of February 12th.

Claim Clerk R. Mann and family were Decatur visitors recently.

F. E. Martin, of the chief engineer's office, called at the division offices February 13th.

H. R. Peters, of Chicago, called on friends at Clinton on Valentine Day.

Jess Vallow and wife have gone to California for a two months' visit and for the benefit of Mrs. Vallow's health.

Operator C. O. Gray is on leave of absence.

J. C. Westerholt attended a meeting of telegraphers in Springfield. Mr. Westerholt says the tracks are pretty rough walking.

George Phillips, operator in CO office, has returned to work after being absent for several weeks on account of the "Flu."

W. W. Huff attended a meeting of railroad dispatchers in Chicago.

Chief Dispatcher Mallon and wife spent a day in Chicago recently.

Operator C. D. Roby has returned from Hot Springs where he spent several weeks for the benefit of his health. Charles says he is feeling fine and weighs more than he ever did.

Miss Helen Benson and Miss Esther Smith went shopping in Decatur.

Mr. and Mrs. Earl Banks spent a day with Mrs. Banks' parents, Mr. and Mrs. Reiser, at Ashley, recently.

Mr. W. A. Golze and Chief Dispatcher Mallon were in Decatur for several days working on the new time table.

Mr. C. L. Zaneis, traveling engineer, made a trip over the Clinton District.

Mr. Harry Smith, chief yard clerk, was a Springfield visitor.

Trainmaster's Office

Conductor Clyde Hoyt, of the Quarter Master Corps, Remount Depot, Camp Dodge, Des Moines, Iowa, was in Clinton a few days recently, visiting relatives and friends. He was returning from Pana where he had been called as a witness in the company's law suit. Clyde says he has no idea when he will be discharged from army service.

Brakeman Guy Holloman has been granted an extended lay off and is visiting relatives in Chicago, also taking in the sights. No doubt Guy will have some great stories to tell about the "Windy City" upon his return.

Conductor J. L. Ford who has been sick for the past several weeks, has again re-

turned to work on the Clinton-Springfield local.

Brakeman W. C. Ferguson is certainly a strong believer in an early spring, as he has already started getting his flower beds in shape. From the amount of flowers he expects to have we are wondering what he intends to do with the surplus.

Day Phares, former yard clerk, has been honorably discharged from army service and returned to his home in Clinton. Day was in France for five months, but did not get to the front line trenches before the armistice was signed.

Conductor Art Clause was a visitor in Springfield. Why such frequent trips to the Capitol City, Arthur?

Clyde Robinson, fireman has been granted leave of absence to visit his father near Nevada, Mo. It is probable Mr. Robinson will decide to remain in Missouri and move his family there.

Pearl Stewart, brakeman, who was temporarily laid off on account of slack business, has resumed his old trade as "chin polisher," and is working in the C. L. Jones Barber Shop.

A lot of the boys who remained at home and bought nut sundaes and movie tickets for the girls are finding out since the boys in uniform are home, that women are fickle creatures.

Mrs. T. B. Scott, wife of Engineer T. B. Scott, has returned from Strah, Ind., where she has been for the past few months. She was called there by illness and subsequent death of her mother.

On February 4th Miss Louise Reiser, popular stenographer and clerk in the superintendent's office received a very mysterious (phoney) message from somewhere in the U. S. A. She immediately asked for and was granted a lay off for a few days. The "bunch" was suspicious and on investigating found that Brakeman Earl R. Banks, just recently discharged from army service, at Camp Grant, was absent from his usual haunts. They returned to Clinton on February 5th and from their action we knew they had taken the fatal leap. By getting busy on the wire with St. Louis it was discovered Miss Reiser and Mr. Banks were united in marriage in the court house in St. Louis by Judge John McCarthy, on February 5th. Mr. Banks is a son of Mr. and Mrs. L. D. Banks, of Clinton, and Miss Reiser is a daughter of Mr. and Mrs. Martin Reiser, of Springfield, Ill. Both are well known here and have a host of friends who wish them success. Their future plans have not yet been disclosed, but Louise and Earl say they are not bothered by the H. C. L., as they believe in letting "Hartman Feather Your Nest."

Elmer Williamson until lately a Morse operator in the office at the Great Lakes,

has been honorably discharged from navy service and resumed his old job as third trick operator in "Co." office, Clinton.

Engineer Thos. Grason, wife and daughter, Florence, are visiting relatives in Denison, Iowa, and Omaha, Neb. They expect to be gone several weeks.

Mr. and Mrs. Fred Holsinger are the proud parents of a brand new baby boy, born on February 13th. This is the third child and second son. The new arrival weighed 8 pounds and will grow to be a railroad man like his father, who is our general foreman, at the Clinton Shops.

Road Department

Word has been received from Regt. Sgt. Maj. John Phillips, of his arrival in New York from France. Mr. Phillips was formerly employed as chief clerk to Roadmaster Russell, but has been in the service of the U. S. Army for the past year and a half.

Mr. Ben. J. McAboy, motor car repairman, visited friends in Havana, Sunday. "Buzz" says he doesn't like Havana any more, and will stay home on Sunday in the future.

Sgt. George Lipsmyer, formerly employed at the I. C. depot at Clinton, but now located at Fort Sill, Okla., is home on a short furlough, and while here visited his friends at the I. C. offices.

Miss Olive Draper, clerk roadmaster's office and mother, Mrs. S. C. Draper, visited Chicago, Ill.

Mr. F. T. Kraft has returned from a business trip over the Rantoul District.

Miss Edna Burke, stenographer in the roadmaster's office, recently spent a day with friends in Champaign, Ill.

Kang Chin Luke, our very popular Rodman, is shortly to become a benedict. Within the month, Luke informs us, he is to start for Frisco to claim a bride of his race in the interesting Chinatown of that city. The bride to be is the daughter of a well-to-do merchant at that point, and is at present engaged in settlement work among her people. The entire force extend to Luke our heartiest congratulations, solicitations and commendations, and we anxiously await the return of Kang and his bride of the Orient. After Luke has assumed the solemn vows and obligations of the mystic order of benedicts, the entire road department force will be married men. It is with considerable pride and inflated chests that they announce this fact and to exclaim in words not entirely dissimilar to those spoken by the indomitable Pershing, at the tomb of Lafayette, "Roosevelt! We are here."

Mr. W. W. Caniff, of the Hall Signal Company, is on the division making some changes on block signal motors.

The office of Assistant Engineer Croft has undergone a complete renovation. New

vertical file cases have replaced the old tubular ones and the entire office bears an entire different aspect. The force are now anxiously awaiting the annual visit of the janitor and window squeegee and are looking forward in fond anticipation to the time when the offing is discernable, save through an open window.

Mr. W. K. Horn, extra gang foreman on this division, is visiting his family in New Orleans. Mr. Horn expects his family to return North with him.

Mr. A. McNabb has accepted a position as signal maintainer at Marine, Ill., vice Mr. J. F. Simms who takes a similar position on the Indiana Division.

Signal Maintainer Reynolds at Bloomington, Ind., has returned to work, after being off for sometime account of being very ill with influenza.

Mr. W. P. Stanton, chief clerk to Roadmaster Russell, recently spent a day with relatives at Pana, Ill.

Clinton Shops

Mr. A. E. Walters, assistant storekeeper, made a business trip to Memphis, Tenn.

Otto Young, MCB clerk in the Car Department, has returned from a visit in Centralia.

Charles Clemons, account in the Store Department, made a business trip to Chicago.

H. L. Needham, master mechanic, made a business trip to St. Louis.

Mabel Thomas, timekeeper in the Car Department, visited in Decatur.

Ella Hickman, invoice clerk, and Madeline Bradley, clerk in the Store Department, visited in Decatur.

Miss Ella Hicken, who went to Chicago to enter the Illinois Central Hospital for treatment, is reported as getting along nicely.

WISCONSIN DIVISION

Agent A. A. Carmichael of Amboy was called to his home in Nebraska on January 23rd, because of the death of his mother.

Claim Agent R. W. Condit appears very busy for the past two weeks getting his golf paraphernalia.

George J. McKenney, recently discharged from the Army, has resumed his duties as Clerk at Dixon.

Owing to the warm weather, ice prospects at Dixon have passed to the great beyond. The I. C. will lose about 300 cars on this account.

Three Operators are now employed at Dixon, J. W. McLarnon being the addition.

Saturday, February 8th, Joseph F. Franz, formerly employed as Clerk in the Local Freight Office at Freeport, resumed work after eight months' Army Service.

Master Mechanic's Office

The office force is in receipt of a very

interesting letter from Private Harry A. Rust, former Chief Time Keeper at Freeport Shops, who is now in Luxemburg. Harry is now back at his old occupation—helping to get out pay rolls in the Personnel office. He reports having a good time so far and lots of good things to eat—but no sweets, which is very hard for Harry.

Franklin Secker, who has return from the S. A. T. C. at University of Illinois, is now working as Clerk in Master Mechanic's office.

The office force is very grateful for the few improvements made in the office the past month, which were very badly needed. The walls have been redecorated and a new lighting system installed. Thanks to whom the thanks are due.

Mrs. Coble has resigned as Stenographer in the Division Storekeeper's office, position being filled by W. H. Zimmerman.

Incidentally we would like to add that one of the girls in the office wishes Harry Meyers would get some office supplies, pencils, etc., and keep them in his own desk, as he seems to be causing a great deal of trouble, canvassing the office daily in search of pencils, scratch pads, etc.

Master Mechanic Ormsby and General Car Foreman McCloskey were at Amboy recently and they report work on the new facilities practically completed. Everyone is complimenting Foreman D. M. Reilly on the new facilities. Amboy now has the appearance of the busy railroad center that it was years ago, when it was one of the principal terminals of the Illinois Central.

Rockford, Ill.

Miss Evelyn Driscoll wears the "General" insignia. Just where it came from we are unable to say. It is understood that she is entitled to wear this insignia and it is taken for granted that the colors will soon be named.

Miss Florence Geiler, who is considered by the City of Rockford to be the most congenial and courteous telephone operator in the city, seems to be intensely interested in a part of the organization of the Chicago and North Western Freight Office. Just what the cause of this interest is, is not explainable at this time.

Chief Clerk Howard has been tremendously burdened with the influenza. Stanley says he does not care for a repetition of this kind of entertainment at home.

Demurrage Clerk Harry Carlstrom recently read a thermometer "ten below," which caused a severe case of ears freezing immediately, previous to which he had been comfortably warm.

Suggestion—"Do not read thermometers in the winter time."

Mrs. Smith, Abstract Clerk, recently visited friends in Bloomington.

Cashier Steve Jackson and wife visited in Chicago recently.

Claim Clerk Ed Lender and wife spent the week end in Chicago.

Mr. S. J. Rasch, Building Inspector, who has been located here during the recent erection of the new freight house, returned to his home in Chicago. During his stay in Rockford, Mr. Rasch formed many lasting friends and by his congenial personality and warmth of heart endeared himself to all at the Rockford station.

Mr. W. H. Paschen and Mr. W. J. Mulvaney, of Freeport, electricians for the Wisconsin Division, were here several days installing the lighting system for the warehouse. It is indeed a pleasure to meet these two men, for while they speak a dialect all their own, they are extremely accommodating and genial and are always welcome visitors at Rockford.

Harry Mutimer, load checker and general "platform overseer," seems to be something of a psychologist. He appears to understand the effect which a word from him will have on the minds of the majority of our boys. He knows just what to say in order to arouse the wrath of "Shorty" Ray and his crew and he understands how to speak in order to provoke a torrent of sarcasm from John Shrimm and his gang. After "stirring up the varmint," as he terms it, he walks down the platform laughing to himself, for Harry enjoys a little fun along with the work.

This station now has a chamber of horrors and as we hark back to the old days, we almost regret that the Building Department has performed its duty so well. In olden times, Foreman Holmes would chastise an offender wherever he found him with many gestures and slightly colored language and all would be lovely ever after. But now, alas, times have changed. The luckless and frightened victim is invited to the private office, where with locked door and drawn shades he is told just how rotten his work is and of how narrowly he has escaped execution at sunrise. Consign us to jail—throw us into the guardhouse, sentence us to nine trips on the milk train, give us a dose of snuff or of castor oil, but invite us into the private office—never.

Sanford Collins and Dave Evans of the downstairs office seem determined that their bright new home shall not be contaminated by evil influences and they are planning on out-talking signalman "Red" Cheeseman into printing the following inscription to be hung in their office: "No Profanity," "No Tobacco," "No Cigarettes," "No Lying," permitted here. Verily these moral family men are taking no chances on anything savoring of evil.

The old Italian gate keeper was pretty

angry. He had run out of signal oil for his red and green lights and, therefore, came to the freight house after a gallon or so. His command of English was limited and no one could understand what the old fellow wanted. However, he observed Geo. Holmes and in the lingo of Sunny Italia poured out his troubles to him. Mr. Holmes being a keen observer and having had much experience with those from the country shaped like a boot finally made out what the man wanted and saved his life. Mr. Holmes reads Italian fluently, having acquired this knowledge from reading Italian made bills of lading as well as inscriptions on shipments of "Red" and "Macaroni."

Since being appointed tool keepers, Mike Kelley and Ridgely Fisher have acquired a unique collection of all kinds of plunder in the way of bars and rollers, sufficient rollers to stock a lumber yard and enough bars to keep a foundry in scrap iron for a month. Where under the sun these boys discover this loot is a mystery but just the same no tools get away and if more can be collected, then why worry.

Fassing of the Old Check Office

The old freight check office, which for over thirty years had seen active service for the I. C. R. R. here, was torn down not long since to make way for a new and strictly modern office. With the passing of the old shack, there comes a feeling of near sentiment, for it had its being when the I. C. first built its line into Rockford and it has done its share in making the local station what it is today—the largest, busiest and best equipped in the city, and Northern Illinois as well.

The old joint was a "rookery," a germ breeder and a general eyesore. It had grown foot by foot—a board added here and a scantling there—until it was quite large at the time of demise and it bore the scars and bruises of the days gone by, until at the last it bore no little resemblance to the proverbial coat of Joseph.

The old check office has gone and so have many of those who formerly occupied it—men who fought the game as men always will fight it, faced intricate problems as men now face and must continue to face and who, in their pride of doing work well, strived and struggled to reflect credit upon themselves and the road they worked for. Many of these former employees have "checked out" for all time, and let us hope they have not "checked short."

Thousands of feet have crossed the threshold of the old place—thousands of eyes have gazed upon the interior with its dingy walls and semi-artistic furnishings within. Thousands of tongues have joined in the rabble and arguments, for which the

place was noted, for the "I. C." was always a sort of general meeting place for men engaged in hauling freight.

Within its walls men have striven for promotion and merit—many of them have not done so in vain, while others have departed from its friendly atmosphere with bowed head and aching heart, for the old bailiwick had its tragedy as well as its comedy and a typical game of life was played there and memories linger around the old relic, now nothing but a remembrance.

The old office has passed on and there is no regret. In its stead is a modern railroad office. Floors white and glossy, walls clean and bright, and where men once worked amid dirt and artificial light, the pure fresh air and God's glorious sunlight predominates and hissing steam radiators have forced out the mussy, dirty old balloon stove, emblematic of any railroad office. All is new and fresh. A spirit of refinement and of contentment seems to prevail throughout—not only the new office, but everywhere in the station. Everyone seems to sense and appreciate that at the present time there are better working conditions, better pay, better treatment and more privileges at the I. C. Rockford Station than any place in the city, and regard it as a mark of honor and of prestige to be a part of so great a railroad system as the I. C. R. R. and to be employed at its Rockford Station.

Down in the boiler room of the heating plant, there toils a mysterious man, whose life has been devoted to railroad service. True, he is not as young in years as he once was, but his loyalty is unquestioned and he is faithful. As "Dad" bails scoop after scoop of coal into the seething furnace, his thoughts revert to days when he fired the biggest and fastest locomotive on the old Iowa Central. As the fire roars and the steam hisses, "Dad" Wallin harks back to the times when he held the throttle of old 772, the "high roller," which for years yanked the C. B. & Q. limited across the Iowa prairies night after night, and in fancy he is again giving the old girl her head and swinging along at a mile a minute gait. "Dad's" present engine does not move and "Dad" does not care. He throws in a fire, then sits in his easy arm chair and puffs contentedly at his old cob pipe. He takes an occasional slant at the water glass and the steam gauge, then throws in another slug. "Dad" may be alone in the world and he may also be a recluse, yet he is a man among men, he has depth of character and enjoys the good will and respect of all.

Our genial Assistant Agent, Mr. B. F. Williams, was visiting the East Rockford station the other day and while there was loud in his praise of the fine fraternal spirit existing between the boys at this station

and those of East Rockford. While thus engaged, he was interrupted by the ringing of the telephone and being the nearest one to it Mr. Williams took down the receiver and answered the call. On the other end of the wire was one of our men who with heart filled with malice and supposing he had the right east side fellow on the line, was pouring out his troubles by the gallon. He was denouncing Seventh Street, and the east side in general and the I. C. station crew in particular, when the listener asked a question. Then the storm broke and the whole outfit was told just what they could do and where they could go, etc. After hearing all the man had to say, Mr. Williams introduced himself and great was the surprise of the erstwhile defamer of east side character. However, the faith of Mr. Williams in human nature has not been shattered and our boys have asked him to leave the telephone severely alone when visiting the East Rockford Station.

George Holmes, Thomas Martin, Vern Lundberg, and Jud Wells indulged in a heated argument one day recently. The argument was of a political nature and was commenced by Mr. Holmes declaring if Andrew Jackson was nominated for President two years hence, that he would vote for him. Exceptions were taken to this statement by Mr. Martin, who insisted that there were old time democrats in the running yet, such as Grover Cleveland and others whom he was duty bound to support. Mr. Lundberg admitted that while he was no politician, yet he was in favor of putting up Charlie Blewfield for President of the United States, no matter what Mr. Holmes' or Mr. Martin's ideas were. Mr. Wells had nothing very violent to say, but insisted that there was an old horse trader down at Polo that had them all beat and he would vote for him if nominated, which he thought ought to be done. At the next election the local I. C. delegation must be seriously considered.

Sam Northall and Push-Um-Up-Joe engaged in a somewhat wordy war one day recently. Since the use of real English is rather restricted with each of them, nothing much came of the argument further than to pay loud respects pertaining to the fore-people of both Sam and Joe. It is said, however, that some of the platform "angels" learned an entirely new vocabulary in modern and ancient expressions of profanity.

Hank Johnson bears the distinctive reputation of being an authority on the matter of figuring time and pay. It is said that Hank knows to the cent just what his yearly income will be, not counting of course the matter of back pay, which, as we are glad to say, is a thing of the past. However, Hank is a good old scout and can talk four languages, including slang

and profanity, and can converse fluently with Push-Um-Up-Joe in that, barbarous dialect they alone know.

We are informed that the trucks at this station are soon to be equipped with automatic brakes. This move is fostered locally by the Safety First Committee in view of the near accident to several of "Shorty" Ray's crew, whose trucks broke away from them and raised no little disturbance. It is said that several of these men could not catch the fugitive trucks and it remained for Verne Lawson, who is an ex-cowpuncher from the wilds of New Milford, to lasso and round up the stampered trucks, thus restoring order.

ST. LOUIS DIVISION

Mounds, Ill.

District Surgeon Dr. C. J. Boswell and wife left recently for a few months' sojourn in California for the benefit of the doctor's health.

Special Agent J. H. Miskell, of Carbondale, transacted business in Mounds, the 12th.

J. W. Harding, switchman, is in I. C. Hospital at Chicago, where he underwent an operation. His many friends will be pleased to hear he is doing nicely.

R. B. Goe, of Chicago, inspector of weights, was a business caller Friday, the 14th.

Foreman J. B. Jones and Inspector B. H. Lentz were called to Jasper, Ala., as witnesses in a stock trial.

A special train bearing regional director and managing officials made a brief stop the 12th, inspecting shops and round house.

Real estate transfers are quite frequent nowadays, an increased number of employees heretofore renting property are purchasing homes of their own.

Night round house foreman, G. E. Giles, is in the hospital at Chicago for treatment.

Miss Ruth Reed, steno in general foreman's office, was off duty a few days on account of sickness.

Chief Operator Geo. E. Chance spent several days in Chicago on business.

Engineer Wm. Crain has sold his home here and will remove to Centralia.

Secretary J. C. Mench, of the local Y. M. C. A., left the 12th for Chicago on business.

E. A. Parks, accountant in master mechanic's office, East St. Louis, was calling on friends in Mounds the 13th.

INDIANA DIVISION

On Feb. 1st General Superintendent J. J. Pelley favored us with a visit from Mattoon to Evansville.

Supvr. B. & B. J. J. Sekinger went home to Chicago sick recently—all indications of the flu.

J. B. Brumleve, of the B. & B. Department, is smiling lots these days—his son

Ralph just returned from France a few days ago.

The girls of Mattoon office were pleasantly entertained one evening at the home of Miss Lucille Yount, stenographer to road master. Most of the evening, music was indulged in, then a delightful luncheon. Those enjoying the good time were: Misses Essie Reams, Norienne Quinn, Victoria Gustafson, Florence McShane, Helen Lee Brooks, Mrs. Zella Rose and Mrs. Laverne Mitchell.

Saturday, February 15th, the closing up of work authorities came to a completion and the auditors who have been with us the past several weeks departed. F. E. Martin and G. G. Graham represented the Engineering Department. Mr. Moody remained only a portion of the time. Division Accountants R. E. Laden and J. S. Schwartz also assisted.

Francis Hanrahan is a new clerk in the Accounting Department.

O. A. Knight has been appointed assistant chief clerk to Superintendent Roth.

Lawrence Searcy, formerly of Master Mechanic Bell's office, was recently married to Miss Bessie Shriver, of Evansville. Mr. Searcy is at present office manager of the Haas Cigar Company of that city. The couple have the very best wishes of Mr. Searcy's former office associates.

Effective Feb. 1st, F. B. Oren became road master on Illinois Division; he is succeeded on Indiana Division by G. M. O'Rourke.

Word from Warren Stephenson in France "listens" like he may be home pretty soon.

Each member of the chief dispatcher's force has been given the privilege of naming one of Ollie Hallman's pigs—said animals are "doing fine."

Earl McFadden is a new clerk in chief dispatcher's office.

Misses Victoria Gustafson and Florence McShane went to Latham recently to enjoy "a big country dinner" with the agent and his family.

Miss Essie Reams of superintendent's office, recently spent a couple days in Chicago.

With reference to the Evansville Employees' Basket Ball Team mentioned in last month's issue: Following from the Evansville Courier, Feb. 2nd: "One of the hardest fought games pulled off in the Industrial Basket Ball League was staged at the Y. M. C. A. gymnasium last night when the Illinois Central team defeated the Standard Oil Club, 19 to 12. This gives the railroad boys the coveted championship. There is another night of play, but the leaders have lost only one game and cannot be overtaken. The battle began from the start and at the close of the first half the Stand Oil team was leading 6 to 5. In the final half the railroad lads showed they were in better shape to withstand the

strenuous rushes about the floor and soon got the lead and held it."

To celebrate, on the night of February 19th, a banquet was held at the home of A. W. Walling, manager of the team. The members, with various relatives and friends, made a party of thirty-two. Talks were made by Chief Clerk D. M. Nation, C. W. Helsmeier and A. W. Walling, captain and manager of the team. A vote of thanks was given Mrs. A. W. Walling and Mrs. Jas. T. Walling for their skillful preparation of the banquet. The trophy shield was on display, also the silver medals awarded each member.

Sergeant Leroy Shoemaker, formerly machinist at Evansville, Ind., has received his honorable discharge from the radio service and has resumed his duties.

Leonard Houscher, accountant at Evansville, is again ill with the "after effects" of influ.

S. S. Morris, chairman General Safety Committee, Chicago, lent his presence to Division Safety meeting held in the office of Superintendent Roth Monday, February 17th.

The death of Mr. John (Doc) Bruner, crossing watchman at Franklin Street, Evansville, occurred at 6 o'clock, Thursday morning, January 30th. Mr. Bruner had

been ill a long time with cancer of the stomach, but was on active duty until twenty-four hours before his death.

"Doc," as Mr. Bruner was known among his friends, was the oldest employee on the Evansville terminal, having been in the service of the Illinois Central for over twenty years. During this time he held the position of warehouseman, and crossing flagman. During the time that he was watchman, not a life was lost at the crossing which was in his care. He was watchful, alert, and all who knew him say that he was the best, and most careful flagman that they knew.

We will miss "Doc." We are going to miss his familiar figure waiting for the noon passenger train to arrive. "Doc" always stood close to the tracks, and grabbed the bundle of mail as the train swept past him, and on pay days, "Doc" was the most popular fellow of all, because he had the long looked for checks in his little bundle of mail. "Doc" has left us, to flag in an Eternal World, and we extend our heartfelt sympathy to his wife and other relatives.

Mr. D. M. Nation, chief clerk, Mr. P. H. Sheedy, yardmaster, Mr. W. H. Slater, claim clerk, Mr. B. P. Steinkamp, foreman, and Mr. Joe Reis attended the funeral as representatives of the Illinois Central, and served as pallbearers.



1.—CLIFFORD TOWNSEND, 2.—LEROY SHOEMAKER, 3.—ARTHUR WALLING, Manager, 4.—CHARLES COLEMAN, 5.—FRANK BARTLETT, 6.—CLARENCE HILSMIEIER, Captain, 7.—HAROLD TOWNSEND.

Mr. L. Jobe, recently returned from military service, has returned to work at Mattoon Shops as piece work checker.

Mr. G. W. Fuhr, regular engineer in local service between Peoria and Decatur, is spending the winter months with his wife at St. Petersburg, Fla.

Mr. C. R. Wood, chief accountant in office of master mechanic, paid a visit to a friend (if you would see Clarence smile, you wouldn't say "friend") "somewhere" in Indiana last week.

KENTUCKY DIVISION

Happenings of Interest at 12th and Rowan Street Local Freight Office, Louisville, Kentucky

Due to a severe cold, Miss Alice Alsmiller, third bill clerk, was confined to her home a couple of days.

Mr. E. E. Troyer was here in conference on January 16th in the interest of Muldraugh, Tip Top and Stithton.

Mr. G. R. Hurd, supervisor of fire protection, Chicago, visited here on January 24th and made inspection of the terminals.

Mr. B. M. Skees, our station accountant, spent Saturday and Sunday in Hopkinsville, Ky., visiting relatives.

Mr. John Higgins was indisposed on January 29th, but is at his desk again.

After having been a flu victim for a number of days, we have with us again Walter Smith, assistant per diem clerk.

We were pleased to have with us on January 20th, assistant chief clerk, Mr. W. V. Millikin, from the Auditor of Freight Receipts' office.

Miss Josephine Jecker is at her desk again after a few days' illness.

Mr. Michael O'Toole, from Fort Benjamin Harrison, and Mr. Earl Hardaway, from the Great Lakes Naval Training School, have assumed their duties again.

Mr. J. F. Shepherd, general auditor of receipts, Chicago, paid us a visit on February 7th.

Miss Elizabeth Jenkins has returned after a brief illness of a few days.

Mr. John S. Divers, inspector demurrage and weighing, Chicago, was here on February 11th, making a demurrage check.

Sergeant E. A. Gilligan, former rate clerk, is expected to resume his old duties in the near future.

Thomas P. Finnegan, from the Great Lakes Training School, has resumed his former duties of car service clerk, having served our country and been honorably discharged by it.

Wire just received by Train Master Downs from Asst. Chief Dispatcher Jewell, who is in Dallas, Texas, in the interest of some oil wells, states they have 400 acres leased and expect to start drilling by March 1st.

The Princeton Terminal Safety Commit-

tee held a meeting in office of Train Master T. A. Downs the 12th. There were quite a few present and we had quite an interesting meeting.

Dispatcher L. K. Butler, who has been working as night chief in Louisville, has been transferred back to Princeton.

Dispatcher J. G. Vaughn, who has been quite sick with typhoid fever is now back at work.

Dispatcher A. S. Pitzer and wife spent two days in Louisville this week.

General Superintendent Egan made a trip over the Evansville district last Monday.

Richey Prichard, timekeeper at Louisville, spent Sunday with his mother in Princeton.

Misses Mabel Hoover and Gertrude Maxwell, message operators, and Miss Marion Waggoner, of the supervisor B. & B. office, spent Sunday evening in Hopkinsville shopping.

G. K. Underwood, who has been on the sick list, is back at work.

Agent H. W. Blades and Conductor L. T. Webster are in Louisville today attending Division Safety meeting.

Asst. Chief Claim Agent P. M. Gatch spent a few hours with us the 14th, enroute to Evansville.

MEMPHIS DIVISION.

We understand indirectly the 13th Railway Engineers now in France will sail for United States some time this month. There are several Memphis Terminal employes in that Regiment, and we will be glad to welcome the boys home.

Yard Clerk, E. W. Miller has returned to duty after having been stationed with U. S. A. Cavalry at Camp Bowie, Texas, the past several months.

Fuel Inspector, L. C. Joffrey, was a visitor at Memphis.

Capt. Lee A. Stone, of the United States Public Health Service, who is most ably assisting the Government. Work in a better health crusade gave a short talk to the men in the shops during the noon hour, Friday the 14th.

Weren't you glad when George selected Feb. 22nd for his birthday this year. Of course it would have suited us just as well if he had decided on Wednesday, which is matinee day, but we sure are thankful he was not born February 29th. Think of waiting four years for another holiday.

Its gotten so when the telephone rings during the noon hour in the master mechanic's office that we know just who is wanted. If it is a long loud ring on 34, its "Billy" calling "Mack." Sounds like a vaudeville team, doesn't it? "Billy and Mack." By the way, Mack is our lady bureau of information.

The "We bring our lunch every day" crowd, under the chaperonage of our two

automobile owners, went out to the Rustic Hut on the Speedway last Saturday and took lunch. Now when you talk about barbecued meat—why that is where you get it. Of course, it snowed before we got back, but who cared. We were crowded in too tight to get cold. We hope to make these Dutch treat parties quite popular this summer.

Jack Farmer, ticket clerk in the division storekeeper's office, took a flying trip to Jackson, Miss., last week. He says he went to see his mother, but although we are not from Missouri, we need to be sighted in this case.

When it comes to playing messenger boy, Frank Swift is all O. K. Why if that man would charge 10 per cent for the lunch purchases he makes every day on McLe-more, he'd never have to ask the Mrs. for a refund from his monthly checks.

Wonder what's the attraction. Just a holiday and the next thing you hear is "All aboard for Paducah." Guess it is the street car service.

Although peace has been declared and spring is almost here, Mrs. Ramsey, assistant timekeeper for the shops, is still knitting on that sweater. When asked what she is going to do with it, she is always there with the answer, we may have another war this next winter, and a stitch now will save nine then.

Girls always get them a Hope Box, because they claim there is a great deal in the power of suggestion and being ready. Wonder if some of us would get a check book and a strong box for our money, if it would make our salary grow any faster.

Terminal Engineer J. H. Smith, upon returning home from work last Sunday morning, found a dandy looking auto standing in front of his home. He was undecided at first whether it was a belated Xmas gift, or a present from the neighbors, but on calling up headquarters and further investigation he found it was the property of Dr. W. J. Waddington, district physician for the I. C. Railroad. The car had been stolen from Court Square, where it was parked. Engineer Smith notified Dr. Waddington of the find and promised to bring the car home as soon as he could find out the difference between the "starter" and the "stopper."

Mr. Frank J. Theobald, chief clerk in the master mechanic's office, has a new assistant, as a fine son, named "Jack," arrived in Memphis the 19th of January.

Miss Lily Gilmer, stenographer to Master Mechanic O. A. Garber, and Miss Menla Jones, timekeeper, made a flying visit to Chicago this month. They were the guests of Mr. and Mrs. J. R. Lessar. Mr. Lessar is of the engineering corp in the B. & B office.

Mr. V. C. Kinsey, clerk to the boiler shop foreman, is again on duty after a six weeks' illness of flu and pneumonia.

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STORES IN LEADING CITIES

Mr. Chas. Campbell, of the Chicago Auditing Department, was a visitor to the division store room this week.

TENNESSEE DIVISION

Mrs. James O'Connor, clerk in train master's office at Jackson, Tenn., is spending a week visiting friends in Bolivar. Not at the asylum.

Messrs. A. W. Ellington, Moore Parker, F. B. Wilkinson and L. Grimes attended the Loss and Damage Meeting held in Memphis.

Mr. Chas. Payne, claim agent, spent the day in Jackson.

Mr. and Mrs. E. E. Goodrich have returned to Jackson, having spent three weeks in Florida.

MURINE EYE REMEDY

Murine Allays Irritation Caused by Smoke — Cinder — Alkali Dust — Strong Winds. Should be used for all Eyes that Need Care. These suggestions must surely Appeal to Men in all branches of Railway Service. See Murine Eye Remedy Co. Adv. in this issue and write for their Book of the Eye.

Mr. H. R. Myers, accountant, Jackson, has been sick for several days.

Mr. Marshall Carter, assistant yard master, is again at work, having been sick for several days.

Mr. Watt Graham, conductor, has returned to his work after spending several weeks in Chicago hospital.

Paul Witty has returned from the army and has resumed his duties at Jackson freight house.

Harold Trice, who received an honorable discharge from the navy, has accepted a position as statistical clerk in the freight house at Jackson.

Mr. Ligon, our efficient embargo clerk, who is always on the move (?), has moved to 214 4th street, where he will start housekeeping.

Mr. "Punk" Butterworth, of the superintendent's office at Fulton, went to Dyersburg recently to put on a show at the skating rink there. From all indications, it was a success as he is receiving many compliments on the complete loop he made while skating with one of the fair young dames. He says the trouble was that one of his skates got mixed with some one else's.

Mr. J. N. Gallagher, former boiler foreman at Birmingham, paid us a brief visit.

General Superintendent Egan, of the Southern Lines, together with Superintendent Hevron and the rest of the heavy thinkers of the Tennessee Division, made an inspection of the new engine house being constructed at Birmingham.

Mr. R. M. Bostick, building inspector, is with us at Birmingham for a few days making inspection of the new engine house at Birmingham.

Work on the new engine house at Birmingham is progressing very nicely.

R. C. Pickering, assistant chief clerk in superintendent's office, Fulton, spent several days in Chicago.

W. A. Boyd, joint facility accountant, Fulton, spent Saturday and Sunday, February 15th and 16th, in Murphysboro, Ill.

R. E. Pickering, accountant, and R. H. White, clerk, spent Sunday in Martin trying to find a little blue bird, in vain.

H. O. Cole, accountant, and Albert Brown, clerk, spent Sunday, February 16th, in Memphis.

The accounting department was very glad to have Mr. Lawler back with them after his having been borrowed by St. Louis Division for the past two weeks.

The present high prices in the tobacco market caused Accountant W. A. Boyd to purchase 50 pounds of the best Star Navy obtainable.

We are wondering why File Clerk H. B. Butterworth prefers buying tickets from Dyersburg to Fulton, instead of riding on the company's free pass.

Mr. W. M. Cramer, of the chief engineer's

office, Chicago, attended the meeting of all division officers in connection with Circular 198, at Fulton, February 18th.

Mr. L. H. Howard, of the engineer's office, attended a dance given by the Sigma Nu Fraternity, Hotel Hermitage, Nashville, Tenn., February 17th.

Mr. G. G. McClatchy, who has received his discharge from the army, has accepted a position as engineer-clerk, Superintendent's office, Fulton, in connection with Valuation Order No. 3.

Mr. Floyd S. Irby, who has received his discharge from the army, has resumed his position in the superintendent's office, Fulton.

The clerical forces in Superintendent Hevron's office, Fulton, are very grateful to our worthy superintendent and his efficient chief clerk, Mr. Evans, for their kindness in extending to us the long looked for privilege of being off every Sunday, in order that we may attend Sunday school and church, and rest from the arduous labor of the preceding six days. Here's to you, Mr. Hevron and Mr. Evans, may we prove to you our earnest appreciation of this consideration by our faithful performance of duties during week days. To our friends on neighboring divisions, we hope that your superiors will see the light and extend the same privilege to you.

The many friends of David A. Mosely, formerly assistant chief clerk, superintendent's office, Fulton, but of late schedule inspector from general manager's office, were saddened to learn of the death of Mr. Mosely, which occurred at his home in Unionville, Ill., February 10th. Mr. Mosely had been in the service of the Illinois Central Railroad for the past fifteen years and was regarded by his fellow workers, as well as officials of the railroad, as a very worthy and efficient man and his services will not only be missed by the railroad but by his many friends who are numbered by the score.

Account of the return from the army of E. E. Mount and Prof. Tribble, one of our favorite pets in Superintendent Hevron's office, namely Miss Majorie Alford, has returned to the position of assistant housekeeper at home, and Mrs. Whyne, who formerly was assistant timekeeper, has taken up her old duties as housekeeper for her husband. We regret the loss of these fair ones from our midst.

All ladies, as a rule, have a hobby on some certain things. Miss Workman, of the superintendent's office at Fulton, is crazy about "Coats," especially the Jackson, Tenn., brand, "the kind that walks alone."

We would like to know from Miss Price, the popular "steno" in the superintendent's office, Fulton, more about "Jack." We have inquired from Professor Tribble, whom we thought had given the matter more study and thought than any one, but the subject seems

to be either too deep or too sentimental for him to answer.

MISSISSIPPI DIVISION

Miss Christine Adams, clerk in road master's office, together with Mrs. J. B. Cowan, wife of apprentice instructor, attended the recital of Mr. Arthur Shattuck, in Memphis, February 15th.

Miss Lorene Holcomb is working temporarily as clerk and stenographer in division storekeeper's office, account of absence of Mrs. Hervey Halliwell, account of illness of her father.

T. P. Murray has taken position of day oil houseman at Water Valley, in place of Russell Hellums, who has been appointed car department stock keeper.

Miss Elizabeth Blount, ticket clerk in division storekeeper's office at Water Valley, has returned to duty after a two weeks' absence, account of the "flu." Miss Blount says the "flu" is not as delicious as chocolate bon bons, but in view of the fact that she could not get the bon bons until George Doyle returns from France, she had to take the "flu."

Mr. W. Davidson, general storekeeper, and Mr. L. L. King, assistant general storekeeper, favored Division Storekeeper Hoyt with a visit February 5th.

R. R. Mauldin, accountant in storekeeper's office, expects to attend the Masonic Grand Lodge meeting in Meridian, Miss., February 25th.

Division Storekeeper Hoyt made a business trip to Jackson February 6th. He was accompanied by Messrs. Davidson and King, who were on an inspection trip of Southern Line storehouses.

Division Storekeeper Hoyt attended the convention of the Railway Storekeepers' Association, held in the Hotel Sherman, Chicago, January 27, 28 and 29. He says this was the most successful convention he ever attended, but this, he says, is attributed to the fact that Mr. Summerhays was the man behind the gun.

John Anderson has accepted a position as clerk in superintendent's office.

Dispatcher J. M. Colson has been off several days, account of illness in his family.

J. J. Ford, tonnage clerk, has been granted 30 days' leave of absence, position of tonnage clerk being filled by Otis Hollman during his absence.

A. R. Burt, of Grenada, was a pleasant visitor to Water Valley recently. Yes, Hortense, we agree with you that the schedule of No. 5 should be set back a few hours.

J. L. Wilson, cashier at Water Valley, has been assigned position as ticket agent at Grenada; H. P. Crawford, formerly clerk at Aberdeen being assigned to position as cashier at Water Valley.

"Doc" Harrell, our popular waterworks foreman, has been seen around the super-

intendent's office quite often of late. It is rumored there is a cause. Who is the fair one, "Doc?"

G. W. Butler, machinist, is in the hospital at New Orleans, account sickness.

T. C. Carter, general foreman, Vicksburg shop, was in Water Valley last week and moved his family to Vicksburg to reside permanently.

H. F. Collins, chief clerk, Mechanical Department, spent several days latter part of January in Chicago visiting relatives.

Talmage Wilson has been discharged from U. S. Navy and resumed his position as timekeeper, Water Valley shop.

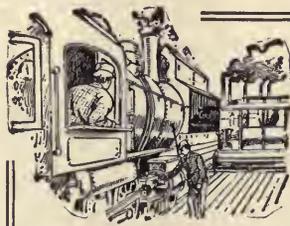
Several of the clerical force in the master mechanic's office have been off sick.

Assistant Accountant M. L. Woods has gone to New Orleans to meet his wife, who has been out in Texas for past month or two, account of her health.

LOUISIANA DIVISION

Effective January 31, Mr. R. M. Mooney, employed as chief accountant in superintendent's office at McComb, resigned to accept service in the auditor's office at Chicago.

Mr. H. A. Wilmot, formerly employed as assistant accountant in the superintendent's office at McComb, but who for the past two years has been in military service, stationed at



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Camp Pike, Ark., returned to work in the accounting department February 10.

Mr. J. A. Flechas, formerly chief clerk to the roadmaster, but who has been in military service for the past year, returned to work as secretary to General Superintendent J. M. Egan at New Orleans.

Mr. Louis L. Billar, formerly employed as assistant accountant in the superintendent of terminal's office at New Orleans, has taken employment as statistician in the superintendent's office at McComb.

Mr. R. B. Goe, supervisor of weighing, was a recent visitor to the superintendent's office at McComb.

Effective February 5, Mr. O. E. Smith was appointed supervisor at Hammond, La., vice Mr. G. M. Becker, retired on pension. Effective the same date, Mr. O. A. Graham was made supervisor at Jackson, Miss., on account of change in territory of supervisors on Louisiana Division, and Mr. H. A. Mercer, formerly employed as supervisor at Jackson, Miss., was transferred to Yazoo City, Miss., with jurisdiction over Yazoo District.

Mr. V. D. McAllister, division auditor, returned to the Louisiana Division February 17 for a short stay of one week, when he will resume work with the valuation party cleaning up work authorities.

NEW ORLEANS TERMINAL

Robert Eichorn, messenger for the chief clerk (better known as Shimmy), recently returned to work after a severe accident. "Shimmy" believes in moving fast all of the time, but the "O. K. Car Line" moved faster than he expected, throwing him to the ground. "Shimmy" is very popular with the ladies in the local freight office and several called to see him while at the hospital. They were all glad to see him back at work.

Every one is glad to see Stanley Mendel-son back at work. Stanley was among the first to enlist in the United States service from the freight office, and was the first to return from France. He was connected with the 114th Trench Mortar Battery. He looks fine and reports a lot of thrilling experiences, such as "almost getting a sub," being

half an hour from Metz when the armistice was signed, etc.

Every one welcomed the return of Peter Reiman, Ed Blanchard, Kenneth Butler, Joe Werling and L. C. Ramon from the army and navy service. These boys report having done some good work, but they did not get the opportunity to go across to help the great "fight," which they state was regretted.

Our Agent C. T. Seller attended a Loss and Damage Meeting in Memphis on the 6th and was accompanied by Chief Claim Clerk W. J. Cousins. They report a very interesting meeting.

Several of the clerks in the local office were confined to their homes with the "Flu" dur-



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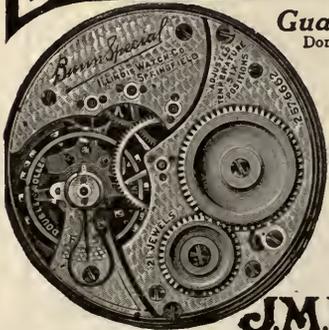
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ing January, but we are glad to see them all back at work again feeling better. Mrs. Mueller returned Monday—she had a severe spell.

Some of the boys from the office now with the A. E. F. in France are very anxious for a vacation in the States. We are daily expecting the return of E. D. Poncet and R. H. Blackwell

Terminal Superintendent's Office

Wonders never cease: Mr. J. E. Muldrey, former chief clerk to Terminal Superintendent Cousins and actively connected with the Illinois Central Railroad for the past nineteen years, resigned on February 1, 1919, to accept a position with the W. G. Coyle Coal Co., of this city. It is with regret that we bid aurevoir to Mr. Muldrey. Best wishes for his success went with him and we are confident he'll deliver.

Mr. E. R. Gunter, formerly of general superintendent's office, has been appointed chief clerk to Terminal Superintendent Cousins. We're all with you, Mr. Gunter, and know we'll get along like "buddies" in a trench.

On Sunday, February 9th, Mr. Charles Dale, water works foreman, passed away. Mr. Dale was with the company a number of years and was well known and liked all over the terminal. We are sincerely sorry and tender our regrets to his relatives.

Liberty Bond Clerk Billar has tendered his resignation, effective February 15th, to accept a position as stenographer to Superintendent Quigley at McComb. Don't wear those loud shirts when you travel over the road. Louis, or you'll be flagging down some one by merely raising your arm.

Mr. Thos. J. Lee still retains his good looks despite his age—that is, he retains what he ever had. Figure it out for yourself—ye who look at him all the long day through.

At the earnest solicitation of the office force, Sergeant Billar and Privates Bennett and Lucas discarded their uniforms. It has not been ascertained who started this movement, but several say Assistant Accountant Bellott was getting very nervous as the result of their being worn by these boys.

Miss Callahan, stenographer to Mr. Cousins, has decided to reward one of Uncle Sam's brave boys by marrying him. She evidently

is a follower of the little line "None but the brave deserve the fair." You've the right idea, Miss Callahan; he's well disciplined and ought to make a very good husband. Just put a gold bar on your shoulder when you talk to him. Our advice to you, Miss Callahan, is not to ask your husband too many questions as he will only tell you what he wants you to know, and you may thus force him to lie.

Regt. Sergt. Major Arthur Leopold, one of our old employes and the first man to leave the superintendent's office for military service, has returned to duty.

Sergt. Ogden Nulty, one of those brave marines, has also returned to duty in the superintendent's office. Lots of soldiers back now, Nulty says; so don't "start anything." Mr. Nulty is on duty in the accounting department.

Office of Agent, Stuyvesant Docks

Wharf force now working only eight-hour day. I suppose they were lost on street so early in evening. When clock is moved forward next month, they will have sufficient time to permit of a baseball game every evening; possibly "horse races" more interesting to majority, as their nerves are in very uncertain state, until they can secure a copy of final edition of evening paper. Gus Stubbs is back again; says he developed "some appetite" during his sojourn in St. Tammany.



Mr. F. H. Ellsworth, Division Engineer of the New York, New Haven, Hartford Railroad, New Haven, Connecticut, says of the

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C. B. DUGAN

MR. C. B. DUGAN was born in Owego, N. Y., on June 2, 1865, and received his education in the public and high schools. In 1900, he entered the railway service as a dining car conductor with the Pullman Company, in which capacity he served three and one-half years, when he was appointed inspector on the Erie, where he remained for nine years. In 1912, he entered the service of the Illinois Central Railroad as inspector, which position he held until February 16, 1919, at which time he was promoted to Superintendent of Dining Service of the Illinois Central and the Yazoo & Mississippi Valley Railroads, with headquarters at Chicago, Ill.

ILLINOIS CENTRAL Magazine

Vol. 7

APRIL, 1919

No. 10

Y. & M. V. Helps Prosperity

Pleasant Business Relations Between People and Railroad Wipes Out Old Prejudice

From Cleveland (Miss.) Enterprise of February 6, 1919.

That Cleveland is a prosperous and rapidly growing little city, we all know, and no one who has been on her streets the past few weeks will doubt it, if business activity, is one of the signs of the times. Day after day, wagons drawn by four mules, and often six-mule teams, drew up to the cars spotted by the Y. & M. V. Co., and loaded on corn, hay and other feedstuffs. Main street looked like a city street, and any one who attempted to cross the thoroughfare took his life in his own hands, so great was the congestion of commercial traffic. During the week just passed, forty-two cars of hay and corn were spotted on the team track and unloaded by the consignees, and during the month of January the number of cars of feedstuffs reached one hundred and ninety-six cars.

Station Agent Clarke and his corps of courteous and capable helpers come in for a generous share of praise from the people of this community for the pains they have taken to facilitate delivery of goods consigned to parties residing here. Rarely is one met with such courtesy as is displayed by the station force, and every effort is made for satisfactory business dealings in every instance. Through their efforts demurrage is being reduced, and it is the aim of Mr. Clarke to try to eliminate it altogether, in so far as it is possible. This can be done by co-operation of the people with the agency force. More ill feeling has been engendered by demurrage disagreements than by any other one thing, and by promptness in unloading, you will be helping to make everybody's burden lighter, including your own, for it is an incontrovertible fact that the use of the equipment is worth more to the company than the revenue derived in digging out of the poor fellow who has to buy corn, \$3 demurrage for the first four days, \$6 for the next three and \$10 for each day thereafter, and besides everybody is happy.

We as a state and county and town owe much to the Y. & M. V. road. Through its agency, gratuitously bestowed thousands of citizens have been induced to come from other states and cast their fortunes with us. The standard of this citizenship has been of very high order. They have brought thousands of dollars with them, which they have invested in lands and permanent homes, have helped to open up and bring into cultivation the waste places, have invested large sums in oil mills, compresses, large lumber establishments, and various other industries by means of which the resources of the state have been developed, and millions of money have been added to

the wealth of the country. The Y. & M. V. has been the agency through which the amazing fertility and exhaustless resources of the state have been brought to view, and opened to settlement. The old time prejudice against the railroads was the result of ignorance, and when the people remember the benefits derived from them, they will cease their unjust demands upon them and look upon them as they are, the best friend a man or a community ever boasted.

Federal Manager Kittle was so much pleased with the foregoing compliment that he promptly wrote letters to the agent at Cleveland, Mr. E. E. Clarke, and the proprietor of the Cleveland Enterprise, Mr. C. S. Glassco, thanking Mr. Clarke for his very efficient services and thanking Mr. Glassco for making public reference to the good service rendered by the Y. & M. V. at Cleveland. Mr. Kittle's letters follow:

Chicago, March 4, 1919.

Mr. E. E. Clarke, Agent,
Cleveland, Miss.

My Dear Mr. Clarke:

The highly complimentary article which appeared in the Cleveland Enterprise of the 6th ult., under the heading, "Y. & M. V. Helps Us to Prosperity," was a fine recognition of your services, and reflected credit upon the Railroad.

We have just two interests to serve, namely, the Railroad and the public, and we can best serve the Railroad by striving every way within our power to please our patrons. We should go out of our way to accommodate them whenever we can do so. We should watch and protect their interests to the best of our ability. When they learn that we are sincere about this matter, they can be relied upon to assist us when we need their assistance.

I congratulate you upon your great success in serving well the Railroad and the public at Cleveland.

Yours truly,

C. M.^d Kittle, Federal Manager.

Chicago, March 4, 1919.

Dear Mr. Glassco:

Please permit me to thank you for the article which appeared in your newspaper of the 6th ultimo, headed "Y. & M. V. Helps Us to Prosperity."

I appreciate very much indeed the tone of this article, and hope that the present relations between the railroad, your newspaper and the people of Cleveland and vicinity may continue indefinitely.

The fact that the Y. & M. V. has been rendering good service at Cleveland is as it should be, and the further fact that you have drawn public attention to this, shows that you are not only willing to treat the railroad fairly, but that you are willing to go farther than that and give the railroad men credit when they are deserving credit.

Sincerely yours,

C. M. Kittle, Federal Manager.

Mr. C. S. Glassco,
Proprietor, Cleveland Enterprise,
Cleveland, Miss.

Victory Liberty Loan

Washington, March 21, 1919—Circular No. 83

I earnestly urge that officers and employees on railroads under Federal control subscribe as liberally as their means will permit to the Notes of the Victory Liberty Loan. During the campaign for the sale of these Notes, lasting from April 21, until May 10, every employee will be solicited by railroad committees, but I hope officers and employees will subscribe without waiting to be solicited.

Subscriptions may be made as follows:

1. THROUGH ANY LOCAL BANK:

(a) by full payment at one time, but not later than May 10, 1919.

(b) on the Government installment plan.

(c) on any installment payment plan offered by local banks.

or

2. THROUGH RAILROAD FEDERAL TREASURERS:

On the ten (10) month installment plan, by deductions on pay-rolls, beginning with rolls for the month of May.

Subscribers through Federal Treasurers may at any time pay up the unpaid installments and interest due by them in full and receive the Notes as promptly thereafter as may be practicable.

Whichever plan subscribers may choose, they are urged to hand their subscriptions to their local Railroad Com-

mittees, that proper credit may be given to the railroad, as well as to the communities in which subscribers reside.

Interest will be allowed at the rate borne by the Notes on all installment payments, from which will be deducted the earned proportion of current coupon on notes when finally paid for; resulting in a small payment to or collection from subscribers, as the case may be, when Notes are delivered.

As interest is allowed on installment payments interest coupons falling due before Notes are paid for will be detached before delivery of Notes, the adjustment mentioned above being made on delivery of the Notes to subscribers.

Should employees leave the service before completion of the payments, the amount paid will be refunded without interest.

The money to be raised by these Notes is urgently needed to defray the expenses of the war. We carried our part of the hostilities to a victorious termination and now we must be equally successful in paying our part of the money cost. I appeal to every officer and employee to do his utmost in this remaining part of the task just as he did his utmost during the fighting.

WALKER D. HINES,

Director General of Railroads.

An Open Letter to Uncle Sam

By William Wallace Cook

Dear Uncle Sam:
I'm just a plain American whose heart
Has thrilled with pride as through this
war I've done my modest part
To help Our Boys on land and sea, I
could not tote a gun;
My hair is gray, my form is bow'd my
years are nearly run.

I could not march beneath the Flag, I
could not face the foe—
As others faced him overseas—and give
him blow for blow.
Old Time has worked his will with me;
and so it was my fate
To have this Armageddon come some
fifty years too late.

And yet I've helped! My dollars fought,
 if not my flesh-and-blood;
 My dollars did their bit to stem the
 mad Teutonic flood.
 And some I gave the Crimson Cross to
 bind the wounds that bled;
 And some I gave the orphaned ones
 who cried aloud for bread;
 And some I gave to comfort those who
 bore the battle's brunt
 And, weary, sought a breath of home
 behind the fighting front.
 An old man's pride is here, I trow; an
 old man's love, as well;
 A dollar's bless'd of heaven when it
 cheers in war's red hell;
 Yet here my duty could not stop; it ran
 to needs beyond;
 Of ev'ry loan you issued, Sam, I bought
 a goodly bond.
 I made myself this slogan, in the thought
 of duty done;
**THE MAN BEHIND THE BOND'S
 BEHIND THE MAN BEHIND
 THE GUN!**
 You gave me, Uncle Samuel, what
 worldly gear I've got.

For here the chance to work and win is
 ev'ry person's lot;
 In Freedom's cause our fathers wrought
 —those men of sterling worth—
 A heritage of glory for the chosen of
 the Earth!
 I fear that sometimes we forget, so
 keenly we pursue
 Our individual destinies, the debt we owe
 to you.
 No country can be greater than the
 citizens it holds;
 No flag no better, brighter, than the faith
 that flag enfolds
 And freemen are not freemen when, the
 crisis bravely met,
 They will not, if they must, give all to
 pay their freedom's debt.
 And so this loan for Victory I'll make my
 proudest boast—
 I'll lend my money to this Loan unto the
 uttermost!
 I'll make another slogan and I'll fling it
 wide and far:
**THE MAN BEHIND THE BOND'S
 BEHIND THE PEACE BEHIND
 THE WAR!**

Liberty Bonds

An interesting announcement from Washington, in connection with the coming Victory Liberty Loan campaign, is that the workers in the Victory drive will be awarded medals from captured German cannon.

An official message to this effect was received from the Treasury Department by Ben F. McCutcheon, Publicity Director of the Liberty Loan Organization, Seventh Federal Reserve District, the text of which follows:

"You are at liberty to make full use of the announcement that the Treasury Department will award medals made from Captured German cannon to all workers during the Victory Liberty Loan campaign. The medal is the size of a half dollar and contains on one

side a reproduction of the Treasury building and on the transverse side a certification of Loan participation. Space is left for engraving the name of the recipient."

"I heartily approve of this action of the Government in casting up honor medals made from German cannon to award to Victory Liberty Loan workers," said Charles H. Schweppe, Director of Campaign for the Seventh Federal Reserve District. "It supplies an added incentive to supreme endeavor and surely will have a good effect that will be shown in increased sales. The awarding of these medals made from cannon captured from the foe should result in bringing us a full complement of workers."

UNITED STATES RAILROAD ADMINISTRATION

NEWS FROM WASHINGTON

Washington, March 13, 1919.

I regret to learn that efforts are being made to prevail on various railroad employes in the Southwest to quit the service of the Government and thereby hamper the operation of the railroads because of a dispute which has arisen between certain clerks and their superior officers. I call attention of the employes to the fact that adequate machinery has been provided by the United States Government through the Railroad Administration, to deal with all cases of disputes and grievances and that employes ought to submit their grievances in accordance with this machinery and not otherwise. The trouble arose through certain local organizations of clerks on the Nashville, Chattanooga & St. Louis Railroad, demanding the immediate discharge of the Federal Auditor of that railroad. These clerks did not resort to Board of Adjustment No. 3, which has been created in Washington, and which consists of four representatives of the employes and four representatives of the Management, and which has been created to deal with all such grievances. They refused to resort to this machinery, not withstanding the fact that the Brotherhood of Railway Clerks, of which they are members, agreed to submit all grievances to that Board and has a representative on that Board.

It is indispensable that these problems shall be handled in an orderly way; it is of the highest importance to the employes themselves that this orderly procedure shall be adopted in all cases, and that they shall exercise the patience and self restraint necessary to permit of the carrying out of these orderly practices. If this is not done, the effort which the United States Railroad Administration has made to recognize and promote the just interest of labor will be

rendered unsuccessful and the employes, who are responsible for interfering with these orderly processes, will put themselves in a position before the public which will react injuriously upon the employes and their future interests. Every employe who is asked to disregard this method of adjustment and who is asked to try to hamper the Government in conducting the railroad business is requested to consider from the standpoint of his own best interests the following points:

I believe that any employe, who will think over this matter, will agree that during the last ten months more progress has been made toward improving the wages and working conditions of railroad employes as a whole than was ever made before. This has been practicable because the railroads have been under a unified management, which has had as one of its leading purposes the recognition of the just interests of the employes and the prevention of unreasonable wages and conditions for them. The great improvements could not have been accomplished except through the establishment of a unified management, directed by a Central Administration. Necessarily, conclusions must be reached in cases of dispute by the machinery thus provided. While in specific cases there may be some delay in dealing with such matters, the delay is far less than would have been involved under former conditions. In fact, in the past, labor movements have in many cases taken from one to two years; have involved enormous costs to the labor organizations and even then have frequently produced exceedingly small benefits. Whatever delay is incident to the method of the Central Administration is relatively small compared with the delays which would have been experienced under other con-

ditions. No business can be successfully conducted without the exercise of proper authority and discipline. This is true particularly of the railroad business. Ample machinery has been created by the Central Administration to correct instances of abuse of authority or the exercise of disciplinary measures in an unfair way. It is indispensable that these orderly methods of settling these questions shall be followed, pending disposition of these matters in the reasonable ways which have been carefully worked out. There must be a recognition of authority and a submission to discipline. Otherwise, the railroad business would become chaotic and the public, which in the last analysis has to pay the bill, would resent the resulting excessive costs and inefficient service, and their action would be exceedingly unfavorable to the employes themselves.

I have an abiding faith in the inherent intelligence and reasonableness of the railroad employes. In my early life, I came in contact a great deal with these employes in all ranks of service and during all the rest of my life have been in touch with the situation sufficiently to appreciate the capacity and intelligence of the average railroad employe. I, therefore, feel justified in asking these employes, as men of intelligence and reason, to think over these things in a dispassionate way and to redouble their efforts to make the Railroad Administration a success by doing their work to the best of their ability by exercising patience and self restraint where questions arise which call for settlement, and by accepting the handling of all these problems through the regular channels which have been carefully provided for that purpose. By doing these things they can justify and strengthen the great advantages which have come to labor since the United States Railroad Administration began its work. If they fail to do these things, they discredit the efforts of the Railroad Administration, injure their own best interests and seriously hamper the efforts of those

who are sincerely trying to continue to protect and promote the reasonable interests of railroad employes.

WALKER D. HINES,
Director General of Railroads.

Circular No. 27

Washington, February 15, 1919.

Present conditions with respect to car supply present an opportunity for:

(a) Relocation of equipment more in accord with ownership than has been practicable during war conditions, under which each unit has been used with the sole purpose of meeting the then existing traffic demands.

(b) Providing to a greater extent for use by the owner of equipment of its accepted standards.

(c) Providing for the return to the owning road when desired for rebuilding or application of betterments cars which can be put in safe condition for movement at reasonable cost.

To accomplish the above, Regional Directors will direct Federal Managers and all concerned in the proper handling of cars in accordance with the following, without abandoning the principle of common use of cars:

1. In general, cars should be loaded to or in the direction of the home road. This will not apply to cars handled under direction of the Refrigerator and Tank Car Department of the Car Service Section at Chicago, or those handled under direction of the Eastern Railroads Coal Car Pool at Pittsburgh.

2. The Car Service Section will, as may be agreed upon with Regional Directors, relocate equipment according to ownership by regions so far as practicable.

3. The Regional Directors will then relocate the same cars between owners on the basis of ownership so far as practicable.

4. Any railroad will accept its own equipment empty at any junction point.

5. Any cars already placed on stor-

age tracks because of surplus will not be moved so long as relocation orders placed as provided in paragraphs numbered 2 and 3 can be filled from other available supply; or as may be specially directed.

6. When roads desire to rebuild their cars, Regional Directors should make application through the Mechanical Department of the U. S. Railroad Administration, and upon its approval the Car Service Section will authorize the owners to call upon holding roads (as determined from car records) for the return of the cars in such numbers and at such times as their shop operations require. These cars to move on billing stating the authority and that they must not be diverted.

7. In carrying out the policy here indicated caution should be observed by Regional Directors so as not to bring about burdensome empty car mileage.

W. T. Tyler,

Director, Division of Operation.

Approved: Walker D. Hines,
Director General of Railroads.

March 15, 1919.

The unrelenting efforts on the part of the United States Railroad Administration to stamp out train robberies throughout the country is evidenced in a report from the Secret Service and Police Section made public today by Walker D. Hines, Director General of Railroads.

From April 1, 1918, to February 1, 1919, there were a total of 14,114 arrests made for car thefts, of which 5,475 were railroad employes and 8,639 not in the service. Of those arrested, 9,891 were convicted, receiving total penitentiary sentences amounting to 3,170 years, while jail and reformatory sentences totaled 1,565.

The approximate value of property stolen during this period amounted to \$1,120,565, while the value of the property recovered was \$838,571. The total fines imposed upon those convicted of train robberies amounted to \$168,125, which was in addition to the heavy sentences imposed. The number of cases

dismissed, paroled and suspended totaled 2,235. There are still pending in the courts 3,449 cases of those charged with thefts from railway cars.

General Order No. 58

IN order to clarify the relationship between the United States Railroad Administration and the state railroad and public service commissions, all officers and employes of the United States Railroad Administration shall be governed by the policies and regulations herein set forth.

1. Transportation systems under Federal control continue subject to the lawful police regulations of the several states which were and are applicable to privately operated transportation systems, in such matters as spur tracks, railroad crossings, safety appliances, track connections, train service, the establishment, maintenance of sanitation of station facilities, the investigation of accidents, and all other matters of local service, safety and equipment. It will be the policy of the Director General to cause the orders of the state commissions in these matters to be carried out.

2. In all proceedings of the character specified in paragraph 1 hereof, formal or informal, officers and employes of the United States Railroad Administration shall recognize the jurisdiction of the state commissions, and shall assist them in developing the facts and in applying such remedy as may be necessary and shall fully co-operate with them.

3. In all formal proceedings of the character specified in paragraph 1 hereof, to which the Director General may be a party, he will consider service as having been made on him if made on the Federal Manager or General Manager, as the case may be, of the transportation system affected, or on such official as the Federal Manager or General Manager, respectively, shall designate and whose name he shall file with the state commission for that purpose. The Federal Manager, or if none, the General Manager, shall designate to

each state commission an officer conveniently located on whom such service may be made. The legal officers of the United States Railroad Administration are directed to appear in such proceedings and to present fully the facts.

4. The Federal Control Act empowers the President to initiate rates, fares, charges, classifications, regulations and practices by filing the same with the Interstate Commerce Commission, and empowers said commission to review the justness and reasonableness thereof. The state commissions take the position that the intrastate rates are nevertheless subject to their jurisdiction, and it will be the policy of the Director General to expedite in every way a final decision by the appropriate tribunal of the question thus raised.

5. The Directors of Traffic and Public Service of the United States Railroad Administration are directed, before authorizing advances of any importance in rates, fare or charges either interstate or state, to submit the same to the state commissions in the states affected for their advice and suggestions.

6. It is important that the records of the state commissions be continued intact. Transportation systems under Federal control shall file with the state commissions, for information, all their rate schedules heretofore or hereafter issued during the period of Federal control, and annual and other reports and information as to matters within the scope of Federal control requested by state commissions according to the provisions of state statutes.

7. All officers, agents and employes of the United States Railroad Administration are directed to supply information and render assistance as requested by state commissions, in accordance with the provisions of this order.

8. This order shall be effective on and after its date.

WALKER D. HINES,

Director General of Railroads.

All concerned.

General Order No. 61.

The committee on Transportation, American Railway Association, having, at the request of the Director General, submitted a report in connection with the Federal Statute "To Save Daylight and to Provide Standard Time for the United States," which became effective at 2:00 a. m., Sunday, March 31, 1918, the following instructions, based on such report are hereby issued:

First—(a) At 2:00 a. m., Sunday, March 30, 1919, and on the last Sunday in March of each year thereafter, all clocks and watches in train dispatchers' offices, and in all other offices open at that time, must be advanced one hour, to indicate 3:00 a. m.

(b) At 2:00 a. m. of the last Sunday in October of each year all clocks and watches in train dispatchers' offices, and in all other offices open at that time, must be turned back one hour, to indicate 1:00 a. m., and regular trains must be held to conform to schedules after change in time.

Employees in every open office must as soon as the change has been made compare time with the train dispatcher. Clocks and watches in all offices at the first opening, at or after the time the change becomes effective, must be advanced (in March) or turned back (in October) to conform to the new Standard Time, and employees, before assuming duties in such offices, must, after the change is made, compare time with the train dispatcher.

Second—Each railroad will issue necessary instructions and arrange for such supervision and check of the watches of its employees as to insure that they have been properly changed to conform to the new Standard Time.

Third—Owing to the varying conditions which will prevail on the railroads of the United States, it is not advisable to issue a uniform rule or order to cover the details involved in the movement of trains at the period the change in Standard Time becomes effective. Therefore, each railroad must adopt such measures as may be necessary to properly safe-

guard the movement of its trains on the road at the time of the change.

Fourth—This order shall continue in effect during federal control of railroads unless such federal statute, "To Save Daylight and Provide Standard Time for the United States" shall be repealed or amended in such way that this order will become inconsistent therewith.

WALKER D. HINES,
Director General of Railroads.

For the information of employes the following telegram was received from Regional Director Winchell:

Chicago, Ill., March 17, 1919.

"I am advised this morning by the Director General that he has received and is today promulgating twenty-five interpretations made by Board of Wages and Working Conditions upon various questions which have been raised for interpretation as to application of wage scales and working conditions. It is my understanding that some of these interpretations are those in which some of the employes in the part of the country are so interested and have shown some impatience because of delay in receiving same. Whatever delay there has been, has been occasioned by the large amount of work of this character which has been thrown upon the Washington Boards. Will be glad to have you give this information to the press."

Effective March 15, 1919, the Division of Finance and Purchases is discontinued and in lieu thereof the Division of Finance and the Division of Purchases are created.

Mr. Swagar Sherley is appointed Director of the Division of Finance and will assume active charge on or before April 15, 1919. Meanwhile, the Division of Finance will be in charge of Mr. Charles B. Eddy, Associate Director.

Mr. H. B. Spencer is appointed Director of the Division of Purchases and is in charge of the Division of Purchases from this date.

Effective March 15, 1919, a Finance Committee is hereby created consisting of Mr. John Skelton Williams, Chairman, Mr. Franklin Q. Brown, Mr. Harry Bronner, Mr. Frederick W. Scott, Mr. James N. Wallace.

This Committee will submit to the Director General from time to time its advice on matters of financial policy and will also make to the Director General preliminary reports on any proposed railroad reorganizations which may require his approval.

Effective March 15, 1919, an Advisory Committee on Purchases is hereby created consisting of Mr. John Skelton Williams, Chairman, Mr. Robert S. Lovett, Mr. Henry Walters.

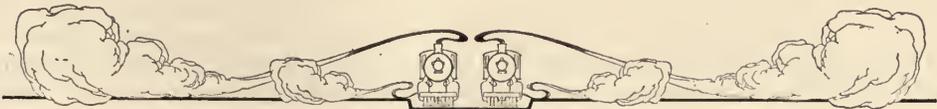
This Committee will submit to the Director General from time to time its advice regarding matters of policy with respect to purchases and for that purpose is authorized to make the necessary investigations.

Mr. George F. Atkins, Jr., is appointed Assistant to the Director of Public Service in charge of Rates, effective February 7, 1919.

Mr. E. C. Niles is appointed Assistant to the Director of Public Service in charge of Service, effective February 7, 1919. Mr. Niles retains his duties and title as Manager of the Short Line Section.

Mr. Eugene H. Lane is appointed Acting Chief of the Bureau for Suggestions and Complaints, effective February 7, 1919. This bureau will report to the Assistant to the Director of Public Service in charge of Service.

Mr. W. A. Webb is appointed member of the Railway Board of Adjustment No. 1, effective March 15, 1919.



New Four Track Concrete Arch Bridge

over the Kankakee River at Kankakee Illinois

by J. H. Graham, Assistant Engineer in charge



First train (Number 7) to cross the new bridge.

WHEN the line Chicago to Cairo was double tracked in 1900-1902 the bridge at Kankakee being in first class condition, within the yard limits, and at a place that required a large expenditure of money to renew, the management decided to maintain the existing bridge and handle traffic with an interlocking plant and gauntlet rails on bridge. By natural growth traffic finally reached a point where the bridge was overworked, and traffic delayed; and the increased traffic due to war conditions convinced the officials, in the early part of 1917, that a new bridge must be built at the earliest date possible. In September, 1917, contract was let to the Gould Construction Company, of Davenport, Iowa, for the construction of a four track concrete arch bridge. Shipment of equipment and materials was made immediately, work started as soon as it arrived and on October 28th last, the Panama Limited train, No. 7, was permitted to cross new bridge thus inaugurating complete double track service between the north and south. The more interesting details of construction are as follows:

Equipment

Heavy traffic on main tracks and the large quantities of materials required,

made necessary the construction of a special material track for handling cars to the river bank. For transporting material from river bank to the cofferdams, and for use in erecting falsework for arches, two derrick barges, three material barges, and two workers' barges were built. For handling concrete materials, a large guy derrick was erected for operating clamshell buckets to unload cars of sand and crushed stone and for filling material bin for charging mixer. With this arrangement material was unloaded from any kind of open top car at a very low cost, and the mixer kept supplied for the largest day's work.

The mixing plant, in addition to derrick and storage bin, consisted of a mixer erected at south end of bridge, at an elevation that permitted dumping concrete into small cars on track that cleared top of spandrel walls, and with the small cars concrete was transported over the top of forms and dumped into position desired. A mixer was installed at north end of bridge for constructing north abutment and arch, and a small mixer used in slab yard for manufacturing the 312 deck slabs.

The river equipment consisted of centrifugal pumps, electric motors for operating pumps, and necessary buck-

ets for handling the excavation, besides derricks and barges mentioned.

Description of Bridge

The new bridge consists of five arches of 90 ft. span, segments of true circles, twenty-three foot rise, for the river; and one arch of 60 foot span, fourteen feet six inches rise, for street subway at north end; with spandrel wall and deck slab construction on top of arches for supporting ballast and track. The arches are supported by

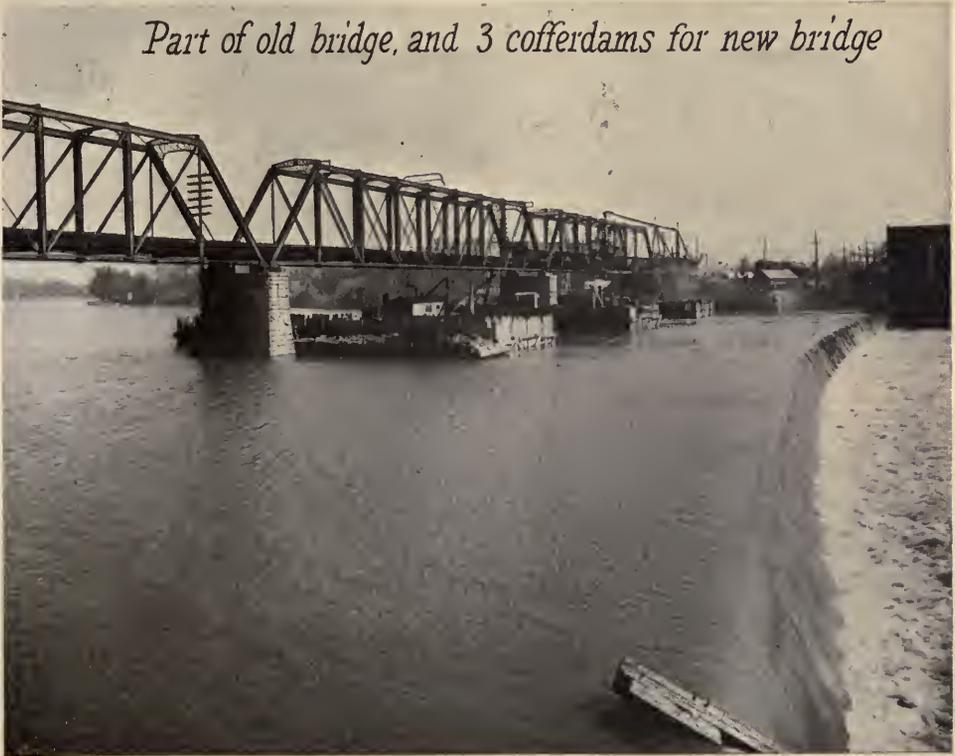
feet and the live load used is sufficient to take care of a considerable future increase in weight of engines.

By using a slab deck, a future raise in grade may readily be made, using the same deck slabs and keeping the type that of an open spandrel arch.

A 3 foot raise in grade was made at this time to give proper proportions to the arches, taking into consideration economy and the architectural effect.

The bridge is carried on solid rock

Part of old bridge, and 3 cofferdams for new bridge



four river piers, one shore pier and two abutments.

Design

The bridge is a semi-reinforced type, practically a gravity structure, with reinforcement sufficient to take care of stresses due to temperature, also to change in length when the falsework is removed. Shrinkage stresses were eliminated by pouring the arch ring in alternate sections.

The designing dead load provides for a possible future raise in grade of 10

feet, which simplified the design and made the arches an economical structure.

Cofferdams

The river bed is solid rock with very little sediment covering, and the power dam, a hundred feet below the bridge, maintains a minimum of eleven feet depth of water. Thus it was necessary to build cofferdams, substantial to withstand the pressure, and sufficiently tight to prevent a heavy flow of water when the pumps were started. Coffe-

False-work for arches



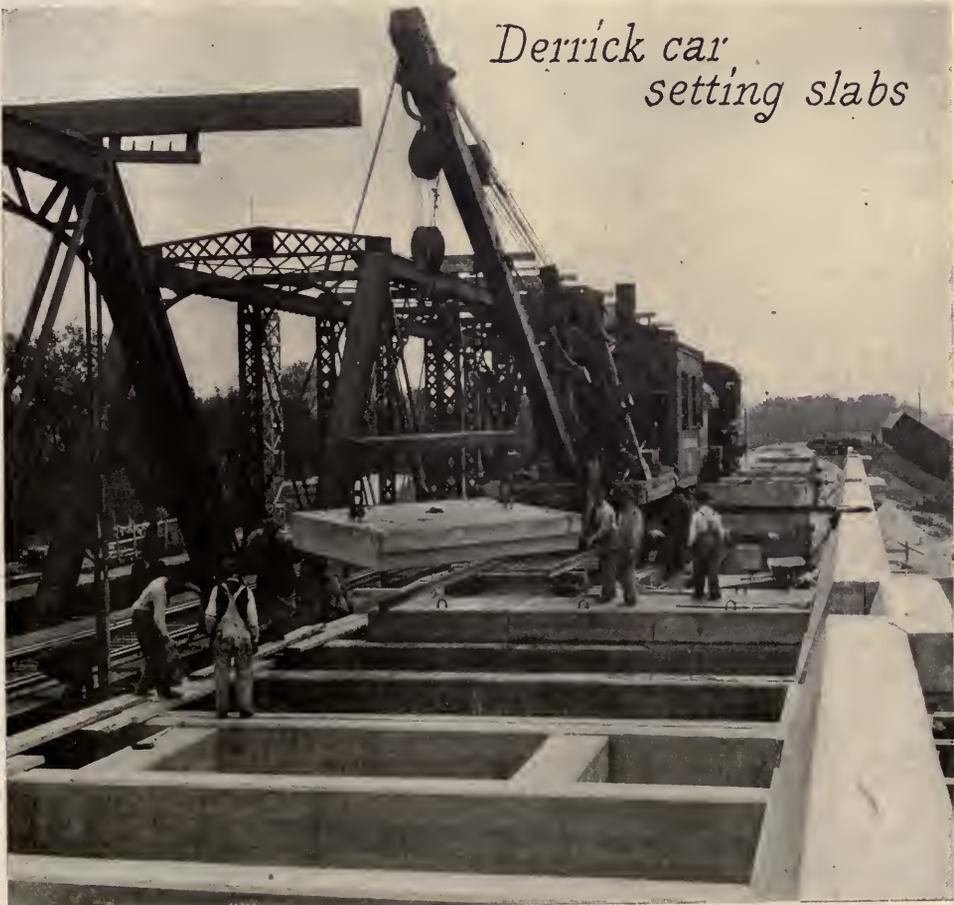
dams consisted of seven feet wide clay puddle wall between two lines of three-inch sheathing supported by 10x10-inch walling timbers. Cofferdam timbers were framed and erected on barges in sections of twenty feet, transported to pier location and lowered into position with derrick barge. A diver was employed to see that sheathing was closed and that no obstructions prevented sheathing from resting on the rock bottom. After sheathing was in place clay filling was hauled to the river bank, dumped onto barge, transported to pier site, and placed between sheathing with clam shell bucket. The cofferdams proved so well constructed that very little pumping was required and the construction of piers proceeded without delays.

Foundation

All piers and abutments rest on rock foundation. For the four river piers two feet of surface rock was removed and foundation concrete placed in the excavated pits. The location of shore pier and abutments required the removal of stone piers and abutment supporting the old bridge, also several feet of clay before the natural rock was reached.

Construction

New bridge is so located that two tracks are west of the old bridge, thus enabling the construction of the west half of new bridge without in any way interfering with traffic. The four river piers were located so that they could be entirely completed without interference with the old bridge, but only the



*Derrick car
setting slabs*

West half of bridge completed



west half of shore pier and abutments could be built before the old bridge and supporting masonry was removed. After the foundation was in place, piers and abutments were built to top of skewbacks, falsework erected, forms built for arches, and the placing of concrete proceeded without interruption, the spandrel walls and side parapets being built as the arches were completed. The slabs were manufactured in the slab yard in ample time for use when arches were ready to receive them.

Progress.

On December 27, 1917, the first cofferdam was completed ready to start excavating, but heavy ice on the river prevented progress, and on January 15th work was suspended until February 27th. On March 27th the first con-

crete was placed in the foundation; May 20th started placing falsework for the first arch; on July 1st concreted the first section of arch, and on September 7th the last concrete arch for the west half of the bridge was completed, side parapet wall was finished September 27th slabs placed, tracks completed and traffic over new bridge started with the crossing of the Panama Limited on October 28th.

The progress of construction was maintained so that the first half of the work was completed as had been estimated, notwithstanding difficulty in securing material and men due to war conditions and the unusually severe winter of 1917-1918.

The old steel bridge is now being removed and the remaining portion of the new bridge should be completed before the close of the coming summer.



*Tracks on west half
of new bridge ready
for service*

The Engineer

Sung to the Tune of "Son of a Gambolier," at a Meeting of the
Engineering Society of Buffalo

Who is the man that designs our pumps with judgment, skill and care?
Who is the man that builds 'em and who keeps them in repair?
Who has to shut them down because the valve seats disappear?
The bearing-wearing, gearing-tearing mechanical engineer.

Who buys his juice for half a cent and wants to charge a dime?
Who when we've signed the contract can't deliver half the time?
Who thinks a loss of twenty-six per cent is nothing queer?
The volt-inducing, load-reducing electrical engineer.

Who is it takes a transit out to find a sewer to tap?
Who then with care extreme locates the junction on the map?
Who is it goes to dig it up and finds it nowhere near?
The mud-bespattered, torn and tattered civil engineer.

Who thinks without his products we would all be in the lurch?
Who has a heathen idol which he designates Research?
Who tints the creeks, perfumes the air, and makes the landscapes drear?
The stink-evolving, grass-dissolving chemical engineer.

Who is the man who'll draw a plan for everything you desire?
 From a trans-Atlantic liner to a hairpin made of wire?
 With "ifs" and "ands," "howe'ers" and "buts" who makes his meaning clear?
 The work-disdaining, fee-retaining consulting engineer.

Who builds a road for fifty years that disappears in two?
 Then changes his identity, so no one's left to sue?
 Who covers all the traveled roads with filthy oily smear?
 The bump-providing, rough-on-riding highway engineer.

Who takes the pleasure out of life and makes existence hell?
 Who'll fire a real good-looking one because she cannot spell?
 Who substitutes a dictaphone for coral tinted ear?
 The penny-chasing, dollar-wasting efficiency engineer.

* * * * *

Who thinks the traffic will be blocked without his signals, clear?
 Who *always* blames the trackman when failures do appear?
 With absolute-permissive-blocks, outlandish projects, queer—
 The theoretical, quasi-electrical signal engineer.

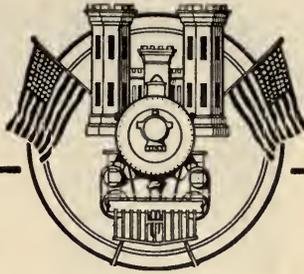
Editor.

War Savings Stamps

Pointing out that the monetary requirements of the Government are greater and more pressing now than ever before, the Secretary of the Treasury has issued a statement in which he calls upon every person in the Seventh Federal Reserve District to buy War Savings Stamps to the limit. Only by borrowing from the public can the Government's huge bills be paid; hence the drive for the "war savies." The Secretary's message follows:

"I most earnestly urge upon you that your organization make every possible effort to the end that pledges for the purchase of War Savings be fulfilled before the close of the year. The Government's monetary requirements were never greater nor more pressing than they are today. Expenditures for November were greater than in any similar period. These expenditures growing out of the war must be met by borrowing from the people and their magnificent response heretofore to the Government's requirements makes me confident that they will not fail to continue their support to the end that all payments resulting from war necessities will be promptly met.

"Much remains to be done. Our brave troops must be maintained and paid until their work is fully accomplished and they are returned to their homes. This is not a time for us to relax our efforts and the Treasury Department is making plans for larger and even more important work during the coming year. Please make every effort to bring this statement before the people in your district and to urge upon them the continued holding of their War Savings certificates, the fulfillment of their pledges and additional purchases as their means permit."



Lieutenant David B. Harris Makes the Supreme Sacrifice

Lieutenant David B. Harris, son of Mr. A. B. B. Harris, Locating Engineer of the Illinois Central Railroad, was born in Bristol, Virginia, August 25, 1896. He came to Chicago in 1905, graduated at Hyde Park School in 1915 and was completing his second year's course at the University of Chicago when the United States declared war in 1917. He volunteered and went to the first Ft. Sheridan Training Camp. While there the call was made for 100,000 volunteers as fliers in the Aviation service. He responded, passed the examination and was sent to the ground school at Austin, Texas, and trained in flying at Ellington Field, Houston, Texas, went overseas in May, 1918, and was killed in battle September 26, 1918, 11,000 feet above the ground while piloting a Liberty bombing plane. His observer, Lieutenant Earl Forbes of Fairmount, Nebraska, was also killed.

Paris, Jan. 20th, 1919.

Mr. A. B. B. Harris,
I. C. R. R.,
Park Row,
Chicago, Ill.

My dear Mr. Harris:

Knowing how each little word alleviates the suffering of parents who have lost their son in this cause, I take this opportunity of telling you as much of the details of your son's death as I know, and also of the services.

He was flying with Lieutenant Earl Forbes, on September 26th, 1918, in a

formation with Lt. Richard P. Matthews, and Lt. Everett A. Taylor, in the vicinity of Dun-Sur-Meuse, when they were attacked by enemy planes. One team was brought down by the Hun and the other went back in an endeavor to bring down the Huns who had "gotten" the first team. This notable act of bravery was rewarded by the death of the Hun, but resulted in the loss of two of our best fighters.

They fell near Pierrepont, about ten miles East of Longuyon, where they are buried. The Germans had placed over their graves only a small stick with a tag, showing their number, but an old Frenchman, living near, took their names from their identification discs and put the letter "A" on small crosses over the graves, in order to show they were Americans. He had also kept fresh flowers on their graves all the time.

Immediately after securing the location of my comrades' graves. I had a large stone Monument polished and engraved with their names and dates placed at the head of the graves, and we gave them a military funeral, which included three volleys fired over the graves, after which "Taps" were sounded. We placed a large wreath of fresh flowers on each grave.

I know you will be glad to see how well their last resting place is marked, so I am sending you a small picture showing the tablet erected in their memory, also a picture of the service sounding "Taps".



May I not add that we do not need a monument to keep their names ever fresh in our memory, and their bravery will never be forgotten by us. Our hearts go out to you in your sorrow, and that sorrow is also shared by every one who knew your son.

Very Sincerely,
Lieut. Harold J. Forshay

Home address

624-61st. St.,

Brooklyn, N. Y.

Headquarters 166th Aero Squadron,
3rd Army, American E. F.,
Germany, February 19,
1919.

Mr. A. B. B. Harris,
I. C. R. R. Park Row,
Chicago, Ill.

Dear Mr. Harris:

After the signing of the Armistice the 1st Day Bombardment Group which consisted of the 11th, 20th, 96th, and 166th Aero Squadrons and were stationed at

Maulan, France, from where they operated, was broken up.

The 11th, 20th, and 96th squadrons were ordered to the rear, while the 166th Squadron was assigned to the 3rd Army, or Army of Occupation and ordered to proceed to an old flying field, used by the Germans, at Joppecourt, France.

While awaiting orders to advance into Germany some of the Officers and men visiting villages near by learned of an Air Battle which had taken place in the vicinity of the village of Pierrepont, France, on September 26th, 1918, at an altitude of 11,000 feet, between two American planes and seven German planes. In this conflict the two American planes and three German planes were brought to earth in flames and out of control. Of course all occupants of these planes lost their lives. The conflict was very unequal, in that the German planes not only outnumbered the Americans but were of the fast pursuit one seated battle type suited for skilled maneuvering and fighting while the

American planes were of the heavy bombing type suitable for formation flying and bomb carrying only.

It was told by eye witness that one of the American planes could easily have gotten away but when he realized that his comrade was in such unequal combat he came to his rescue and died with him, fighting bravely against great odds.

You son, 2nd Lieut. David B. Harris was an occupant of one of the American planes in this combat, and his grave together with his comrades was located by members of our squadron in the graveyard at Pierrepont, France, and we in recognition of the services of these brave men erected a small monument to their memory. Enclosed you will find a picture of their graves and the stone erected.

While the fortunes of war is no re-

spector of persons you have the consolation of knowing that your son lost his life with his face to the enemy. His death has not been in vain and his sacrifice together with his brave companions is a heritage worthy of our nation. It was determination and such effort as this on the part of the American Air Service that showed the Germans the character of the new element that had come into the War and beyond all doubt hastened the Armistice. So while our personal griefs seem hard to bear, when we remember the results obtained, we can say in the words of the great Apostle that, "He fought a great fight, and was true to the Faith."

Yours respectfully,

Victor Parks, Jr.,

Capt. Inf. Attd. As.

C. O. 166th Aero Squadron.

The Old 13th Regiment, Railway Engineers, Handled the First Passenger Train Into Sedan After the Signing of the Armistice

Headquarters 23rd Grand Division,
Office of Superintendent,
2nd Division

Verdun, February 1, 1919.

Col. A. H. Egan, Genl. Supt.,
I. C. R. R. Co.,
Memphis, Tenn.

Dear Colonel:

I am enclosing a copy of report from Lieut. H. R. Halverson, located at Sedan, giving data on the arrival of the first passenger train run into Sedan since 1914. Train in charge of American crew. Conductor and Engineer from the Thirteenth, both Illinois Central men. You will note the train arrived January 13th. Am also enclosing snapshot of the engine and train crew. Note some snow on the ground. Weather has been cold here, not to such an extent, however, as to interfere with the service. American railroad men still on the job, all eagerly waiting for some advice as to when they will start home.

I am in charge of the Second District, Verdun to Sedan on the North, and Verdun to Conflans on the East, including Verdun Terminal. Business exceedingly heavy, handling many German engines and cars and supplies and troops to and from the Armies of Occupation.

Cannot give any information as to how long we will be held in service.

With kinds personal regards to all, I am,

Yours very truly,

J. M. Walsh.



NO. 19 V. R. 38 AT MOUZON—ENGINE U. S. A. 452
 Conductor, Corp. H. H. Everhart, I. C. R. R.; Engineer, K. I. Crow, I. C. R. R.;
 Fireman, R. E. Ashley, Santa Fe; Flagman, Chas. Gilligen, C. & N. W.;
 Brakeman, W. F. Wray, B. & O.

Capt. J. M. Walsh,
 13th Engrs. (Ry.) U. S. Army,
 A. E. F.—France.

Sedan, January 14, 1919.

Capt. J. M. Walsh, Superintendent, Verdun.

Sir: Beg to report that per "Ordre de Service" No. 4921 sm 9th Jany., 1919, regular passenger train No. 19 VR 47, arrived Sedan, January 13th, 5:45 o'clock on time, this being initial trip of this train and the first train into Sedan since 1914.

This also being the first regular passenger train handled by the 13th Engineers (Ry.).

Crew composed of Corp H. H. Everhart, I. C. R. R., Conductor; K. I. Crow, I. C. R. R., Engineer; R. E. A. Ashley, A. T. & S. F., Fireman; Charles Gilligan, C. & N. W., Flagman; W. F. Wray, B. & O., Brakeman. U. S. A. Engine 452.

Respectfully,

H. L. Halverson,
 Lt. Engineers, U. S. Army,
 Trainmaster.

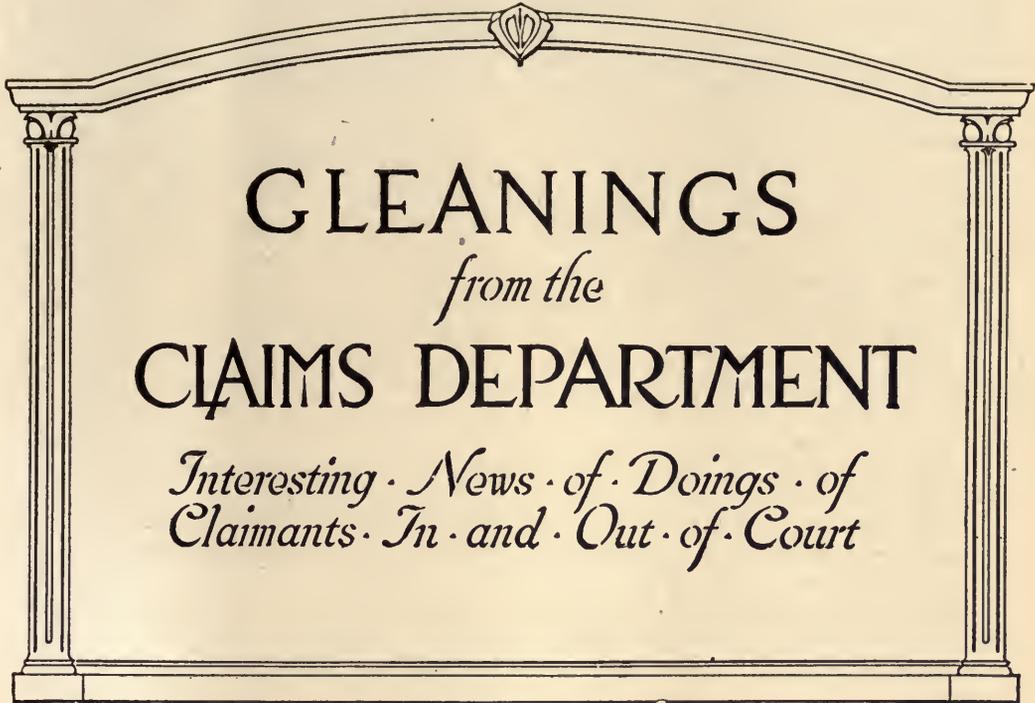
SHOE STRING PATRIOTS By Harry M. Paeton

Every war has seen its shoe string patriots and the one of today is the man that made a big patriotic speech to the boys that left to fight for Uncle Sam and now won't reemploy them.

There are a great many present day

employers who are doing that kind of thing.

Now that the war is over don't be a slacker, keep the spirit of good will aloft for humanity's sake, and see that the boys who left to fight for *you* get their old positions back.



CLEANINGS

from the

CLAIMS DEPARTMENT

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

PERSONAL INJURY PREVENTION.

From the Claims Committee report of the 17th ult.:

The General Officers and the Division Officers of this Railroad are very much in earnest in regard to reducing personal injury accidents, and it is believed that great headway will be made in this laudable work during the current year. Renewed efforts are being made to reach the employees and secure their support.

In personal injury prevention work, two things must be kept constantly in mind, namely, (1) WHO ARE BEING INJURED, and (2) HOW ARE THEY BEING INJURED. The Claims Committee will undertake to throw some light upon these subjects.

For the first two months of this year, 38 persons were killed and 1,710 were injured, including 14 who lost limbs and 2 who lost sight in one eye. The question naturally arises, WHO WERE THEY? Please note carefully the following:

The Killed and Injured

Section laborers, 1 killed and 196 injured; other laborers, 1 killed and 178 injured; machinists, 70 injured; machinist helpers, 147 injured; car carpenters, 132 injured; passengers, 2 killed and 126 injured; freight handlers, 95 injured; switchmen, 1 killed and 77 injured; brakemen, 2 killed and 66 injured; firemen, 63 injured; engineers, 29 injured; conductors, 26 injured; occupants of automobiles, 2 killed and 16 injured; occupants of other vehicles, 4 killed and 2 injured; pedestrians, 5 killed and 11 injured; trespassers, 17 killed and 34 injured; car inspectors, 22 injured; storehouse employes, 18 injured; boiler makers, 40 injured; boiler-maker helpers, 47 injured; blacksmiths, 12 injured; bridgemen, 29 injured; watchmen, 1 killed and 2 injured; station employees, 32 injured; hostlers, 17 injured; extra gang laborers, 1 killed and 10 injured; carpenters, 12 injured; painters, 7 injured; crossing flagmen and gatemen, 8 injured; dining

car employees, 8 injured; section foremen, 17 injured; signal employees, 10 injured; express and baggagemen, 9 injured; linemen, 3 injured; clerks, 4 injured; train porters, 2 injured; truckers, 8 injured; car cleaners, 6 injured; air brakemen, 3 injured; electricians, 3 injured; switch tenders, 1 injured; yard masters, 1 injured; stationary engineers and firemen, 5 injured; shop foremen, 4 injured; pumpers, 1 injured; division officers, 5 injured; others, 1 killed and 96 injured.

In next week's report, the Claims Committee will give briefly the causes of the above mentioned accidents.

The Causes

From the Claims Committee report of the 24th ult.:

In last week's report, the Claims Committee showed that 38 were killed and 1,710 were injured during the first two months of the current year, and promised to give in today's report the causes. Attention is directed to the following causes:

Eye injuries, failure to use goggles, 278, including 2 with sight destroyed in one eye; struck by engines or cars, 5 killed and 21 injured, including 1 loss of limb; coupling or uncoupling cars, 2 killed and 17 injured; caught in unblocked frog, 1 killed; throwing switches, 1 killed and 6 injured; hostlers handling engines, 1 killed and 9 injured; motor car accidents, 51 injured, including 1 loss of limb; hand car accidents, 17 injured; using tools and equipment, 167 injured, including 1 loss of limb; working about machinery, 38 injured; handling supplies or materials, 160 injured; handling freight or baggage, 104 injured; handling rails, 69 injured, including 1 loss of limb; collisions, 62 injured; derailments, 55 injured; passengers getting on or off trains, 1 killed and 37 injured, including 1 loss of limb; trespassers getting on or off trains, 4 killed and 9 injured, including 6 with loss of limbs; trespassers, 10 killed and 12 injured, including 2 with loss of limbs; falling off engines or cars, 32 injured; falling over removable material, 30 injured; automobile crossing

accidents, 2 killed and 16 injured; other vehicle crossing accidents, 4 killed and 2 injured; pedestrian crossing accidents, 5 killed and 11 injured, including 1 loss of limb; struck by falling objects, 27 injured; struck by flying objects, 30 injured; defective car appliances, 18 injured; falling from bridges, ladders, scaffolds and structures, 16 injured; stepping on nails, 25 injured; stepping in holes, 14 injured; rough handling of trains or cars, 23 injured; material falling from cars, 15 injured; overhead or side clearances, 6 injured; cars fouling track, 4 injured; falling over switches or fixed structures, 4 injured; slipping on ice or snow, 13 injured; improperly loaded cars, loads shifting, 3 injured; climbing over or under cars or engines, 8 injured; engine defects, 3 injured; shaking grates, 11 injured; projections from cars or engines, 1 injured; taking coal or water, 2 injured; assault, fighting, 4 injured; defective platforms or walks, 2 injured; defective tools, 10 injured; handling ties, 13 injured; handling bridge material, 21 injured; chains, ropes, cables breaking, 5 injured; electric shock, 1 injured; combustible or inflammable material, 2 injured; operating steam hammers, 6 injured; cutting iron or tin with shears, 4 injured; stones thrown at trains, 3 injured; ejection from trains, 1 injured; moving cars without notice to those working in or about same, 1 killed and 5 injured; stumbling and falling, 29 injured; struck by baggage trucks, 1 injured; teams frightened, 1 injured; scalded, 2 injured; caving banks, 1 injured; insufficient light at stations and platforms, 1 injured; other causes, 1 killed and 156 injured.

ENGINEER MORTIMER TELLS ABOUT HOW HE TRIED TO SAVE A MULE DOWN IN MISSISSIPPI.

Some of the exasperating experiences which our enginemen and trainmen have in trying to prevent striking animals are almost unbelievable. Notwithstanding the efforts made by our men to avoid striking stock, the courts frequently hold the railroad responsible for killing stock

in litigated cases. The following letter written by Engineer Dan Mortimer to Claim Agent Zach Jolly, of Clarksdale, Miss., gives a full account of one of his experiences in which he tried to save a mule.

Belzoni, Miss., January 31, 1919.

Mr. Zack Jolly,
Claim Agent,
Clarksdale, Miss.

Dear Sir:

Below you will please find statement of accident occurring to one mule, witnessed by myself, Fireman George Dye, brakeman known as "Fihead"—real name unknown.

I was engineer of engine 408, train No. 598, Friday, January 30, 1919. A short distance north of mile post No. 125, on the Sunflower District, between Dyer and Pentecost, I ran close upon two mules, description as follows:

One was black; the other was also black; however, it was not as black as the first mentioned. I chased these mules for a distance of about three-fourths of a mile. The first mentioned did not sustain any injuries whatsoever. The last mentioned, while running ahead of the engine, ran across a cattle guard, which is a short distance south of mile post No. 124. After passing "over the top" I noticed it began to limp on both front feet, apparently stuck one of the cattle guard teeth in its feet.

A short distance south of this cattle guard, there was a lady—name unknown—who ran this animal off the track. It did not run but a little distance before said animal ran upon the main line again and preceded me to a road crossing south of mile post 124.

I wish also to state that Fireman Geo. Dye ran ahead of the engine endeavoring to make this animal get off the track, but on account of not being able to maintain a faster speed than this animal was making, was unable to make said animal get off the main line. This, I think, was after said mule had crossed the cattle guard. There was nothing on the sides of the main line to prevent this mule from getting out of the way. I was under full control at all times and

most positively did not strike the animal; and did all in my power to make this mule get out of the way, but was unable to do so account of said animal maintaining a speed that a man could not make running on his feet.

I noticed said mule, after it had come to road crossing above mentioned, was holding up his right front foot, suffering apparently from some injuries it must have had inflicted by this cattle guard. I do not think this railroad should be held responsible for the injuries sustained by said animal, for the following reasons:

It did not have authority from the train dispatcher to run ahead of a third class train. Although it flagged me, I was unable to obtain the proper information, due to an excessive rate of speed it was traveling at all times while preceding me to the nearest road crossing, which is located south of mile post 124.

ROAD MASTER ROGERS ELIMINATES PERSONAL INJURIES.

On the 1st of January, 1919, the enterprising Road Master of the Iowa Division, Mr. E. I. Rogers, inaugurated a campaign having for its purpose the elimination of all kinds of personal injury accidents in the Maintenance of Way Department. What Mr. Rogers sought to do was to go through the month of January on the Iowa Division without a personal injury to any of his men. The members of the Maintenance of Way Department of the Iowa Division immediately became much interested in this campaign and how well they succeeded is indicated by the fact that during the entire month there was but one personal injury to an employee on the entire Iowa Division in the Maintenance of Way Department, and that injury was to a section laborer, who strained the muscles of his leg while pumping a hand car.

Mr. Rogers has directed attention to the fact that the result of the Iowa Division campaign in January cannot be attributed to "luck", except that kind of "luck" which results from everlastingly keeping after a thing and thus bringing about the desired results. The demonstration on the Iowa Division shows

what can be done about keeping down personal injuries where all employees become interested in doing so.

THE ROAD CROSSING COW.

Why does a cow run across the road in front of a moving vehicle? R. L. Whited writes to *The Scientific American* (New York, August 17) that he has unraveled this mystery. Both the cow and the fowl, which exhibits the same peculiarity, have eyes so disposed on the sides of the head that they can be used separately. This, according to Mr. Whited, is the root of the trouble. He writes:

"When a cow faces an object both eyes may with ease be focused on it. When the object is at the side or rear one eye may be focused on it, while the other is viewing objects in quite a different direction. Evidently the animal may direct attention to one object with both eyes, or to two objects with different eyes, or it may inhibit one eye and direct and concentrate attention with the other toward some object of fear or fancy. In advancing in a car toward cows standing in the roadway it will be noticed that those facing the car usually turn to one side and let the car pass; those with side toward car will, if on, say, the right side of the road, run and attempt to cross to the left side; those with head away from the car will usually run down the roadway ahead, turning off at one side or the other. The reason why the cow or chicken on the right side of the road turns to cross over to the left, and vice versa, is, I suggest, because the eye of the animal, which sees and appreciates the danger of the advancing car, is by instinct kept on the dangerous object. To turn to the right and escape would blind the animal during the period of turning; and this she will not willingly do. But if she runs across the road in front of the car, the eye with which she first observed it will keep it clearly and continuously in view, and, she thinks, allow her to escape the impending danger. Even when safely across, if turned around, by encountering a fence or by chance, so as to perceive

the enemy with the other eye, I have seen her run for dear life to recross the road to the side whence she is just come. The instinctive action, originally protective, is thus made a source of danger to the animal. The chicken, with monocular vision, labors under the same hallucination; it, too, thinks that the danger may be avoided by running with all its might, keeping the enemy all the time in view with the eye that was originally turned toward it. Thus, truly, the cow crossed the road because she crossed the road."—Literary Digest.

ONE PETER HENRY CAUSES TROUBLE AT SIOUX CITY.

Peter Henry was driving his automobile on Floyd River Avenue, Sioux City, Ia., July 23, 1918, toward Twenty-eighth Street crossing where the avenue crosses the railroad. He desired to cross the tracks just at the time when the morning passenger train was about to use the crossing. In a controversy which ensued between him and the crossing flagman, the latter insisted that the train should be allowed to cross first. Henry, however, was not to be argued out of his right to cross the tracks at his pleasure and pressed his case with the crossing flagman, pushing the old watchman back so near to the railroad that when the train picked up the automobile on the track in front of it, it threw the machine against the watchman and broke his leg.

Not content with the trouble which he had made, and the injury which he had inflicted upon the crossing flagman, Henry filed suit against the railroad for damages, alleging that the collision between his automobile and the passenger train resulted from the negligence of the crossing flagman. The case was tried recently. It required two days of the time of the district court at Sioux City and two days of the time of the train crew of the passenger train to decide whether the automobile driver was entitled to damages. However, when all the facts were submitted to the jury, it took the jury but five minutes to bring in a verdict in favor of the railroad.

Since this trial, another trial growing

out of this same case has taken place. The watchman sued Peter Henry and recovered a verdict against him for \$1,000.00. This is a development which Peter Henry evidently did not consider within the range of possibilities.

AN APPEAL TO SAVE LIVE STOCK.

Louisville, Ky., Feb. 4, 1919.
TO THE RAILWAY STATION AGENTS:

The Kentucky Council of Defense, in conjunction with the United States Food Administration and the railroads, is trying to stop the waste of food caused by the killing of live stock on railroad rights-of-way. It is estimated that every year over 5,000 animals, of a total value of \$175,000.00, are killed in Kentucky by the railroads. The curtailment of this loss means the saving of food for our soldiers and those of our Allies still on duty "Over There", and also for the thousands of starving civilians in war-torn Europe.

As a man who loves his fellowman, will you not help in this great food conservation movement? A very large number of the animals annually destroyed are killed around stations. We appeal to you to do all in your power to prevent this waste. Urge your people not to allow their animals to feed around your station. Ask the town officers to prevent this practice.

Very truly yours,
KENTUCKY COUNCIL OF
DEFENSE,
Edward W. Hines,
Chairman.

PAYING COSTS ON INSTALLMENT PLAN.

Max Meister sued the Illinois Central Railroad for damages alleged to have been sustained by reason of his horse having caught its foot in the crossing on East Washington Street, Madison, Wisconsin, December 27, 1915.

Mr. Meister is a junk dealer at Madison. On the particular day in question he was driving his horse at a walk over

the crossing. As the horse came upon the crossing it stepped upon the rail with one foot in such a manner that the calks on the shoe slipped into the two-inch space between the plank and rail and the calks caught so that when the horse tried to get its foot out it loosened the shoe and at the same time pulled off part of the hoof with the shoe.

Mr. Meister filed suit and attempted to show that he had a horse of exceptional value and quality and that the crossing was defective by reason of the space between the rail and the plank. In the justice court he succeeded. On appeal to the circuit court the jury returned a verdict in favor of the railroad. The court costs taxed against Mr. Meister amounted to \$73.20. Through the leniency of the railroad Mr. Meister has been allowed to make small payments since the trial, which was held in 1916, and to date has paid \$67.00 of the total amount. He would have been money ahead had the horse laid down and died the day before the accident.

Since the trial the horse has been in active service for his master faithfully doing his share of earning the money to pay the costs of the litigation. Mr. Meister now says there is money in the junk business but none in suing the railroad.

SAD BUT TRUE.

There was a man who fancied
That by driving good and fast
He'd get his car across the track
Before the train came past.
He'd miss the engine by an inch,
And make the train hands sore;
There was a man who fancied this—
There isn't any more.

There was a wise old trainman,
Expert at coupling cars,
He used his feet to push in place
The knuckles and drawbars.
He did it thus for many years,
And thought it was great fun;
He had two feet to push them with,
He now has only one.

Bill Jones on the repair track,
 Imagined he could do
 A moment's work beneath a car
 Without the flag so blue.
 Well, yes—he did it many times,
 In spite of rule and warning;
 One day an engine bumped the car—
 Bill's wife is now in mourning.

Between the rails of the Northward-
 track,

Mike smoked his pipe of clay,
 As "55" with time freight south
 Sped noisily on her way.
 'Twould take four steps to clear both
 tracks,
 These steps Mike did not take,
 Then Number Two approached un-
 heard,
 Results—"An Irish Wake."

Contributed.

RAILROAD TRACKS USED AS BED FOR MAN AND BEAST.

The accompanying photographs taken on the Memphis Division give some explanation of why there are so many people run over by trains and so much stock killed. One of these photographs shows a negro lying on the rail of the main track. When discovered by the person who took the picture, this negro was sound asleep across the rail.

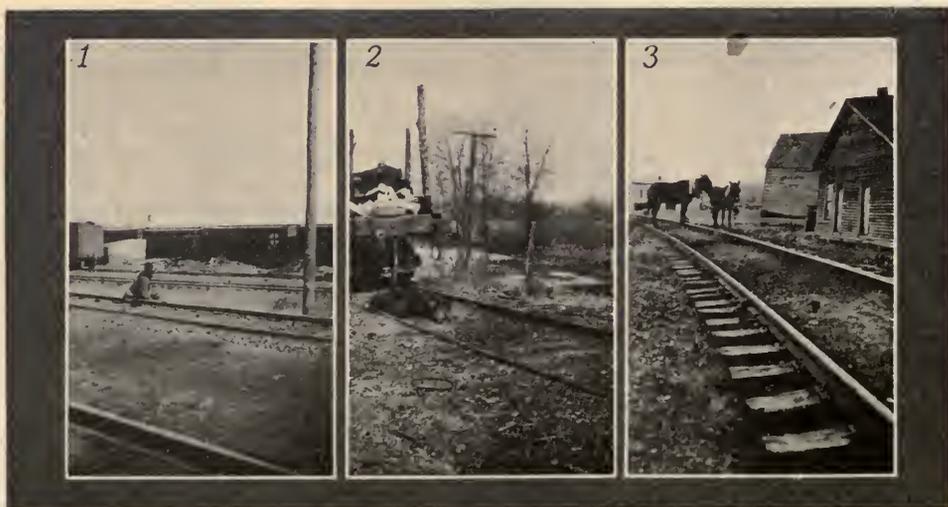
The picture showing the hog also in the "Arms of Morpheus" immediately at the end of a flat car, shows how quickly a claim for a thoroughbred animal might be created against the railroad if a locomotive were to attempt to couple into this car without an inspection first being made of the track at the opposite end of it.

The third picture shows two mules left standing on the main track of the railroad while the negro driver was in one of the nearby stores. It seems fairly clear that the practice of trespassing on tracks and permitting animals to roam about over them can not be broken up without legislation prescribing a stiff penalty for such cases and then an earnest effort on the part of the proper authorities to enforce the law.

RAILROAD WINNER IN \$35,000 SUIT.

The verdict of the Warren circuit court giving Noble M. Hullum damages amounting to \$35,000 because of injuries received while working as watchman for the Y. & M. V. railroad was reversed and dismissed by the supreme court in a decision handed down this morning.

Mr. Hullum, a citizen of Warren



county, based his claim on the fact that he was shot by some unknown party and said that the railroad officials knew that he was in danger from such attacks, but failed to warn him when he was employed.

Three or four years ago there was some dissatisfaction among the white brakemen on the run between Harrison and Wilson because of the employment of colored brakemen. Several shootings occurred.

While on duty one night, Mr. Hullum was shot and badly injured. One eye was put out and his hearing affected.

Through his attorneys, Henry & Canizaro, he filed suit against the railroad and obtained \$35,000 damages in the circuit court.

Hirsh, Dent & Landau, representing the railroad, appealed the case.

They pointed out that the shootings had occurred 65 miles north of the place where Mr. Hullum was attacked. He was then used between Baton Rouge and Kenner Junction, near New Orleans.

It was probable, they said, that Mr. Hullum was shot by some bandit who was trying to break in a car, and that this was an isolated case and one for which the railroad could not be held responsible.—Vicksburg (Miss.) Post, 2-17-19.

SUIT OR COMPROMISE—WHICH IS THE BETTER POLICY?

Mrs. S. A. Parish sued for \$10,000 at Sumner, Miss., for alleged injuries she claimed to have received in alighting from a train at Tutwiler, Miss., October 11th last. The case was tried at the March term of court, resulting in a verdict for \$200.00.

Every possible effort was made to compromise with this woman and her husband before suit, but nothing less than \$1,000.00 would interest them. The railroad offered \$300.00, which was emphatically declined. When the attorney's fee and expenses are paid out of the \$200.00 awarded by the trial jury, these people will probably entertain the idea that a suit against the railway does

not necessarily mean a positive assurance of a large reward.

Reference was made in this column of the March issue to the suit at Friars Point for the death of George Alexander, colored switchman, which the railroad won and in which case \$1,000.00 was offered the family before suit, but which was declined.

The result in these two cases would not indicate that the railroad management was very unfair when it tried to induce the interested parties to accept moderate amounts in compromise of their claims.

EXTRA WARNING SIGNALS WOULD SAVE MANY INJURIES.

A substantial sum was recently paid John Molewicz, Polish section laborer, for loss of both arms at Kensington, 12:01 P. M., February 4, 1918. He was walking south between tracks and stepped in front of southbound suburban train. He had only been working for the railroad half a day. It was claimed proper signals were not sounded.

Employes and others being struck by trains is the greatest cause of serious accidents on the railroad. The remedy is for engineers and firemen to be constantly on the lookout and to exercise good judgment in the sounding of warning signals when laborers and others are near the track. Too frequently it is assumed by enginemen that when laborers and others are in the clear that they know the train is approaching. A few extra warning signals would result in averting many serious accidents.

THE CELEBRATED LINNIE REED CASE.

Linnie Reed, colored, sued the Illinois Central in Minnesota for the death of her husband, a switchman, which occurred at Paducah, Ky. Her claim was solicited by a prominent soliciting lawyer of St. Paul. The Illinois Central enjoined the prosecution of the suit on the ground that the bringing of the suit

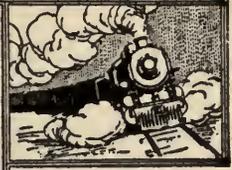
at St. Paul against the railroad was vexatious, expensive and inconvenient to the railroad. The injunction was granted by the Circuit Court of Paducah. An appeal was prosecuted by Linnie Reed to the Court of Appeals of Kentucky. That high court recently affirmed the judgment of the Lower Court in a celebrated opinion which has attracted a great deal of attention among lawyers throughout the country. In this opinion, Kentucky's highest court took a fling at soliciting lawyers, particularly the Minnesota brand of soliciting lawyers, which will not soon be forgotten by them. The following comment on this case appeared in the February issue of "The Bulletin":

This suit was brought in Minnesota for the death of Reed, a laborer in the railroad yards in Paducah, Kentucky. Reed was caught and killed passing between cars. The bill for injunction alleged that Reed was a citizen of Kentucky; his widow who qualified as administratrix was a citizen of Kentucky, where she qualified; that an attorney of St. Paul, Minn., who specialized in damage suits, persuaded the administratrix by a runner, who was not a lawyer, to employ him and bring suit in Minnesota; that the lawyer agreed to investigate, to pay the costs and witness expenses of suit and to support the administratrix pending suit in consideration of one-third of the amount recovered, and that the attorney had paid the administratrix \$40.00 a month, as well as other contributions. It was further alleged that the Minnesota practice and procedure is different and more favorable to plaintiff in such suits than in Kentucky, and that suit was brought there to obtain such advantage; that the railroad is a citizen and resident of Kentucky; that the place of suit is about 1,000 miles from the place of accident, Paducah, and that trial would entail great and unreasonable expense on the railroad as well as loss and inconvenience in keeping employe witnesses from their duties; that there was an available

court in Paducah in practically continuous session. The answer was a denial of all the material allegations of the petition. The lower court gave judgment for the railroad and on appeal the argument for the administratrix (1) that the Federal Employers' Liability Act under which the suit was brought authorizes suit in Minnesota in such a case, a right which could not be taken away by injunction, and (2) that the facts stated in the petition did not warrant the injunction. Affirming the grant of injunction the Court of Appeals recognized the principle that the courts of one state have the power to enjoin a citizen of that state from prosecuting in the courts of another state a suit against one of its citizens although there is difference of opinion as to the grounds on which this power and jurisdiction should be rested; "the prevailing opinion being that each case in which this question is presented must be determined by the facts of the particular case." (1) The Court declined to give peremptory effect to the venue provision of the Federal Act, deeming that that Act does not take away from the courts the power they possessed before its enactment "to restrain the plaintiff in a transitory suit from doing an inequitable and unconscionable thing that would subject the defendant to great and unnecessary cost and inconvenience." Before the Federal Act plaintiff could sue the railroad in any jurisdiction where the railroad could have been brought into court and the effect to be given the Federal Act is to limit by definition instead of enlarging the places where suit must be brought. (2) Of the general equity of the petition the Court thought the decisive ground alleged was "that the suit was brought in Minnesota for the sole purpose of subjecting the company to great and unnecessary expense and inconvenience, and to vexatiously harass and annoy it, and all this without securing to the administratrix any material benefit." Judgment for plaintiff railroad affirmed.



TRANSPORTATION DEPARTMENT



Chicago Station

Out Freight House—Method of Operation

By R. O. Wells, Freight Agent

THIS plant, which runs north and south, is 1800 feet in length and for the purpose of equalizing the movement of freight is divided into three sections, each of which is 600 feet in length.

The first section is 48 feet in width and has 20 receiving doors. This section is used for the receipt of business from the various drygoods houses and all other shipments consisting of seven packages or less. The Chicago Warehouse & Terminal Company, which operates an underground electric railroad for the interchange of freight between railroads, also between railroads and wholesale houses and industries about the city, connects with this section by means of two tunnel shafts through which their loaded cars are elevated to the floor level for unloading and empty cars are lowered to the track level. A double track railroad extending from the shafts through the center of this section is used in operating these cars.

The second section, which is 32 feet in width, also has 20 receiving doors, all of which are used for the receipt of miscellaneous business until 3 o'clock P. M., after which hour 10 of the doors are used exclusively for the receipt of perishable freight.

The third section, which is an open platform protected by a roof, is also 32 feet in width. This section is served by three tracks on the team driveway side, on which trap cars from mail order houses and other industries are placed

for distribution of the contents to various outgoing cars in the house setting. These tracks are switched during the noon hour and in resetting them an open space of 200 feet is left for the receipt of freight in this section from teams, thus giving relief to the other two sections during the busiest teaming hours of the day. The end of this section is equipped with an electric derrick for the handling of trap cars from the iron industries.

The entire plant is served on the west side by 7 loading tracks, 6 of which run full length and one two-thirds of the length of the plant, giving a capacity of 260 cars at one setting.

A transfer platform parallels the house setting on the west side. This platform is served by one track of 40 cars capacity which is used for handling transfer cars from connecting lines, cars from sub-stations and trap cars from city industries.

All trucks used in this plant are of the four-wheel type and are equipped with chain couplers so that they may be moved in trains which are operated by electric motors.

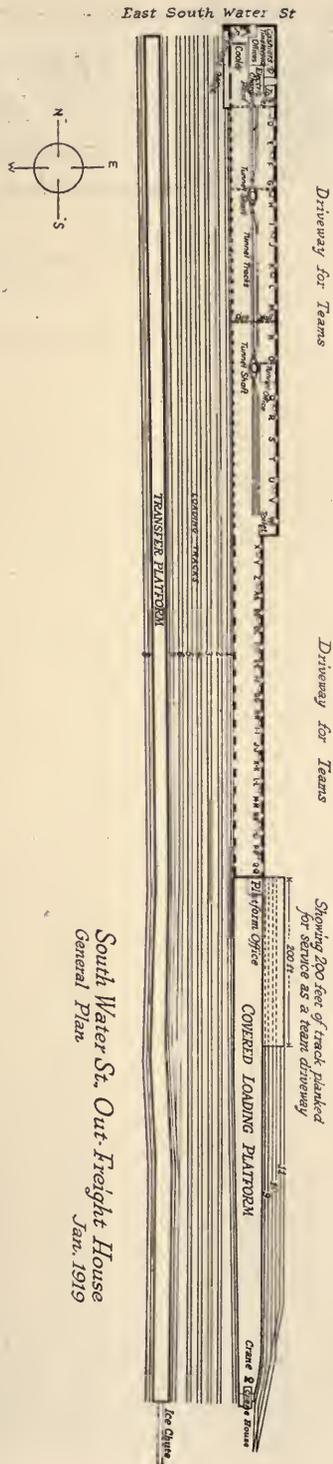
For the purpose of supervising the working forces and insuring the careful stowing of freight in the cars and the loading of freight into the right cars, this plant is divided into 16 cross-sections extending from the receiving doors to the transfer platform, and an assistant foreman is placed in charge of each section.

For the guidance of employes and as a matter of convenience in operating, all cars in the regular house setting are designated by permanent spot numbers, which are numerically arranged both lengthwise and crosswise of the setting. Signboards indicating these spot numbers are placed in front of each run of cars. A printed sheet called the house lay-out is provided and furnished daily to all concerned in loading and billing the freight. This sheet shows the spot numbers as they appear in the house setting, destination or break-bulk point of car and car number and initial.

The first requisite to correct handling of freight is a thorough knowledge of the territory for which freight may be received, how the freight should be packed and how it should be marked. Freight classifications, carefully prepared loading guides and other necessary data are supplied to all receiving clerks, route clerks, assistant foremen and others concerned to aid them in their work.

Each clerk stationed at the receiving doors is provided with a small office in which to keep his receiving and loading guides and other necessary instructions, and in which to carry on his work. One clerk operates two doors, each of which has one caller.

When a wagon is backed up to a receiving door, driver submits his shipping tickets to the check clerk in charge, who examines them and if O. K. marks the spot numbers on all tickets to be retained by the company, and holds the receipt portion until all of the freight is received and checked. The freight is received direct from wagon to warehouse trucks by the caller, who calls the nature of the package, contents and marks thereon to the checker, who in turn calls the spot number to the caller. The caller notes the spot number and check clerk's initial on the package in chalk and calls back the spot number to avoid error. Clerk checks the items on the shipping tickets as called. When all of the freight has been checked receipts are handed driver, and the load at the next door is taken care of in the same manner.



South Water St. Out Freight House
General Plan
Jan. 1919

Each check clerk is supplied with a rubber stamp for use in receipting for freight, which carries one or more letters of the alphabet conspicuously placed therein to identify the clerk using the stamp. The stamps are charged to the clerks by these identification letters.

Callers at times are able to load trucks ahead of the checker. In such cases the marks on the packages are left exposed so that an accurate check may be made. In fact, all packages so far as possible are placed on the trucks with marks exposed.

As fast as the freight is checked and loaded onto trucks the trucks are pushed aside and empty trucks are brought up by men provided for that purpose. The loaded trucks are made up into trains in car run order. These trains are moved on regular schedules by motormen under the direction of the conductors, who detach the trucks from rear of train at the run of cars into which freight is to be loaded.

As fast as trucks are cut off the trains they are shoved into the cars by stowmen and deckhands, but no freight is unloaded or stowed in the cars until all marks thereon have been examined by the assistant foreman in charge, as he is the man finally charged with the responsibility in the matter of correct loading and stowing of the freight, closing, locking and sealing of car doors, and carding of the cars. Loaded trucks which are to be moved but a short distance to reach the run of cars into which they belong are moved by hand instead of motor power.

Check clerks handling freight from tunnel, trap and transfer cars follow the same general system as that employed by clerks at the receiving doors. Such clerks, however, work in the open and as they have no office facilities for taking care of the necessary loading guides, route clerks are employed to note the name of the car into which freight should be loaded on the shipping tickets. Each checker carries a house lay-out sheet and from the name of the car noted on the tickets by the route clerk readily determines the proper spot number to corres-

pond, and notes this number on the tickets. Route clerks do not place the spot numbers on the tickets as for various reasons it is daily necessary to change some of these spot numbers, and such changes are not always known at the time tickets are handled by the route clerks.

Packages requiring reworking are put in shape before they are loaded onto the trucks.

Messengers are continually going through the plant picking up shipping tickets, which they deliver to an adding machine operator who records the tonnage and passes the tickets to the revising department. From this department tickets are sent to the Out-Freight Department for rating, billing, etc.

If for any reason it is desired to load a shipment into a different car from that to which it has been directed by the check clerk, the assistant foreman in charge will re-direct the loading and send a printed form covering the change to the billing department so that the car number on the waybill may be corrected, thus preventing the shipment from checking over in one car and short in another.

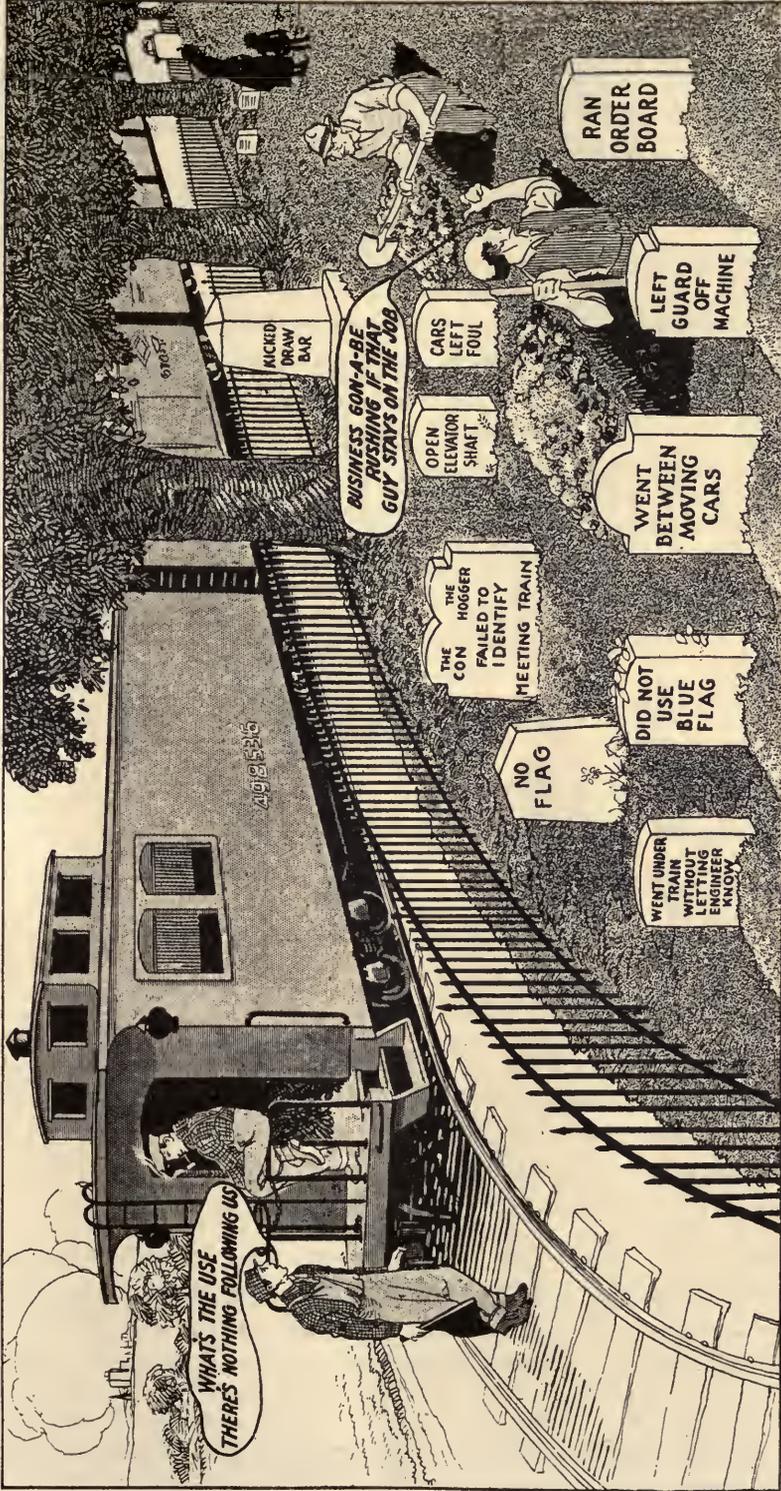
In the interest of efficiency each assistant foreman records in a hand book provided for that purpose all errors detected and the name of the employee responsible. This information is compiled in comparative statement form semi-monthly and posted on the bulletin board. Errors which the assistant foremen fail to detect and which develop through exception reports issued by unloading agents are likewise compiled in comparative statement form, with name of assistant foreman responsible, and posted on the bulletin board. So far as practicable the attention of employees responsible is called to errors at time detected.

Stowmen are required to exercise care and to aid the assistant foremen in seeing to it that all packages are in the right car, also properly stowed in the car.

Lists showing stations for which cars carry freight are hung inside the cars for the guidance of stowmen and others, and in case of station order cars, the

UNITED STATES RAILROAD ADMINISTRATION

Director-General of Railroads



Copyright, 1910, by Geo. Bradshaw

Some good openings for careless railroad men—the only kind they can fill with safety



BACK WITH HIS PLAYMATES BUT ON THE SIDE LINES FOR LIFE



Recently in a prosperous city a mother was met on the street by some friends, and while conversing, they were attracted to a small group of men carrying very carefully some object. They learned that a boy had been hurt while hopping a train.

This woman remarked that she hoped none of her flock were doing that, and that she must speak to them about it. It was too late, for it was her boy that she had seen carried away, and now that otherwise active boy has to stand around on a crutch and watch the other children at their play.

If your children are taught the danger of the "Trespass Habit" they will in turn carry the message into other homes.

TRAIN THEM IN SAFETY FIRST



“The New Man”

By H. G. Duckwitz, Train Master, Minnesota Division

THE injury or disability of an experienced employe necessitates substitution with the new man, and always involves a risk, which may increase the element of danger, not only to the new man, but also those who work with him. Notwithstanding, however, the new man is always in evidence in all lines of occupation, and must be considered a fixture and a problem for the employers or supervisory officer to solve; a problem not wholly covered by rules and special instructions, but one which demands the most careful thought of his employer and trained associates.

It, therefore, devolves upon us to more closely watch the beginner, being especially careful in directing him, promptly correcting errors, as well as ascertaining his knowledge of the work

he has undertaken, and keeping a close watch of his conduct in general. Do not expect him to know it all. Take time and exercise patience. We all started out as beginners, and must, therefore, bear in mind that the new man must be taught, and his success and future, and your own safety depends entirely upon the effort exerted by his superiors to accomplish such developments. Unfortunately, a great number of the older and experienced men fail to realize the importance of properly training the beginner, a requirement to which one must become reconciled.

We must discourage any indifferent attitude toward our new or inexperienced working associates, if the prevention of accidents are at all considered. The practice of applying such

epitaphs as "guinea," "ham," "cu'," etc., and otherwise ridiculing his efforts to learn should not be permitted. It is a fact, however, that such tactics are displayed by some of the older heads, who should realize the inconsistency of such practices, as it takes away all the aspirations for success, as well as the confidence of the student. It is such tactics that reduces efficiency, and I am confident in stating that accident statistics will reflect a more favorable condition in localities where the student is instructed instead of ridiculed.

Here are a few pointers the older head should pass to the new man, instead of losing sight of him. These may also be of some benefit to the instructors:

Every avoidable accident is due to some failure of one or more men to use necessary care and diligence.

Safety appliances do not insure safety, unless operated by safe men.

Explanations of wrong doings are much more burdensome than doing things right.

A railroad man cannot afford to take chances with human beings at stake. It is not a gambling proposition.

Read and obey the rules and special instructions, listen closely to orders from your superior, and carry them out as directed—you are paid for it.

Do not hesitate to call your superiors or fellow workers' attention to

any apparent violation of rules or instructions. Sometimes the other fellow forgets.

Don't hesitate to report unsafe conditions, even though you may not feel sure of extent of danger involved. No harm is done in reporting such observations, and you may prevent a serious accident.

If you are not entirely familiar with any locality through which you are called upon to work, be sure and ask directions and surround yourself with necessary safeguards.

The Book of Rules is the railroad man's Bible. A good railroad man is like a good Christian—he consults the book often.

Don't rely on some one else performing an important duty for you; do it yourself, and know it is done right.

Be especially cautious where danger is involved. Even though it may require a little extra exertion on your part, it is always better to sacrifice time for haste.

Do not permit disinterested people to influence you from the proper performance of your duties. It is characteristic of the uninformed to often offer suggestions contrary to your trained practices.

It doesn't hurt to memorize a few of the important and essential rules. You will be surprised to learn how near the head of the class you stand, if you know the rules.

A Talk With Boys

By Tony Erhardt, I. C. Ticket Agent in Murphysboro

A VERY apt poster entitled, "Just as Lonely as He Looks," depicting the sad, lonesome condition of a crippled boy, presumably a victim of jumping moving trains, is now being placed in railroad waiting rooms and other public places by the National Safety Council, a department of the United States Railroad Administration, and is deserving of more than ordinary interest for our boys and young men.

The scene shown on this poster is that of a mid-winter day's revel by the neighborhood boys and girls who are enjoying the exhilarating sport of skating on the smooth, glassy surface of firmly frozen stream.

Snow covers the hillside and the fields. White smoke from a fire just started, is curling skyward through the frosty air. Light-hearted boys cutting antics on the ice. One of the happy youngsters leads

the way, others just as happy follow his course. 'Tis the good old wintertime for all but one—the little crippled fellow who stands on the farther bank, beside a lonesome ash almost as lonely as himself. With a supporting crutch in either hand he silently reviews the pleasant spectacle, for Johnny has only one leg now.

The red-lettered inscription just below the picture tells the tale: THE BOY WHO LOST HIS LEG FLIPPING TRAINS. And the usual verdict in these cases follows: "No more skating for him. No more baseball or swimming. Just a lonely onelegged boy watching the other fellows having fun."

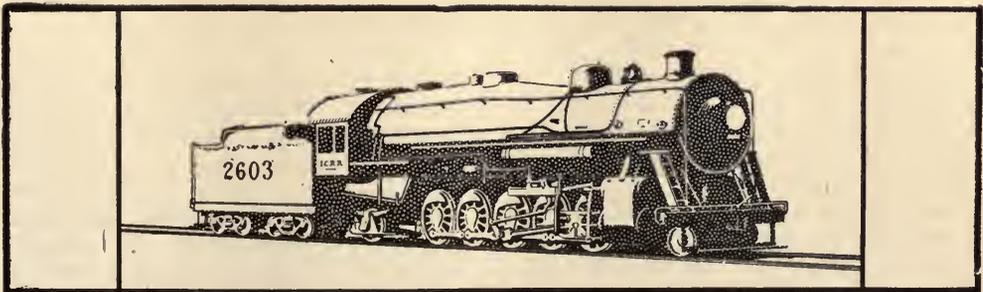
The concluding paragraph of this safety bulletin states that 37,714 boys and girls were crippled or killed flipping trains or walking on tracks in 28 years, or an average of about 1,350 accidents of this kind every year. At this rate the domestic happiness of three or four family circles is broken every twenty-four hours by one of the younger members being killed outright or maimed for life through the willful negligence or carelessness on the part of the unfortunate victim while on or about railroad company premises.

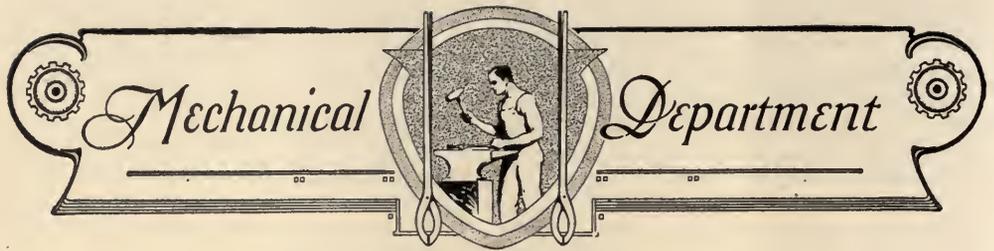
Boys should ever remember that they owe it to themselves first of all, and to their parents who have reared and raised them—often under very trying circum-

stances—to make use of every reasonable effort for the preservation of life and limb, and to avoid dangerous places and customs.

Jumping trains is not manly and it does not inspire confidence. Boys, if you want to amount to something in the world (and every boy does) by all means don't flip trains, for when the man who is looking for a good boy to place in his office or shop, sees how reckless you are with your own person, it will be hard to persuade him that you will act differently while at work. No successful business man wants a careless, unthinking boy in his service, nor will he tolerate such a one very long. The train flipper boy who hangs on to this dangerous custom is doomed to failure, even though he does not meet with serious bodily injury, for his youthful days are spent to no good purpose, and his mind is traveling in the wrong channel. Turn a new leaf, boys, and cut it out.

The lesson conveyed in this safety first bill, however, covers only one side of the question, for what will the crippled boy that is pictured as already being very much handicapped, do later on when he grows to manhood and must face the stern realities of life, but that will be left for another story.—*Murphysboro Ill., Independent*, March 10, 1919.





Reclamation Economy

By A. J. Leutenmayer, General Foreman, Paducah, Ky.

IT seems a little strange that the practice of reclaiming material by railroads should have taken so long to assume definite shape or purpose. The cheapness of material undoubtedly played a large part, indifference on the part of supervising officers in issuing supplies was largely responsible. It was considered cheaper to tear off an old or defective part of an engine or car and apply a new part than to attempt to patch or repair the old one.

Speed—that was the one object. "Get her in and get her out" was the slogan, thence—the chisel, bar and sledge and the sobriquet, nut-splitters, as applied to machinists in general.

All these things were bound to have one result—extravagance. If a machinist needed two $\frac{7}{8}$ nuts he drew six, excusing himself with the thought that they will come in handy some time and the four extra nuts were forgotten or lost before that time came. And so it was, and unfortunately is yet, with a thousand other small articles. The floors are swept and all the scrap so-called is carried to the scrap bin and good money paid for sorting out hundreds of dollars worth of perfectly good material that never should have been drawn from the storeroom.

Of course, before the advent of ox-weld, electricity or thermit there was nothing to do but scrap the majority of broken parts, particularly castings. Now with all these aids at hand and our operators growing more expert every

year the articles or parts to be scrapped should be much less than ever before.

It is not necessary to take a frame down to the welded. It can be successfully done on the engine by one of the three methods mentioned. Guide yokes, steam chests, cylinder heads, cross heads, piston heads, frame braces can be reclaimed nearly four times out of five. Not alone these larger parts but many smaller ones such as brake shoes with the lug broken off the back. It costs about fifteen cents to weld another one on and the shoe is ready for service.

We have been making washers and split keys out of scrapped ends of flues for several years to the extent that we are independent of the general supply station in so far as these articles are concerned. Car door hasps made of scrap shearings is another product that is not drawn from the general store house any more, in fact, outside points have been furnished from our over-supply.

When the malleable casting shortage became so acute a few months ago and grease cup bushings and plugs could not be purchased the difficulty was overcome by making them of scrap wrot. Dies for the forging machine were made and plugs made that in one point at least are superior to the malleable plug, that is, the lug cannot be knocked off. Lubricator glasses can be reclaimed with a wooden wheel faced with canvas, a little pumice stone pulverized and water. These items have merely been mentioned to show what can be

done with some of the scrap material on hand.

It would not be worth while to go into details of the many ways of utilizing scrap material. It depends largely whether the article to be manufactured is needed badly enough to make special tools or dies for producing such articles or parts. In the matter of split keys, washers, door hasps, etc., of scrap, it is a saving and a distinct reclaiming proposition. But by far the largest gain will be in the use of electric or acetylene welding. Building up worn parts, welding broken or cracked parts are true phases of reclaiming.

This leads us to think that the reclaim plants might be reduced by fully one-half if the reclaiming started from the machine shop and car shed. In other words, if so much material that is thrown in the scrap was carefully scrutinized before it is scrapped fully one-half of it would be saved. As stated before in this matter, our supervising force is largely responsible as they have the opportunity of examining all the material and all the so-called scrap before it leaves their premises. Should this be done in a conscientious manner there is no doubt that the reclaim plants of the various points would not need be nearly so large. This applied also to the Road Department. Usable spikes, usable plates and various other articles are repeatedly taken out

of the scrap that is brought in from the road.

The practice of reclaiming is, therefore, largely misunderstood. The fact that an article or material, already in a finished state and ready to be applied to an engine or car is picked out, put where it originally came from (Store Department) may be called reclaiming by some but the fact is, it is carelessness on the part of someone in the department it came from.

Floor sweepers and laborers are not always particular to ask if this, that or the other is scrap. He is told to clean up and he does it. It is not uncommon to see a machinist or even a foreman digging around the reclaim plant to find a wedge, an engine truck pedestal jaw and even larger castings to say nothing of the innumerable smaller articles such as nuts, finished bolts, cotters, etc., carted away by the industrious floor man. If a genuine interest can be aroused in everyone who has the issuing and using of material in his charge the reclaiming plants can be reduced to a minimum.

In the personal injury campaign, I was impressed mostly by the placard. The Best Safety Device Known is a Careful Man. That covers nine out of ten cases. With apologies to the originator, I would like to add the best reclaiming device is a careful foreman.

Appointments and Promotions

Effective March 16, 1919, Major W. M. Vandersluis, having returned from Military Service, is reappointed Signal Engineer, with headquarters at Chicago, vice Mr. H. G. Morgan, assigned to other duties.

Effective March 18, 1919, Mr. C. R. Smith is appointed Trainmaster Freight Service, Chicago to Broadview and to 27th Street, inclusive, with headquarters at Chicago, vice Mr. F. Ehretsmann, deceased.

Effective March 18, 1919, Mr.

T. Whitby is appointed Trainmaster, Freight Service, south of 27th Street, with headquarters at Fordham, vice Mr. C. R. Smith, transferred.

Effective March 18, 1919, Mr. C. L. Beals is appointed Trainmaster, with headquarters at Fordham, vice Mr. T. Whitby, transferred.

Effective March 20, 1919, Mr. C. J. Harrington is appointed Road Master of the Memphis Terminal with headquarters at Memphis, Tenn.

FROM THE LAW DEPARTMENT



ERRONEOUS QUOTATIONS OF RATES—DAMAGES FOR.—In the case of *St. Louis, Iron Mountain & Southern v. Wood* (Sup. Ct. of Ark., 1918), 207 S. W. 32, it appeared that the carrier brought suit against Wood to recover \$53.60 undercharges on an interstate shipment. Wood filed a cross-bill for damages for the actual amount on account of the failure of the carrier to post the latest freight tariff on lumber in its station and because the station agent quoted a rate of 10½ cents per cwt., according to an old printed tariff, instead of 13 cents per cwt., as provided by the printed schedule in the office of the Interstate Commerce Commission. The Court said:

“The question then to be determined by this appeal is: Can an interstate carrier be mulcted in damages for failure to post its freight tariff rates, as fixed by the Interstate Commerce Commission, in its station, or by misquoting the existing freight tariff rate to a shipper? The answer to this question must depend upon the correct construction of sections 6 and 9 of the Interstate Commerce Act of February 4, 1887 (U. S. Comp. St. 1916, Secs. 8569, 8573).

“The construction placed on the Interstate Commerce Act of February 4, 1887, as amended by the Act of March 2, 1889, by the Supreme Court of the United States, is binding upon the state courts. It seems that the exact question presented by this appeal was settled by the Supreme Court of the United States in the case of *Illinois Central R. R. Co. v. Henderson Elevator Co.*, 226 U. S. 441, 33 Sup. Ct. 176, 57 L. Ed. 290. In that case, the Henderson Elevator Company brought suit against the railroad company to recover damages on account of the failure of the railroad company to post the freight rates at its station and the misquotation by the agent of the freight rate on corn shipped in interstate commerce from Henderson, Ky. The agent quoted a rate of 10 cents per 100 pounds, when in fact the rate fixed by the Interstate Commerce Commission, in force at the time of the shipment, was 13½ cents per 100 pounds. It was held by the trial and Supreme Courts of Kentucky in that case that the railroad was responsible to the Henderson Elevator Company for any loss sustained by it brought about by the railroad company’s failure to have posted or on file in its office in Henderson, Ky., its freight tariff rate in question or on account of a misquotation of said freight tariff rate by its agent. Mr. Chief Justice White, in reviewing the case, said for the Supreme Court of the United States:

“It is to us clear that the action of the court below in affirming the judgment of the trial court, and the reasons upon which that action was based, were in conflict with the rulings of this court interpreting and applying the act to regulate commerce.”

RECONSIGNMENT—WHO HAS THE RIGHT TO RECONSIGN.—In the case of *Texas Midland R. Co. v. Cummer, Tex.*, 207 SW Rep. 617, the court said:

“Instructions for a change in the destination of freight must emanate from the party who is the real owner, or who has the authority to divert; otherwise

the carrier alters the destination at its peril. *N. C. & St. L. Ry. Co. v. Grayson County Nat. Bank*, 100 Tex., 17, 93 S. W. 431; 1 Hutchinson on carriers, Secs. 177, 193 and 194."

EXPEDITED SHIPMENTS—CONTRACT FOR.—In the case of *Tex. & Pac. v. West Bros.*, Tex., 207 SW 918, the Court held that a contract for an interstate shipment of cattle over certain lines within a certain period so as to require but one feeding and watering en route and so as to arrive on a specified day was void and in contravention of law, citing *Chicago & Alton v Kirby*, 225 U. S. 155.

RIGHT OF CARRIER TO REFUSE TO TRANSPORT PRIVATE CARS.—In the case of *Armour & Co. v El Paso & Southwestern Ry. Co., et al*, 52 ICC 240, the Interstate Commerce Commission said:

"There is no doubt that if the carriers have equipped themselves with suitable cars to transport shipments offered by the complainants they may refuse to transport the latter's private cars." *Proctor & Gamble Co. v. C., H. & D. Ry.*, 19 I. C. C., 556, 560; *Atchison Railway Co. v. U. S.*, 232 U. S., 199. In the latter case at page 214 the court said:

"Whatever transportation service or facility the law requires the carrier to supply, they have the right to furnish. They can therefore use their own cars and can not be compelled to accept those tendered by the shipper on condition that a lower freight rate be charged.

"If it be a fact that defendants have suitable refrigerator cars to carry all shipments of complainants, or will secure such cars, and furnish them on demand, they have the legal right to furnish them, and may refuse to transport shipments in privately owned cars."

Error Detected by Clerk W. F. Seat, Local Freight Office, Memphis

Memphis, March 18th, 1919.

Mr. Downs:

I am in receipt of the following letter from Terminal Superintendent Bodamer, March 15th:

"Am quoting an instance which demonstrates what close observation and strict attention to duties can accomplish.

"W. F. Seat, Clerk, Local Freight Office, Memphis, handling billing originating Cypress, Ill. billed Covington, Tex., contents of car corn. The Clerk noted name of consignee as a firm located at Covington, Tenn. He immediately had the car held up until the Agent could wire billing point, and the Agent at point of origin requested that the destination be changed to read 'Covington, Tenn.'

"There is no question but what this discovery prevented a wrong movement, and heavy claim, as it is more than likely, that the corn would have been badly damaged by germinating during this warm weather.

"Mr. Herring suggests that same should be mentioned in our Magazine."

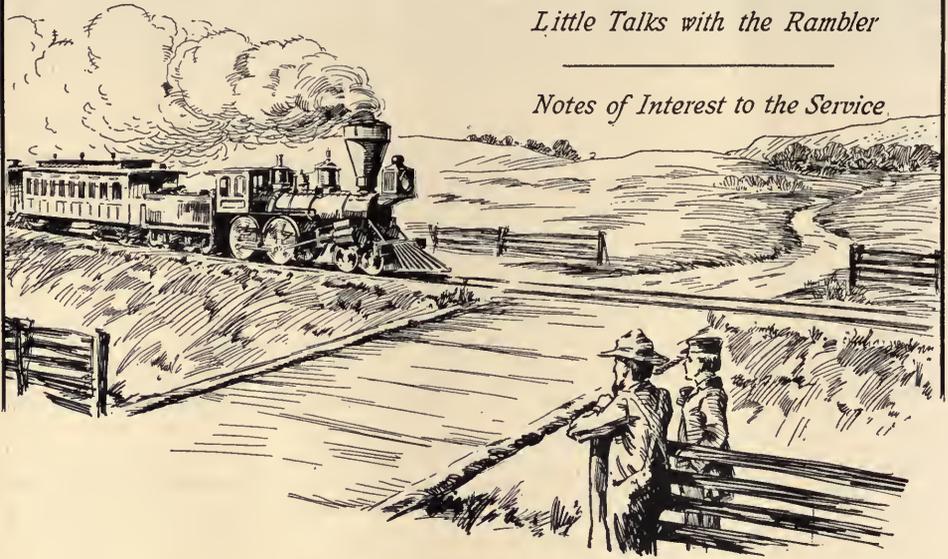
I think this action is very commendable on the part of Mr. Seat and I concur in the recommendation that it be published in the Magazine.

A. H. Egan,
General Superintendent.

PASSENGER DEPARTMENT

Little Talks with the Rambler

Notes of Interest to the Service



AULD LANG SYNE.

JUST how the Rambler came to be wandering around in a department store, I cannot explain. It was true, however, that he was doing so one noon. "Apparently drifting," according to Mrs. Tyro, who later told me of a little trip he and her husband made, the facts concerning which I am going to relate as told me by her.

It was also a fact that quite unexpectedly, as he drifted into one of the tea rooms of the department store he discovered Mrs. Tyro seated by herself at one of the little tables. She jocosely accused him of trying to evade her by pretending to not notice that she was by herself. However, he was near enough for her to call to him, and she admits that on thus having thrust herself on his attention he was all courtesy and geniality. Not only so, but finding that her order while given was not yet served, and he himself not having been to lunch, he gave his order and they took their noonday repast to-

gether. They chatted a while about nothing, and everything in general, until it occurred to Mrs. Tyro to mention to the Rambler that she was a little anxious about Howard, her husband. "He is working too hard," she said, "and is getting nervous. He is well I imagine, but he needs some little break to get into his normal stride, for really he is out of it now. You know," she continued, "he is intense, and every once in a while gets keyed up too high. He is in that condition at present. Ordinarily, however, just as it takes a slight thing to amuse a child, a slight diversion for an hour, for a day, or for a day or two only, will enable him to find himself again. I have known him, in our early married life, when we lived down the state and he was editing a somewhat influential but nevertheless country newspaper, to leave his desk, say in the middle of an afternoon, with an editorial or an article half finished and go out in the back yard for, as he expressed it, 'a steadying of the brain

gear.' The 'steadying' would consist of going to the wood pile, selecting from it a stick of cord wood length of large or small proportion, according to the amount of exercise that he thought he needed, placing it on the saw buck and sawing it into stove lengths. It would be a matter of from five to fifteen minutes only, according to the number of sticks he sawed. He would then go back to his desk with, as he would say, 'all the kinks out of his mind,' and resume his work as though he had never left it. He is more or less that way still, but in his city work has not the opportunity for a momentary slowing up in one direction by brief application in another that the country afforded. When he is working at home we frequently go out together for a walk; generally with the avowed object in view of finding some newly appearing flower, or to see if we can find in a given time some specific bird. This last, particularly in the migrating season. Something of the kind he needs now, and I have suggested several little day's outings to him, none of which seem to appeal. Cannot you think of something new for us, or for him, that will not last more than 24 hours? Something that will serve as the wood pile did in the happy younger days. If it could be in connection with yourself, so much the better, for I think he needs a change from me as well as from his work."

She was very much in earnest in the matter, and the Rambler thought he understood the situation exactly. In fact, of late a feeling had come to him that he himself needed from time to time just such little switches from his routine as Mrs. Tyro had described as being beneficial to her husband. For the moment, however, he could make no suggestion to her, but he cast about in his mind on the subject as they were eating their salad dessert. Finally, he exclaimed, "I have it! There is an agent down the line that I have known for a great many years, and whom in times past I have been able to help out in many little ways in connection with

securing passenger business. His station is in a small town, but is nevertheless one of importance, as it is tributary to a large outlying territory. We are not soliciting business now, you know, but still there is more or less trouble coming from various points in connection with which information is often sought. I expect Joe, he is the agent, is tangled up in some way with inquiries on which he needs advice. Nevertheless, I cannot conceive what it can be, as he is self-reliant, experienced and generally more than able to take care of himself. However, he slipped me a little note saying that if I could make it convenient to run down some Sunday *unofficially* he would be glad to have me do so. But instead of going on a Sunday I was thinking of going next Saturday, just for the sake of seeing the activity of a small country town 'round and about its 'square' on the day of all the week when it is the busiest. Do you suppose I could get Tyro to go with me?" "Not on a Saturday," she said, shaking her head, "but if you could make it Sunday I think I can arrange it. It will be, I am sure, just the thing for him to do, provided you are back by early Monday morning." "Suppose we leave Saturday night and get back to the city Sunday evening?" "I think that could be arranged. Call Howard up tomorrow afternoon. I will talk with him about it tonight."

It was eventually arranged as the Rambler had suggested, for at about 6:00 o'clock on the following Saturday evening he and Tyro met and went to dinner together, for their train was not to leave the city until about an hour after midnight. The dinner over, they went to the theater together, having had much amusement between themselves on the selection of the play, discussing the matter over their coffee and cigars. Tyro had first wanted a concert. To this the Rambler demurred, saying that while he liked music well enough he was not crazy about it, but that he did like to see good acting. Finally they struck a compromise and

went to a so-called operetta. Tyro, who was well versed in the news of the theaters, explained that in it he for his enjoyment would get some music, fair as a whole, but brilliant in spots, while the Rambler would get a lot of good acting, some exceptionally fine dancing and an interesting plot. The latter because the "book" of the operetta, contrary to usual custom in comic operas, was of exceptional merit.

After the theater they sauntered leisurely down the avenue to the station to take the sleeping car carried on their train, and which had been ready for occupying an hour or more before. On their way the Rambler noticed that Tyro carried a small handbag which was clearly not a man's grip but to all appearances the shopping bag of his wife. There was something incongruous in its being carried by a man of Tyro's physique and presence, and the Rambler could not refrain from making fun of it. "Well," was Tyro's response, "everything of my own in the grip line was of such size as to seem to be equally absurd when the question of luggage embraced only a suit of pajamas, one clean collar, a toothbrush and a comb. So, it being after dark, as far as this evening is concerned, and as tomorrow I understand we will be in a small country place where they will not be critical and where I will not be known, I finally chose this contrivance of Helen's in the interest of 'traveling light.' But, where is your grip?" he continued. "You do not seem to have anything on me in appearances, for your overcoat pockets are bulging scandalously. To be honest with you," he concluded, "I do not know which of the two of us is the more to be criticised, you with the bulging pockets or I with this little dinky drawstring shopping bag of my wife's." The Rambler chuckled, and said, "Oh, maybe I have not got my baggage with me yet. Just wait until we reach the station." On arriving at the latter he excused himself from Tyro for about ten minutes and then made his appearance with a little

brown parcel in his hand. Tyro, thinking the parcel represented the counterpart of his own luggage, made no comment on it as they went to the train together and sought their berths in the sleeping car. The Rambler's berth came first in order as they walked down the aisle and Tyro stood and watched him as he prepared for bed. An amused smile suffused his features as he saw the Rambler plunge his hand into one of his overcoat pockets and toss out one part of his suit of pajamas and the remaining part from the other pocket, remarking as he did so that perhaps he could find the toothbrush and clean collar in the morning in some of the other pockets, but as for the comb, he always carried that in his upper left hand vest pocket. Tyro laughed as he said good night, and remarked, sarcastically, "Didn't know but what you had it in the paper parcel."

The point to which Tyro was being taken was but a short run out into the country, hence notwithstanding their late departure from the city they arrived there something over an hour before dawn. The Rambler, who was used to such traveling, found no difficulty in awakening in time to dress, but before doing the latter he went to see if the porter had followed instructions, and had called his companion in time for him to be ready to leave the train. Finding Tyro's berth empty he joined him in the wash room, and listened in silence to his good natured growl to the effect that "the colored gentleman hasn't allowed me to sleep at all. I am ready to swear that I had but just closed my eyes when he shook me. Are we really getting there?" On being assured that such was the case, and that they must hurry, the morning absolutions were quickly gone through with and a moment or two afterwards they alighted at the station. They were the only persons to leave the train, while none embarked. They stood in silence watching the train's red and green tail lights gradually disappear in the dis-

tance, and then the Rambler started for the station office. He soon returned, remarking that he did not know the night man, and he thought they had better stay outside for a while, unless they found it too cold, as the bracing air would help to arouse them from the lethargy of curtailed slumber. Tyro more than readily agreed, as the fresh air idea particularly appealed to him, it being primarily his reason for coming on so unusual a trip. So they paced back and forth on the platform for a considerable time, until finally Tyro suggested that they go in the station, where they could sit down for a rest.

"Did you ever notice," he observed, "how much the eye and environment has to do with one's ability to keep up a stiff walk? We have been pacing back and forth on a dead level in a circumscribed area without being able to see, except dimly, anything about us. It tires one quicker than would have the actual distance we have covered had we been pushing forward in daylight. Either along some country highway, or even in the city where we make at least occasional turns in and out among the streets, seeing what there is about us all the time. In other words, there is a connection between the feet and the brain as informed by the eye, that makes a difference. I am tired."

Going into the waiting room the Rambler introduced himself to the night man and explained that he had come down to see Joe the Agent, but that he would wait until he came down at his usual time in the morning. The Rambler was given a cordial reception with the remark that he, the night man, doubted if Joe knew that the Rambler was to come on that train, although he had mentioned to him the evening before that he rather expected him the next day. "Never mind," was the response, "I did not tell him when I was coming, but by and by, after you think he is up you can tell him I am here over the wire to his house. In the meantime my friend and myself will sit out here in the waiting room and get rested up a bit. We have had but

a few hours of sleep tonight. Never mind lighting up."

The travelers settled themselves as comfortably as possible, one of them stretched out on a settee that formed a part of the room's furnishing, and the other in an arm chair that had been brought out from the office. The two thus settled the Rambler produced his mysterious paper parcel and opened it. Much to Tyro's surprise two generous chicken sandwiches and a half dozen doughnuts were produced; seeing which, with a laugh that gentleman dug down into his famous hand bag and added two large rosy apples to the layout. They sat and ate and talked in a somewhat gleeful mood, for thus far the trip had made them both feel like school boys let out from the day's session.

"Do you know," said Tyro in the course of the conversation, "that thus far the unusualness of this trip reminds me of the last one I took in Europe." "Which time was that?" perfunctorily asked the Rambler; for he knew his friend had made several trips abroad since his college days. "Last year," was the laughing response. "That time when you all thought I, through nervous exhaustion, was quietly hiding in a sanitarium; so far gone that notice was given out that it would be best not to attempt to see me. I have wanted to tell you for some time that the sanitarium business was but a bit of war camouflage, but the opportunity has not occurred until now. In fact I cannot even at present say why I went or what I did there. It was on a special mission for my paper in connection with the great war activities. Circumstances have intervened making my visit abortive, and in reality there is not very much of a secret involved as matters now stand. Perhaps, however, it is best to still be quiet for a while longer as to the nature of my mission. Sufficient to say therefore that I went to England and France, and as you know was away from home about two months all told. While there this little experience occurred which our present trip brought to mind and which there is no harm in telling."

"It was in December, when after having been in England for a few weeks it became desirable for me to go to France. You know I had been abroad before, and previously in going from London to Paris one left Victoria Station at 11:00 a. m. and arrived at Paris at 6:40 p. m. the same day. I found, however, on this occasion that owing to war conditions all civilians were obliged to travel from London to Southampton and thence across the channel to Havre; a much longer distance and not under the same high class conditions as before. Nevertheless, I was more than fortunate in the matter of my trip, as the nature of my mission was such that the French Ambassador was sufficiently interested in it to obtain for me from the British Foreign Office a passport and permit authorizing me to cross by the special military route,—from Folkestone to Boulogne. Incidentally there were many little privileges connected with my permit and passport that saved me from the usual delays in getting through to Paris, my destination."

"We left Charring Cross, London, (I was not alone) at 11:00 a. m. on what was termed the military train; on which only officers, kings' messengers and especially authorized persons such as us, were allowed to travel. I shall never forget the scene at Charring Cross Station as the officers bade good-bye to their families, many of them for the last time. As you may imagine, there were many pathetic scenes. We left London on time, arriving at Folkestone at 1:00 p. m., where the British and French military and naval representatives scrutinized the passports and papers of even the highest officials. This took up about two hours of time, after which we started on the boat trip for France. We had only gone but what seemed a few yards when down from Dover came five torpedo boat destroyers which got into position to guard us on the port side, while five from Folkestone took position on our starboard side. The ten destroyers thus took good care of us all the way to Boulogne. This convoy was a most impressive sight from beginning

to end; a sight that I will not soon forget."

"As we went on board at Folkestone each man was handled a life belt which all were forced to put on and wear during the entire trip. It was a curious sight to see 850 men on the top deck of the boat leaning forward in their chairs on account of the life belts which prevented them from sitting naturally. The officers on board were from generals down to lieutenants, and when our steamer, the "Onward," left Folkestone I noticed that almost all of them turned and watched the receding chalk cliffs of old England. I observed many a brave officer with a tear in his eye, and realized that he was probably thinking of the fact that with fierce fighting ahead he might never again see the shores of his loved land. As a matter of fact many of those men never did return. I sat on the steamer with a Major of the 'Black Watch' and found him a most genial gentleman. On leaving I promised to send him some American periodical literature, which I did for eight weeks; until I received a note marked 'Killed.'

"As we stepped ashore at Boulogne and heard the bugles, the rush of cavalry, the rumbling of artillery and the tramp, tramp, tramp of infantry we realized that here, even more than in London, we were near the battle front. We left Boulogne for Paris at 11:00 p. m. in a train crowded to the doors, twelve in each compartment instead of the normal eight, reaching Paris at 6:00 the following morning. Arriving at our hotel on a Tuesday at 7:00 a. m., we asked for a hot bath. The reply was, 'Oh no; no hot bath until Saturday!' This we learned was on account of coal shortage, coal selling at that time in Paris at \$50.00 a ton. For breakfast we had *one* roll and a cup of coffee, with no sugar. Restaurants we soon learned were all closed at 9:30 p. m. and in them no music was allowed. The streets at night were all dark account of air raids. We found many stores closed with a notice on the doors reading 'Closed—Gone to War.' In the streets at least sixty per

cent of the women were in deep crepe mourning, giving Paris a most dismal aspect. Supplementary to this street scene were the French soldiers arriving from the battle front with the wet clay still on their shoes. Of course we also saw the American soldier there. He was pathetically humorous with a 50 centime (10 cents) red, white and blue covered French phrase book in constant use. But, I draw the curtain on the way those phrases were pronounced."

"In due course we got back to London safely, but for two or three days at a time the channel would be closed account of the German submarines getting in regardless of nets and destroyers."

Tyro stopped as though he had finished, whereupon the Rambler after waiting a moment or two remarked, "Mighty interesting and I would like to have more of it. But wherein does that trip remind you of this one?" "Chiefly," was the laughing reply, "in that it was so different. I presume, however, that the two became blended in my mind simply from the fact of both being out of the ordinary. A similarity does not necessarily follow." Peering out of the window he continued by saying cheerfully, "The gray dawn approaches; let us go outside again and see the sunrise."

The station was located on the edge of the little town, the village proper being back of it. It fronted on a considerable stretch of rolling prairie, extending to the east, with timber patches here and there in the distance. So as they stood out on its platform they saw what Tyro said was a most beautiful sunrise; at which the Rambler remarked as they finally saw the golden disk clear the horizon that he believed it was the first sunrise he had seen since he was a boy. While it was in the middle of March and the air was fairly crisp, it had been an unusually forward month so that it seemed more like an April morning. The Rambler was not surprised therefore, to hear Tyro break out somewhat excitedly with, "Listen; hear that? It is a meadow lark; an early arrival to be sure, but it is unmistakably a lark."

"Well, then let us go on a little lark and see the town." So they sauntered around for an hour or more, crossing the Square near the station where were located the stores and one or two modest public buildings, and then following the main residence street. Finally, drifting back to the station, the night man informed them that he had called Joe and had been told to send them up to Joe's house for breakfast. The home of the agent was not far away, so they were soon seated at his table enjoying particularly a delicious brew of hot coffee. It was then that Joe told the Rambler why he had asked him to come down.

"There is an old gentleman here," he said, "a dear, bright, energetic old fellow, who although 81 years of age is a wonder. For many years he was our leading storekeeper and on retiring from business, well-to-do, such was his energy that he began to look about for something to occupy his mind and attention. So he finally developed into a most persistent traveler. He is, and has been for as long as I can remember, alone as far as family ties are concerned except for a sister who keeps house for him. Hence, between the little trade bickerings that he engages himself in around and about town, the same as he did when keeping store, he generally takes some leisurely but extended trip. But he is not a typical traveler in that he likes to rush about from place to place. He is more like a professional tramp, who while having a probable destination in mind takes his own way and time for getting there. However, war conditions, he says, have been such during the last few years that he has been content to stay at home."

In reply to a question from the Rambler as to his staying at home, Joe said, "I do not think his age has very much, if anything, to do with it. He is a remarkable specimen of physique and still has keen mental faculties. In fact, ever since the armistice he has been developing the old desire very rapidly and now is full to bursting with the wanderlust. He has a campaign of travel all mapped out on which he has been working for

at least two months, calling on me almost daily to discuss this feature and that of what he wants to do and how he can do it. He really has what I would call a drifting campaign clearly defined. In form it is sort of on the order of 'pay your way as you go and have everything first class, but go where you please and when it suits you.' He knows already everything about his proposed trip he needs to know, and surely everything I can tell him. Really, there is no reason why he should not start out at any time he wishes. He has a notion, however, having talked me dry on the subject and having got to the end of all arguments in his own mind, that he would like some expert's opinion. In other words, his itinerary is all right, but he would feel better if some third party would go over it and verify his own opinion. That is what I gathered, although he has never said as much to me. So I thought if you would come down and have a chat with him (you will find him very genial and interesting) it would probably so ease his mind, in case you agreed with him, that he would start off and I would have a rest."

Both the Rambler and Tyro laughed at the end of Joe's tale of trouble, the former saying he was ready to go and see the old gentleman at any time. Joe argued that as Herman, the name by which the old gentleman commonly went, was not very much on church-going he guessed it would be all right for them to go up at once. He had an idea, however, that the whim of the old man might be better tickled if he, Joe, stayed away. "Let him think," said the latter, "that you came down to see me for quite another reason than on his account, and that I having mentioned to you his proposed trip you were interested to know about it. You might add," he continued, "in a round about way, that it occurred to you as being something remarkable that a gentleman of his years should be contemplating such a trip as you understand he is to make." Tyro nodded his head in approbation at the suggestion, and as the Rambler thought well of it they said good-bye to

Joe for the time being and went to hunt up Herman.

The latter's house set somewhat back from what was a well shaded street in leafy time, and was set off by an ample front yard with shrubs, trees and flower beds that must have made it attractive in the season of foliage and flowers. The old gentleman happened to be standing at the front gate when the Rambler and Tyro made their appearance. With a mixture of shrewdness and of mild curiosity and inquiry, for he surmised that they were probably going to speak to him, he slowly sized them up as they approached. As the Rambler introduced himself and Tyro and began to explain his presence practically on the line of Joe's talk, Tyro had seen something that awoke his interest to the exclusion of all that the two men were saying to each other. He had seen a robin hopping along the lawn, and as soon as he got a chance he exclaimed to Herman, "See, sir! I wonder if that is not your first robin of the season. It is the first one I have seen." The old man smiled as he led them up the walk to enter the house and said somewhat dryly, "I do not know; it *may* be the first one that has reached here from the south, but it looks to me like the same fool bird that my sister has been feeding more or less all winter. Foolish of him to hang around here in the cold while all his companions are in a warmer climate, I say. Still," he added reflectively, looking up and about him as though measuring for the first time the character of the day. "As the season is unusually early I should not wonder if we did see some spring birds before long." For an hour or more the Rambler listened intently to the old man's schedules and plans and really found them practical and to the point. He was able to make a slight suggestion here and there, but as a whole, he put, figuratively speaking, his O. K. stamp on all that had been worked out by his host. This was much, evidently, to the latter's delight and the Rambler saw that Joe's troubles were over. It also developed that it finished that feature of the Rambler's trip, for

the time came when the old gentleman seemed to drop the whole matter like the shutting of a book whose pages had been read. His trip was a closed incident with him for the time being. The talk over it, however, had worked the octogenarian into such genial mood that when Joe came to carry Tyro and the Rambler to his house for dinner he was told to go home and let the visitors from the city alone. They were going to stay to dinner with him, he said; after which, seeing that one of them appeared to be interested in birds he was going to carry them for a little walk out over the prairie and into the woods. Joe good-naturedly conceded the point as a matter of policy.

After a dinner that "Hannah," a dear old lady, but younger than her brother, had prepared, the three men started for a leisurely hike out into the open country. As they were leaving the edge of the village Tyro burst into a sudden exclamation of excitement, saying, "Well, it may be that robin was a 'stayer,' but I wonder if those two blue birds I see in that tree over there are not first arrivals." The old gentleman looked at them thoughtfully for a moment and then said, "Yes, I think they must be, but they are certainly ahead of time. Although," he added, "it does seem more like April than March, doesn't it?" The mid day had become so warm and balmy that they were all walking with their overcoats thrown over their arms. Later Tyro greatly to his interest, saw several other birds that he stopped to watch and study, some few of them in particular being early arrivals; one of them, a flicker, being clearly so. He also came across another robin at which the old man remarked that *it* probably was a "first," having had more sense than the one back at his house than to stay in their climate all winter.

In the course of their walk they came to the railroad crossing, just before reaching which the "Limited" train from the south thundered by. They all stopped and watched it speed along with its huge Pacific type locomotive and its long line of cars. "A passing train like that," remarked Tyro, "when at its full speed is

always an impressive sight to everyone, I think." "Doesn't look much like the jerky little trains I used to see pass on this same track when I was a young man," said the old gentleman. "As I remember them, compared with the train that has just gone by they seemed more like the string of little wagons hitched together that I see the kids playing with up and down our street. But I always did like a train of cars from my earliest remembrance. The road was put through here when I was a boy, and I recall that my father was more or less opposed to it, and never quite got over having his farm cut up by your right of way. I remember the both of us frequently standing to see the trains go by; I lost in admiration and wishing I was riding on one, while he grumbled over the worry that he was going through trying to keep his cattle from being killed. But as I have said, my thoughts were on and with the trains, and I took the earliest opportunity after being old enough to be my own master to take a ride on one of them up to the city. I will never forget the sensation and the revelation as to the outside world of that first ride. I worked in the village store and labored hard to get one of my own so that I could go to the city regularly to buy goods, which end I achieved in time. I think it must have been about the time when I began to make regular trips for my store that John G. Saxe's poem came out about 'The Rhyme of the Rail.' It so fitted my temperament and feelings as to car riding that I committed it to memory and have never forgotten it. Do either of you know it?" Tyro said he had heard it but the Rambler confessed ignorance, whereupon the old gentleman seated himself on a fallen tree (they were at the edge of a wood) and motioning the others to do likewise he repeated that poem, which is as follows, without a break and very much in the spirit in which it was written.

Singing through the forests,
 Rambling over ridges,
 Shooting under arches,
 Rattling over bridges,

Whizzing through the mountains,
 Buzzing o'er the vale,—
 Bless me! This is pleasant,
 Riding on the rail!

Men of different "stations"
 In the eye of fame,
 Here are very quickly
 Coming to the same.
 High and lowly people,
 Birds of every feather
 On a common level
 Traveling together.

Gentleman in shorts,
 Looming very tall;
 Gentleman at large,
 Talking very small;
 Gentleman in tights,
 With a loose-ish mien;
 Gentleman in gray,
 Looking rather green.

Gentleman quite old,
 Asking for the news;
 Gentleman in black,
 In a fit of blues;
 Gentleman in claret,
 Sober as a Vicar;
 Gentleman in tweed,
 Dreadfully in liquor!

Stranger on the right,
 Looking very sunny,
 Obviously reading
 Something very funny,
 Now the smiles are thicker,
 Wonder what they mean?
 Faith, he's got the Knicker-
 Bocker Magazine!

Stranger on the left,
 Closing up his peepers;
 Now he snores amain,
 Like the Seven Sleepers;
 At his feet a volume
 Gives the explanation,
 How the man grew stupid
 From "Association!"

Ancient maiden lady
 Anxiously remarks,
 That there must be peril,
 'Mong so many sparks!
 Roughish-looking fellow,
 Turning to the stranger,
 Says it's his opinion,
She is out of danger.

Woman with her baby,
 Sitting *vis-a-vis*;
 Baby keeps on squalling,
 Woman looks at me;
 Asks about the distance,
 Says it's tiresome talking,
 Noises of the cars
 Are so very shocking!

Market-woman, careful
 Of the precious casket,
 Knowing eggs are eggs,
 Tightly holds her basket;
 Feeling that a smash,
 If it came, would surely
 Send her eggs to pot
 Rather prematurely!

Singing through the forests,
 Rambling over ridges,
 Shooting under arches,
 Rattling over bridges,
 Whizzing through the mountains,
 Buzzing o'er the vale,—
 Bless me! This is pleasant,
 Riding on the rail!

"Do you know," he said reflectively as he concluded, "I have a half notion that the poem, which has been jingling through my head for over fifty years, really had something to do with my love of travel. I have not always been true to the railroads however," he added as he changed his tone and mood. "During many later years I took to steamships, and up to the breaking out of this great war I made a trip somewhere on one nearly every winter. You know I am so troubled with rheumatism during the cold months that I always try to get away from here until warm weather sets in. Among other things, it is a cheap way to travel when you consider that you get your bed and board as well as passage for a steamship fare. For another thing, I got so in time when I was on a boat that it seemed to me rather like home. All you had to do was sit around in the open, with plenty of room for walking about when you needed exercise and wait until you got there, wherever that was to be. In that comfortable way I have been to many countries on this side of the ocean—to Cuba, the Bahamas, Porto Rica, Panama and to some of the Central American east

coast cities or ports. The war, of course, stopped all that with me, and I do not feel that conditions are even yet as they used to be for that kind of travel. So as you know, I am going back to my first love, the railroad."

He would apparently have kept on talking in some such strain indefinitely had not the Rambler, on looking at his watch, suggested that it was time for them to be working back to the station, as they were to take an early afternoon train for the city. They had not wandered very far, for they had simply been out for the influence of the country air—all possibly except Tyro, who included in his pleasures a keen lookout for birds. Consequently in about fifteen minutes they were back to the station where shortly afterwards mutual good-byes and expressions of good will were passed between them and Joe and the train boarded for the city. After the relaxation of being comfortably seated had taken effect, Tyro and the Rambler began talking on various subjects in which, among other things, the Rambler said: "By the way, how is Slim getting along?" "Ho, ho!" was the laughing reply, "he is going to come out all right. He surely does interest me at times with his earnestness, and I might add, fascinates me with his speculations. For insatnce, he read in an editorial of a rival sheet one morning recently the statement that news interest was a queer thing; the article going on to say that if one read that Rockefeller made a million dollars it creates no interest, but if on the other hand it was stated that 'Rockefeller loses a nickel' one reads all about it carefully; the writer closing with the remark that it takes a specialist to understand news value. This idea of 'news value' clearly made a hit with Slim, for he appeared to be thinking of it for some time and tried to get expressions in the matter from me. Now that idea of news value is, of course, a most important one in our profession, and I tried to help him along by such suggestions and advice as the nature of his inquiries from time to time suggested. I was somewhat amused, however, at about

that time to have him bring in for his column of 'Doings and Happenings on the Street' a short story in regard to a prominent society lady and a street pigeon. In effect, it was that on one of the by-streets leading into the Avenue and near the junction of the two, pedestrians had got into the habit of stopping on that by-street and feeding the pigeons. Of course the birds, having become so tame that in their hurry and anxiety for the grain and crumbs that are being held out to them, would often fly and alight on a person to get a first peck at the provender. The story that Slim told in that connection was that when a Mrs. So-and-So, 'the prominent and well known society and club woman' was walking on the Avenue and passing the end of a by-street near the corner of which some pigeons were being fed, one of the birds flew round the corner and alighted on the lady's shoulder, much to her surprise and discomfiture. He worked the story for all it was worth with considerable finesse—described the scene of the daily feeding, the tameness of the birds, how the culprit was thrust aside for over-familiarity, thus accounting for its flying around the corner, the surprise of the lady and what she did."

"Don't see much to that," said the Rambler. "Well, neither do I," was the response, "except as to where the interest centered. If that pigeon had lit on anyone unknown to fame it would have been one thing, but as it was it was another. Don't you see where the news value comes in such a case, or rather, don't you see where Slim thought it came in?" The Rambler nodded in acquiescence and began to be absorbed in looking out the window. Tyro, on the other hand, also apparently being disinclined to talk further went down into that bag of his and pulling therefrom the National Geographic Magazine began to read.

As they approached the city and the great waters of the lake made their appearance they began talking again, commenting on what that huge body of water meant to the metropolis; in which connection Tyro said he would read a

couple of sentences from a lengthy article on the city in the magazine that he had been reading. This he did, the sentences being:

"To be a manufacturing and commercial metropolis and at the same time an inland Atlantic City is a privilege vouchsafed very few cities in the world. Yet Chicago is destined to have a water front that might make many a seaside resort envious. * * * When this ground has been reclaimed, and Grant Park connected with Lincoln Park, there will be a lakeside playground some fourteen miles long. The people of every section of the city will be brought within a you-don't have-to-transfer street-car trip to the lake front playground; and Chicago, indeed, will be its own Atlantic City. One need only ride along the Lake Shore Drive and Sheridan Road to see how beautiful such reclaimed ground can be made."

As their train slowed up upon entering the station, the Rambler's mind seemed to revert again to Slim, for he said as they were walking down the coach isle: "What is the latest thought that Slim has come across that he is turning over in his mind," "Men never write what they think, but what they think they ought to think," was the quick response; "the thought being also that of the writer who opined that the loss of a nickel by Rockefeller would have news value."

A few days later the Rambler again met Mrs. Tyro who was profuse in her expression of gratitude for the outing that her husband had enjoyed in his companionship. "It did not amount to much as an outing; at least it did not seem so to me," he said. "Ah, but you do not understand," she quickly exclaimed. "He did get some enjoyment out of it in the

ordinary sense. He liked the old gentleman and his ways, and he saw, he tells me, nine distinct species of birds only one of which had come under his observation this season at home. Then he had the invigoration and tonic of the fresh country air in larger doses of ozone than we can seem to get even in our suburban home. But above all, each move that he made was in a new environment, and he was consequently always subject to surprises or unexpected mental shifts. Oh, it toned him up I assure you. He has been himself ever since." "Don't see how a little thing like that, lasting for so few hours could do very much toning," was the Rambler's response in rather a doubtful tone. "Well, I don't know just how to explain it myself," said the lady, "but I think it must be something like my old rocking chair. You see I have had at home for years a cane-seated rocking chair which is generally recognized as my chair; meaning the chair in which to the exclusion of all others I sit when I am resting or busy with matters admitting of being off my feet. Some time ago the cane seat of that chair began to sag and from week to week it sagged more and more and finally began to split. The chair, however, had a rather thick cushion and the sagging and splitting never got so far that the chair was uncomfortable; rather the contrary. However, the time came when on general principles I saw that it must be fixed and hence it was sent away to be recaned. It got back in due course, and do you know, as comfortable as it was before it is more comfortable now. Not due I think so much to the recaning as to the fact that the new firm seat gives a feeling of everything in connection with it having become normal again."

Notes of Interest to the Service

The following changes of schedules and car service of interest to agents, have taken place since the last issue of this magazine:

Illinois Central and Y. & M. V.: The sleeping car formerly carried on Trains Nos. 15 and 12 between Chicago and Waterloo is now carried through to Fort Dodge,

westbound on No. 15; returning on Train No. 14 Fort Dodge to Waterloo and thence on No. 12 to Chicago.

Train No. 32 running between Martin, Tenn., and Fulton, Ky., scheduled to leave Martin at 12:10 p. m., will be held when necessary, not to exceed 10 minutes, for

N. C. & St. L. No. 4, due at Martin at 12:02 p. m.

Y. & M. V. freight train No. 591 between Harrison and Natchez no longer carries passengers between those points. This breaks connection at Harrison with Train 22 from New Orleans; passengers from off that train for Natchez now using Train No. 503.

Lake Erie & Western: Recent changes on this road's I. & M. C. Division, operating between Indianapolis, South Bend and Michigan City, include the restoration of trains which were discontinued about a year ago, so that the following are the present train departures from Indianapolis:

No. 20, 7:00 a. m.; No. 22, 12:30 p. m.; No. 24, 5:00 p. m.; No. 26, 5:00 p. m. These trains are daily except Sunday, except No. 26, which runs Sunday only. No. 20 runs to South Bend and Michigan City; No. 22 is a new solid train, running to South Bend, stopping only at important intermediate points and carrying coaches and a Pullman broiler parlor car serving meals; No. 24 runs to Michigan City instead of South Bend as formerly; No. 26 is a new solid train, running to South Bend and carrying coaches and a Pullman broiler parlor car serving meals.

Missouri Pacific: Effective April 6th the schedule of Train No. 220 between Hot Springs and Memphis will be: Leave Hot Springs at 10:00 a. m. instead of 10:30 a. m., arriving at Memphis at 4:30 p. m. instead of 5:00 p. m.

D. & C. Lake Lines: The D. & C. Navigation Company announces that it is now giving over-night service between Detroit and Cleveland, steamers leaving both points daily at 10:45 p. m.

The Yellowstone National Park season for 1919 extends from June 20th to September 15th. The hotels and permanent camps will be open, with regular automobile service from the park gateways.

Cost of the "five day" tour of the park will be \$25 for transportation only, \$52 for transportation, meals and lodging at hotels, and \$43 for transportation, meals and lodgings at camps.

Stop-overs will be permitted and over time charged for meals and lodging on basis of \$6 per day at hotels and \$4 per day at permanent camps.

Five days represents the minimum time for a sight-seeing tour. The tour can profitably be extended to a week or two weeks or longer, giving time for recreation, fishing, mountain sports and side trips to scenic regions off the main roads.

The Glacier National Park season for 1919 extends from June 15th to September 15th, with regular automobile service from the park gateways.

The Glacier Park Hotel, Many Glacier

Hotel and all chalet groups of the Glacier Park Hotel Co. will be in operation; also the Glacier Hotel on the west side of the Park.

Glacier National Park is a satisfying travel experience whether the duration of the visit be two or three days, two or three weeks or longer. Saddle horse trails and foot trails lead to all parts of the park, but it is not necessary to leave the automobile highways in order to enjoy the splendor of the Park scenery.

Horseback, walking trips, trout fishing, camping, mountain climbing, launch and automobile trips are the principal recreative activities.

The Chicago Herald and Examiner remarks editorially: "The Twentieth Century,' fastest train between New York and Chicago, ran what is called a 'double header' yesterday. They could not get one train long enough to carry the crowd. All space is occupied for many days to come. That means active business. Americans begin to travel, and on the fastest train, as soon as they feel prosperous."

Following is the interesting manner of expressing a thought in regard to Pullman car service. It is from an article on "Chicago," by Wm. W. Showalter, in the National Geographic Magazine:

"Imagine a hotel with 260,000 beds, 2,960 office desks, and a total registration of 26,000,000 guests a year. And imagine it having 8,000 negro porters carrying a stock of linen valued at \$2,000,000 and using some \$60,000 worth of soap annually. Such is the Pullman Company, as typified by the cars in the service."

Beside a sad and sullen sea
An ancient yacht club stowed,
And all about it seemed to be
A lonely neighborhood.

The pennants which had floated there
Were silent now and gone;
All dusty was the quiet air,
And dimmed the lights that shone.

I asked an ancient sailorman
Who wept upon the shore:
"Where is yon happy yachting clan
Which lingered here of yore?"

He wiped his cold and pallid brow
And wiped his tearful eye;
"You cannot run a yacht club now
With all the world gone dry."
—Chicago Herald and Examiner.

The Louisville Courier-Journal makes this poetic forecast in connection with airplane mail service:

The letter box that used to grace
The leafy country lane

Will very likely find a place
Beside the weathervane.
The airplane service is a boon,
As we have daily proof.
All boxes may be shifted soon
And planted on the roof.

"Where is this going, my pretty maid?"
"It is going to Boston, sir," she said.
"What is the value, my pretty maid?"
"Seventy-five dollars, sir," she said.
And when it got lost, she put in a claim
for two hundred!—The Express Messenger

CIRCULATION OF OFFICIAL GUIDE

To Ticket Agents:

The plan of circulating the Official Railway Guide—issued monthly—is to provide the most important agencies each month with a copy of current issue, and other agencies with as late an issue as possible, which after receipt of the succeeding issue is to be forwarded to another agency in accordance with the plan outlined in detail in Circular 4544.

Some of the agencies do not receive their guide promptly, and some not at all, due to failure of some to promptly forward the guide on hand when a later issue is received.

Each agent undoubtedly appreciates the value of having information as

nearly up to date as possible, and also that any break in the chain of circulation affects several agencies. The current issue of the guide is now being circulated, and each agency listed in Circular 4544 should be on the lookout for a later issue of the guide and promptly forward the guide on hand as soon as a later issue is received.

Co-operation of all concerned will be very much appreciated.

H. J. Phelps,
General Passenger Agent
Chicago, Ill.
G. H. Bower,
General Passenger Agent,
Memphis, Tenn.

Western Weighing and Inspection Bureau

A. S. Dodge, Superintendent, F. J. Hoffman, Assistant Superintendent
1822 Transportation Building

Chicago, March 10, 1919

Circular No. 271

The following is an excerpt from an article appearing in the Houston Chronicle, dated Houston, Texas, March 5, 1919.

Alleged Attempt to Get Rate Concession Brings Fine of \$1000.

"S. Samuels, a Houston cotton man, indicted some months ago on a charge of false billing, filing false claims and soliciting concessions in connection with cotton linter shipments, entered a plea of guilty before Judge J. C. Hutcheson in the United States District Court Wednesday morning to the first of eight counts and was fined \$1000. The remaining seven indictments were dismissed.

"The first count charged that Samuels attempted to obtain transportation over the Santa Fe of 50 bales of cotton linters from Houston to San Francisco at less than the regular rates then es-

tablished by false statements concerning the origin of the linters, brought to Houston for concentration and re-shipment. It is alleged he attempted to secure a rate of \$97.58 less than the regular rate of 95 cents per 100 pounds. It is charged that he represented the linters to have originated at Cleburne, when in reality, it is alleged, 14 bales originated at Jefferson, seven at Nava-sota and 29 at Houston."

This news item is reissued for the information of the shipping public generally, so they may know their unscrupulous competitors are being watched and punished. If future similar circulars, (should there be any) are not desired, your name will be taken off our list.

Respectfully,
Western Weighing & Inspection Bureau;
A. S. Dodge, Superintendent; F. J. Hof-
mann, Ass't Superintendent.

Address of Walker D. Hines

Director General of Railroads, Before the Governors' and Mayors' Conference, Interior
Department Building, Washington, D. C., March 5, 1917

Secretary Redfield introduced Mr. Hines by saying:

"The industry which employs the most labor in the United States, the industry which uses the most capital in the United States, and the industry purchases the greatest amount of material in the United States is the United States Railroad Administration. The Director General of that Administration is with us today."

Mr. Chairman, Ladies and Gentlemen:—The Chairman, in a few well-chosen words, has laid this entire problem at my door. The problems that you have come here to discuss are, of course, exceedingly close to the Railroad Administration by reason of the conditions which the Chairman mentioned. The Railroad Administration not only has the same motive to promote general industrial prosperity that every other agency of the Government has, and it not only has that motive accentuated by the tremendous scale on which it has to conduct this important industrial business, but it has a further distinct motive and perhaps a motive peculiar to itself, that if it can encourage general business prosperity through the management of its own industrial activities it thereby improves its own situation by stimulating the general business and consequently increasing its general revenues. So from every standpoint I approach this matter with the liveliest interest and sympathy and with the desire to do everything that is practicable to promote the important objects which you have assembled to consider.

In studying this matter we felt that we had a promising program which would go far toward meeting the important necessities of the present situation. We contemplated that we would go ahead and could go ahead without any difficulty, keep up our maintenance of the railroads and their equipment to

the standard which the railroad companies themselves had established during the three years ending June 30th, 1917, which are generally spoken of now as the three-year test period, that we would also be able to go ahead on a substantial though conservative scheme of improvements and that through ability which we anticipated we would have to pay the amounts due the railroad companies, equipment companies and other creditors we would establish a general credit situation which would enable the railroad companies to borrow substantial amounts of money for the purpose of engaging upon a larger improvement program than the conservative program we had fixed upon. So from every standpoint we felt encouraged to believe that we could see our way clear at the outset to be a very important factor in this development. When I accepted the invitation which was extended to me to speak to you this afternoon, I hoped to be able to tell you the way was clear to do that without any difficulties whatever. But our program as originally planned rested upon our anticipation that we would get the appropriation of \$750,000,000 for which we had applied to Congress. That we were reasonably justified in anticipating we would get it is clear from the fact that when we presented the matter to the House Committee on Appropriations it conducted a most searching investigation of the need for the appropriation and reported in favor of it without any dissent. The matter was then debated at considerable length in the House and the appropriation carried by a vote of 272 to 15. The matter was then taken up before the Senate Appropriation Committee and a hearing was had and the bill was reported by that Committee without any dissent. The general urgency of the situation was so well recognized that notwithstanding the con-

gestion of business at the close of the session this bill was given the right of way and was brought up for consideration on the floor of the Senate. But the debate was not concluded before the Senate adjourned, so that the appropriation failed.

Therefore, yesterday at noon we were confronted with the problem of endeavoring to remake our program in the face of radically different conditions from those we had anticipated, and I come before you today to tell you in a very few words what I now see is the outlook for the Railroad Administration in dealing with these important problems.

I approach the matter in the spirit that it is my clear duty from every standpoint to try, notwithstanding the failure of this appropriation, to find a way to accomplish the things which you gentlemen want to accomplish. It might be exceedingly easy, under the circumstances, to approach it in the spirit of trying not to find a way, but it is in exactly the opposite spirit that I come before you and my belief is that, in view of the very difficulties of the situation which has so suddenly confronted us and the business interests of the country, there will be an impulse toward a patriotic co-operation to contrive ways and means to carry forward the reasonable program of the Railroad Administration despite the failure of the appropriation. I have this further guiding principle in dealing with the matter. There would be two general ways in which we might attempt to adapt ourselves to this new situation so suddenly created. One way would be to cut down expenditures as rapidly as possible in every direction, even though these expenditures were highly desirable. The other way would be to try to resort of every possible expedient to prevail on the railroad companies and the other business interests affected to borrow the necessary money to enable us to go forward with these expenditures, and I am emphatically in favor of the plan which contemplates financing these matters so we can go forward with the

expenditures rather than of the plan of cutting off the expenditures so we can avoid the financing. From every standpoint it seems to me this is the proper and expedient course to pursue and in addition to the other reasons which actuate me in approaching the matter in this spirit is the reason which is a controlling consideration with me that I am absolutely out of sympathy with any policy which contemplates the slowing down of industries for the purpose of throwing men out of the employment on the idea that thereby the rates of wages may be cut down for the future.

Approaching the matter along these lines it is going to be my policy and with the most cordial co-operation of the Secretary of the Treasury and of the War Finance Corporation to try to find every way we can to reimburse the Treasury and the Railroad Administration through getting the corporations to borrow the money to pay back advances which have been made and which it will be necessary to make to carry out our program. It would be unwise to create the impression that that is going to be an easy task. It is going to be very difficult, but we are approaching it with the determination that we will make it succeed in a very large extent and that we will get a large measure of patriotic co-operation from all the interests which are affected.

That states the situation as to the general policy with which I am undertaking to face the new problem. The specific proposition which you gentlemen have had much in mind and which I too have already been considering with care is the question as to what ought to be done by the Railroad Administration with reference to the rates on road-building materials. There has been the feeling which has been conveyed to me from various quarters entitled to the most careful consideration that the advances which were made in rates effective last June to meet the conditions of increased cost growing out of the war had borne too heavily on road-building materials and that in order to encourage a program of resumption of roadbuilding,

which everybody now appreciates is the thing to be done in the public interest, there ought to be a substantial reduction in those rates. The matter is having the most careful and expeditious consideration in the Railroad Administration and I am approaching it in the most sympathetic spirit to do everything that is reasonably practicable to meet the expectations in that regard and to accomplish thereby a reasonable encouragement so far as it is possible in view of the very great limitations that rest upon us to bring about the encouragement of the resumption of road-building. I hope very shortly, perhaps in the next week or ten days, to get a final report on that matter upon the basis of which I can take definite action, and while it is impossible to forecast at the moment the action that I can take, I do want to assure you that I am fully alive to the importance of the object which you gentlemen seek to accomplish and of the fact that not only do we want to help in general, but we have a distinct selfish interest in encouraging the resumption of this industry at the earliest possible moment.

The only other matter that I wanted to mention to you is one which perhaps does not primarily concern the object of this meeting, but I am selfishly taking advantage of this opportunity to mention it to you; and that is, to tell you my general feelings as to what my job is. I welcome an opportunity like this to speak to representatives who have come here from all parts of the country and try to make clear to you that an important factor in undertaking to administer this tremendous task which rests upon me is not to try to bring about one solution of the railroad question rather than another, not to impose my own notions upon the public in any respect in that regard, but to confine myself to the job of rendering the best possible and most adequate possible public service. I am as fully appreciative as any one in this audience of the fact that during the war the railroad service of the country in many respects was cut down to a basis where a citizen did not get the same

amount of service and consideration which he got before the war. I would like to impress upon you the thought that that was not due to this temporary Federal control of the railroads, but due to the war, and that now that the war is over my own idea is during the remaining period of Federal control to do everything in my power to bring back the railroad service of the country to the more favorable conditions that existed prior to the war, and, where the opportunity appears to arise, to make the service even better than that. I do not say this in any idle spirit of promising. I know the difficulties in the way, and I want to ask you ladies and gentlemen to realize the spirit in which I am approaching this difficult task and to give me the benefit of your sympathetic support in enabling me to do what I am trying to do in that regard. Not long ago I had a very satisfying conference with the representatives of the State Railroad Commissions, who came here and discussed this whole problem with me, and as the result of the discussion, continuing over two days, I got the distinct impression that those highly important public agencies were going as a general thing to aid me in improving this public service by inspecting how the public service is being rendered in their respective states and giving me the benefit of their suggestions from time to time as to what ought to be done in order to get back to the more favorable conditions prior to the war and in order to improve those conditions where the opportunity presented. I want as far as I can to carry that message throughout the United States of a desire on my part and on the part of my associates in this tremendously important short period of government control to give the public the very best service possible and of my earnest desire to get the benefit of the greatest possible measure of public support in making that policy a success. When you find things in the railroad service which are not comfortable, which are inconvenient, which fall short of what you think the service ought to be, I hope you will not form in your own

mind the impression that that is what the Railroad Administration is trying to do. I want you to realize that that is what the Railroad Administration is trying to avoid and it is looking for all the help and all the suggestions it can get, and I do earnestly ask you to do what you can to help, through making sugges-

tions to me, to my associates in Washington, or to the Federal Managers or Regional Directors, bearing in mind that they all are direct representatives of the Government of the United States and that the watchword of the Railroad Administration is to render an adequate and convenient public service.

Contributions from Employees

Centralia, Ill., July 17th, 1918.

My Dear Mr. Carmichael:

In answer to your request of July first, I respectfully submit this letter giving you an outline of passenger train service as I see it.

A passenger conductor, if called in time, should be at station thirty minutes before leaving time, see that his crew is on hand, procure his train orders and deliver same to the engineer, have them read, understood and compare time; also have flagman read orders and compare time.

See that your clearance card form 44 bears the right date and for the train which you are to run.

Check your orders and know you have the number of orders which clearance card 44 charges you with.

Check register closely and know that all trains are in and whether they carried signals whose non-arrival would interfere with your rights.

Know before starting and also places where you do switching that brakes have been tried and are in working condition, and if any of them are cut out notify engineer that he may know the braking power of the train.

Consult bulletin boards before starting on each trip and those issued by auditor of passenger receipts, making record of lost and stolen tickets and passes, and those that are in improper hands, if any are presented for passage, take them up, collect fare also if obtainable, take the names of passengers holding same, sending such transportation in with other collections with form 972 report to auditor of passenger receipts.

The incoming conductor should give you consist of train, also sleeping car tickets and any information regarding local passengers, in sleepers, leaving train at first or second stop.

Register on all train registers and be particular to say whether carrying signals or not, if carrying signals, register where from and where to, and in case you are relieved from registering by time table rules, throw your register tickets weighted with a newspaper so that operator will be sure to get it.

Have everything ready before arrival of train viz.: cash fare slips signed in holder and points set for that date, pencils sharpened, commencing numbers of different colored hat checks noted on train book, sleeping car envelopes, Form 918, signed to pick up tickets from passengers who take sleeper.

In loading passengers request them in a courteous manner to show tickets, and in case they do not have them we send them to ticket office, if it will not

cause too much delay, thus saving putting a penalty on them, and often times prevents a passenger boarding the wrong train. It is also better in case a passenger tries to board a train with a child over five years old, to send them for a ticket, than to collect fare after boarding train.

Check all passengers beyond first stop, do not be afraid you are not going to get coaches worked, and take tickets from passengers going thirty or forty miles without checking them, or passengers will board train, mix up with those you have not checked and you will miss more or less tickets, thereby losing revenue for the company.

In collecting cash fares, issue cash fare receipts at time of collecting.

If run is heavy and you cannot work coaches before first stop and you do not think it policy to pull engineer to run slow, you can take tickets from passengers who leave train as they pass out.

Have a system to your hat checking. Do not put hat checks out without punching them, and change punch marks and colors for different stations daily, for you will often find some one trying to get by on an old hat check.

If you should find such a one with your own punch marks, same color, same number of punch marks and station number, which passenger claimed you had given him and you doubted you had collected a ticket from him, the number on his hat check would quickly show if you had put it out on that train, and if not, by referring back to your train book you would find on what train and date you had put this check out.

Most men with good hats do not like to have a hat check placed in them. The company has equipped most of the coaches with a metal arrangement on side of car for hat checks. In warm weather passengers sitting on the sunny side of the car will often change to the shady side, as seats are vacated, so it is best to notify passengers when placing checks if they change seats to transfer the hat checks. If you find a passenger who has changed seats and did not transfer his check, have such a one tell you where he was sitting and run the check down, as some other passenger might take the seat where check was left and you would miss his ticket.

Take special care in checking passengers, children of tender years traveling alone, also elderly people or passengers of foreign birth who do not understand the English language well, I always check them with a special hat check and see to it myself that such passengers change at the right place. I have also instructed my porter and flagman as to the special hat checks and when they see one out the passenger has double protection, in case such a thing would be possible that I overlooked them or should be at another part of the train. Collect all hat checks at end of run.

When I have blind passengers for a station I see they are accompanied to the waiting room, not leaving them to feel their way among passengers and trucks, probably tracks to cross with sometimes trains using them, I go myself or send one of the crew, the same may be applied to elderly or crippled passengers who have children or baggage with them.

Porter is also instructed to call all stations and connections plainly, and before arrival at a station to walk through coaches and call the name of the next station announcing if any changes with the additional announcement, "Don't forget your parcels, umbrellas, and suit cases," and if in cold weather, add overshoes and overcoats. When station stop is made, announce all out for (name of Station).

Notify your passengers of any change on your run for branch or connecting lines, also what time they will change, and when they will leave. Keep yourself posted on connections beyond your run, so as to be able to give your passengers the right information.

In cancelling tickets keep close tab on the 915 report, marking coaches and sleepers separately, as the 915 report gives the accounting department the earnings per mile of the train.

All tickets, foreign, interline, book or party which call for more than one passenger should be noted on back by your number of passengers carried, where from, where to and sign your name. See that annual as well as trip passes are signed with ink or copying pencil before honoring. Make record of annual passes, except employes, and on trains Numbers 7 and 8 all passes, both trip and annual, that are good in said trains, and report same on ticket report from 938. Last conductor handling a trip pass should fill in train number, date and sign his name, and if round trip pass only one coupon and going portion expires with your run fill in going trip, train number, date and your name. If employes' trip pass construction work you should note on back in your column number of passengers carried, where from and where to.

If caretakers' certificate it should be properly filled out and countersigned by officer of American Express Company, these are only good under certain conditions in smoking car, last conductor will lift and forward to auditor of passenger receipts. If postal commission for officials and railway postal clerks are presented for passage have them fill out form 907 where from and to, train number, date and commission number, their signature and official title, sending same in with other collections.

Concerning mileage books, have always figured one mile back. For instance, if top line reads 208 and I wanted 90 miles, I added 90 to 207, making 297, and set mileage on straight edge of book as near the center 297 and 298 as possible and tear, if you were to figure your mileage from the number showing on top, in this case 208, you would have one mile too many.

If mileage book is presented containing not enough miles for the trip to be made on your run collect the number of miles short at three cents a mile, adding the war tax. Should passenger be in sleeper and his trip extends beyond your run but not enough miles in book to cover trip in sleeper on the company's line collect number of miles short, adding war tax, thus not leaving it to passenger's honesty to pay difference after final conductor takes charge. If passenger has two books take the miles he is short out of the second book, pin the two strips together, leaving an insertion of your punch in each strip. Cash collected on books that run out should be reported on ticket report from 938, giving form and number of book and stating for how many miles collected—make notation on back of mileage number of miles collected and amount, and give the number of cash fare slip issued.

The first conductor handling a ticket will punch it twice, once at each end of ticket, in the presence of the passenger, careful not to obliterate the number, form or date, and each succeeding conductor should punch ticket once, showing the same respect for ticket, also preceding conductors' punch marks.

Where ticket and passes are provided with spaces in numerical order, for punch marks, they should be so punched.

Should you cancel a ticket in error, (for instance) the return portion instead of going portion, make a ring around your punch marks on both front and back of ticket, write the word error and sign your initials.

Sometimes you will find passenger who has been ticketed indirectly, passenger being sent farther, which would put him at destination later than by a more direct line, if ticket was sold by one of our agents I take them to a coupon ticket office, where agent lifts ticket and gives passenger one the most direct way.

If you should find a passenger, holding ticket reading to a foreign road beyond this company's line and having only one coupon for the entire distance wire the General Passenger Agent what road issued ticket, where sold, form and number

of ticket, date, where coupon reads from and to, and if you do not receive advice before passenger arrives at Junction point honor ticket, leaving it with passenger and make 972 report.

Should you find a passenger with a government order or one from soldiers, sailors or state homes, passenger having failed to have such order exchanged for ticket, make the exchange at first station where stop is long enough, making 972 report between points honored. In case order terminates before such station is reached cancel it and send in with ticket collections, making a 972 report also.

In case a passenger presents an order authorizing agent at a certain station to sell a ticket at a given rate (usually half fare) collect fare to first station where stop is long enough to enable holder to purchase ticket, and in case order has been honored by other conductors in error, collect fare between points honored on this company's line, instructing passenger to take receipt for ticket and with his other receipts for fare paid enclose with order to General Passenger Agent for what refund he is entitled to.

We are required to assort the tickets in station order from and to according to the run of the train. I keep my tickets, both card and simplex, counted, sorted in station and numerical order, also as to destination, working on them spare time between stations, thus saving time after run is completed in making out reports. It also prevents taking up a ticket beyond your run and by placing them in numerical order, shows if you have missed a ticket, if so, by working the train over, nine chances out of ten you will find it.

Check the equipment on your train, ascertain if each coach is supplied with the articles furnished them, ax, saw, sledge, cuspidors, etc. If any articles are missing or anything in bad order, such as windows broken, door springs weak, etc., report same to train master.

Have your baggageman check his baggage car and check your train box before starting, seeing that your flagman has the necessary equipment.

Regarding sleeping car envelopes form 918, conductor should fill in the information as outlined on the face of envelope, berth, number, name of sleeper, kind of ticket, station from and destination, and where sleeper accommodation is to and live up to the rule not to lift transportation beyond run of sleeper.

If the P. S. C. paster is on top of ticket and ticket reads beyond line of sleeper, make notation on the coupon you lift, the number of the P. S. C. paster and deliver to the passenger the remainder of the ticket.

Write the numbers of the envelopes form 918, in numerical order, plainly on the face of large envelopes form 895 and fill in berth numbers on back. Each conductor should check envelopes in proper column, also berth numbers on back of envelopes 895.

Where passenger leaves the sleeper his identification slip should be taken up and placed in envelope form 918, and any transportation such as pass or unused portion of ticket should be returned to passenger, marking the number of small envelope form 918 off from your column, also berth occupied upper or lower.

By indicating with an X where passenger leaves sleeper and a check mark for those who remain, it is easy to check up with sleeping car conductor.

I deliver the sleeping car transportation to connecting conductor with consist of train made, all he has to do is to sign and leave it at telegraph office, also give him on a separate sheet numbers of cars and names of sleepers, noting on same passengers in sleepers or coaches for connections. If he happened to have a passenger in sleeper for his first stop and he does not have time after taking train I see that the Pullman car porter is awake ready to call passengers at proper time.

In taking a train with sleepers it is important to ascertain if there are any local

passengers in them and whether men or women, so as to be able to notify the porter the proper time to call them. Men will usually want from fifteen to thirty minutes while women forty-five minutes to one hour.

Passengers taking sleeper at a late hour should have their transportation lifted soon as possible in order that they may retire.

In checking sleepers if drawing rooms or compartments are occupied be sure there are not less than two tickets for each drawing room and one and one-half tickets for each compartment, although there is but one passenger occupying same.

If you set a sleeper out on your run or at a terminal to be picked up by another train or a train from a connecting line and conductor who is to pick up sleeper is not on hand leave the sleeping car transportation with Pullman car conductor, and in case he has retired leave same with Pullman Car Porter.

In order to avoid accident or personal injury to passengers at stations where you have switching to do see that your vestibule curtains are cut and gates are closed before cars are separated.

Our porter comes in contact with the public more than the flagman. He is instructed to keep coaches clean with as little annoyance to passengers as possible, to sprinkle floors before sweeping, and use a damp cloth to remove dust from window sills and arm rests.

Our flagman rides the rear car and when we have sleepers, private cars or dead-head equipment he is separated from the coaches that are in service. He is instructed to watch the markers, see that they burn brightly and in case an extra stop is made to lose no time in going back to protect rear end of train, as safety comes first, also to watch all passing trains on opposite track, and in case of hot boxes, car doors swinging, lumber leaning, etc., to signal the crew.

My whole crew is instructed on through trains, that make few stops, to occasionally open vestibule doors and look out to see if brakes are sticking or anything wrong such as fire flying, hot boxes, brake beam, or rods down. And notice all train order offices and know that train order signal is clear for your train.

Have your porter, also flagman in case you have a local train, no sleepers or extra cars behind coaches, informed as to colors and punch marks used on hat checks that trip so that they can assist passengers leaving train with their baggage.

Conductors should impress on their flagman and porter the necessity of going neatly and well uniformed, and that courtesy is one of the most important things in handling passengers. Teach them in case they find passengers who are unreasonable to control their temper; and treat them as nicely as possible, for in twenty-five years of passenger service, it has been my experience, that the majority of people appreciate courteous treatment and the unreasonable ones treated nicely will often times apologize.

Train crews should use every precaution to guard against personal injury reports, approaching station, vestibule doors should not be opened unless a trainman is there to guard it until stop is made. Often times passengers waiting for stop to be made will lean in the doorway with their fingers in the door jamb, if spring is weak or brakes would be set in emergency, or some one would come out of toilet room, and to do so it is necessary to close end door, they would have their fingers crushed. Often times a passenger will stand in vestibule one foot on platform of one car and one on the other, if knuckles would break or draw-heads become separated passenger would more than likely fall between cars, all this should be watched and passengers cautioned and my experience has been that ninety-nine per cent will thank you and probably remark how careless of me, I have learned something.

In case a passenger is injured, no matter the cause, if on train, boarding or

leaving train, or after leaving the steps or should fall on platform, take names of witnesses, also name and address of passenger, extent of injury, age, whether married or single, if they have accident insurance, and if doctor was called, and make report from first telegraph office, to the superintendent, train master, and claim agent. After run is completed, have your crew as well as yourself make a personal injury report form 477 in duplicate and mail to train master.

If you should have a train accident, such as a collision, derailment or any other cause, have all passengers on train sign form 928 passenger's statement, which states injured or uninjured.

If you have both porter and flagman at steps where you are discharging and receiving passengers, have one of them or yourself stand between coaches and assist passengers both down and up. Sometimes there will be several small children and they as well as elderly people may need help. In the night time where it is necessary to use a step box, notify passengers as they alight to step on stepping box. In winter time if steps or platform are icy, warn passengers and if possible have ashes or salt sprinkled on steps.

Conductors should not allow suitcases or packages placed in aisles where passengers are liable to stumble over them; they should be placed in racks provided for that purpose, if for any reason there are not enough racks place them at end of car or between seats, keeping the aisles clear.

When run is heavy seat your passengers if possible, see that every seat is occupied and that passengers do not utilize them for hand baggage, or packages while other passengers are standing.

In case telegrams are delivered to you for passengers on the train, locate them as soon as possible and if you find that the person to whom it is addressed is not on your train leave telegram at first telegraph office, stating on envelope, not on train. In case a passenger desired to send a telegram notify him at what station you stop long enough and where he will find telegraph office, and if such passenger is in sleeper or it would be inconvenient to leave train, as for instance, lady with small children, have them write telegram and send it for them.

If a passenger is taken sick on train and requests medical aid or if in your opinion such aid is necessary wire ahead to the first station stop, with the understanding that passenger pay physician's fees. If you should have a passenger going to a station on account of serious illness or death or one accompanying a corpse and such station is not a regular stop for your train, even if station is beyond your run, wire your superintendent and see if he will not have stop made.

Watch the ventilation, heating and lighting of your coaches, also see that you have plenty of water in the tanks. Give your passengers every comfort, see that all of the train crew are courteous without being unduly officious.

Conductors should see that news agent is neatly uniformed, courteous to passengers and does not annoy them by too frequently passing through train offering his wares for sale, also watch his stock that he does not sell eye glasses, prize packages or immoral literature.

If necessary for a conductor to eject a passenger he should take names of several witnesses with addresses.

If passenger loses a ticket or claims a preceding conductor had not returned it to him, whether you collect fare or not, take names of several witnesses.

If necessary to go to a passenger's berth after they have retired to collect fare, take a witness with you, sleeping car conductor or porter, as they are likely to enter suit and claim you abused them. I know of damage suits that were brought and on one of them judgment was given, cases similar to the two mentioned.

In case a passenger presents an irregular ticket or other transportation, im-

properly filled out, reading in wrong direction, or from any other cause, request him to pay fare and take up matter with General passenger agent, and if he refuses, if you consider it advisable to honor such transportation to save the company litigation, make a 972 report stating all facts in the case.

Look out for confidence men and advise your flagman and porter to be on the watch also, and if you suspicion you have them warn your passengers and if any attempt is made to swindle them, stop it.

Keep a record of all delays, where they occur and from what cause, whether freight train ahead, mail, baggage, express or connecting line, report delay at end of run.

If a block signal does not clear take number of block and report same from first telegraph office to chief dispatcher stating whether train ahead held block out of order.

When trip is completed make reports out without delay, filling in conductor's form 938 as outlined. On face of report under conductor's cash fare report, write all fares collected in numerical order, numbers of stations from and to, number of fares, rate and amount, war tax, rate of tax, and amount, showing at bottom total number of fares collected, and amount, also amount of war tax, then over in lower right hand corner under recapitulation, report number of fares collected, amount, also number of war tax and amount, adding total of cash and war tax collected and filling in grand total. In the lower left hand corner under cash fare slips issued fill in commencing number and closing number of cash fares issued and if cash fare slip has a prefix give the prefix, also the number of cash fares issued.

Under hat checks issued give commencing and closing number of each color and the prefix if it has one, writing down the number of all hat checks issued.

Now on the back of the report, give train number, leaving station, date and time leaving, arriving station date and time arriving, under cash collections number cash fares collected and amounts, war tax, number collected and amount add cash fares and war tax collected and give total.

Under statement of tickets and passes collected, and returned herewith, give number of local card tickets, local tickets, other forms, interline tickets, this company's issue, and foreign issue, mileage, number of miles collected and number of passengers using mileage, also number of trip passes collected. Fill in the statement of tickets honored but not lifted for which you made 915 checks, local, interline, foreign and mileage whether one way, round trip or party.

Write up your passes of which you made record under conductor's report of passes honored, annual or trip, number of pass, in whose favor, from and to and number of persons carried, fill in the lower left hand corner the station and date from which you forward your report, sign your name and make insertion of your punch in space provided for that purpose.

Fold your ticket report in two folds and with all your collections for the trip, place in envelope form 911, filling out on face of envelope, train number, from and to, date and from what station and date when mailed with your signature.

Remit at the end of each round trip filling in conductor's remittance slip form 909B place it in envelope of American Express Company form 806, state amount said to contain, sign your name and leave at express office, taking receipt for same, remittance should be properly sealed with wax, either by conductor or express company, from where it goes to the bank, addressed account Illinois Central railroad.

Last, but by no means least, bear in mind that it takes five things to make a one hundred per cent conductor, loyalty, honesty, courtesy, and efficiency, and above all our slogan safety first.

Respectfully,

(Signed) A. E. READER, Conductor,
St. Louis, Division.

Fuel Economy

By C. A. Gilmore

FUEL economy is one of the most vital questions of the day to railroads as it costs fifty to sixty per cent more to put fuel on an engine tender at the present than it did a year or two ago and most all fuel on railroads is used to generate steam, steam economy is fuel economy and the engineer regulates the use of all steam used in transportation,—he, with the co-operation of the fireman can make a big saving in fuel.

A locomotive engine is the most sensitive machine there is to the skill and judgment of man, all other engines and machines have governors or some kind of mechanical regulators but every movement a locomotive makes from the time it starts out of the round-house has to be regulated by man and performs economical or wasteful just according to the skill and judgment of the engineer. The engineer takes the engine on the outgoing track and it is his duty to keep down expansion and contraction as much as possible as it causes flues to leak and engine failures. He never should fill the boiler full enough to prime and wash the valves off when working steam but should have it as full as the boiler would hold without priming, more especially a super-heater, for the engineer should not work the injector until he has worked steam far enough and the fireman had his fire burning in good shape and the super-heater pipes had become hot and received the benefit of the super-heater and then put the injector on with the water supply cut down just so it would supply the boiler and then there will be no reduction in steam or contraction making it easy on the fireman and saving fuel. If the engineer has been working steam long and hard enough to have the super-heater damper open a sufficient length of time to get the super-heater flues hot, don't work the injector when the super-heater damper is shut for there is no

heat circulating through the super-heater flues when the damper is shut and the cold water around them will cause the super-heater flues to contract and make them leak and cause engine failures and waste of fuel. An engine just out of the round-house and has not worked steam enough to get the super-heater flues hot and is necessary to put more water in the boiler, have the fireman put the blower on and put in enough of fire to hold up the steam pressure while the injector is on and cut the water supply to the injector down 50 per cent and use full amount of steam to injector and the water entering the boiler will be fifty per cent hotter than it would have been if the full supply had been used to injector and if the indicator don't show any reduction in steam pressure there has been no contraction and no damage to flues. It is the worst practice there is to let an engine pop until it quits and the fire has gotten so low that the temperature in fire box and boiler has started down, to put the injectors on full, it will reduce the steam pressure 50 to 60 pounds causing a great amount of contraction and damage to boiler and will take fuel to supply the amount of steam that popped away and if repeated a few times will cause the flues to leak, waste tons of fuel and cause an engine failure. Engines will pop off sometimes and when they do the steam escaping through the pop and the high temperature in the boiler raises the water and boiler will appear full, if the water to the injectors is cut down fifty per cent and put on as soon as the engine starts to pop and left on until it quits popping there will be about the same amount of water in the boiler as there was before the engine popped off and the injector supplying water to the boiler while engine was popping off, will check the high temperature in boiler reducing the expansion and contraction. An engi-

neer should remember when he puts on a number eleven injector with full supply of water and 200 pound boiler pressure, he is feeding 4,550 gallons of water per hour to the boiler and not working will lower temperature of the boiler to a great deal and cause a lot of contraction, if the water supply to the injector was cut down to its smallest capacity would be 2,275 gallons of water per hour to the boiler, would be a reduction of 50 per cent or less in contraction would be a big saving in fuel and on boiler. Some engineers work their engine with long cut off while others work them in short cut off. An engine with 26x28 inch cylinders, 6½ inch nozzle and five foot wheel worked with six inch cut off would use 12,742 cubic inches of steam to every revolution of the wheel and as a five foot wheel revolves 336 times in a mile it would use 4,281,422 cubic inches of steam per mile, —another man working the same engine with an 8 inch cut off would use 16,986 cubic inches of steam to every revolution of the wheel or 5,708,563 cubic inches of steam to the mile. An engine working in a 10 inch cut off would use 21,237 cubic inches of steam to every revolution of the wheel or 7,136,000 cubic inches of steam to the mile and the man working the engine in the 8 inch cut off would use 33⅓ per cent more steam than the man working the 6 inch cut off and the man working in the 10 inch cut off would use 66⅔ per cent more steam than the man that worked his engine in the six inch cut off and all the steam has to go through is a six and one half inch nozzle.

It should be remembered that the piston head is the dividing line between the power and back pressure and in starting the train, work engine in full cut off for moving slow the engine has time to get rid of the steam but should be cut back to the shortest cut off that will handle the train. A train running 35 miles per hour with six inch cut off will use 4,281,422 cubic inches of steam and would have to force it through a 6½ inch nozzle in one minute and forty

seconds, whereas if the man was using 10 inch cut off would use 7,136,704 cubic inches of steam and have to force it through a 6½ inch nozzle in one minute and forty two seconds, or would use 2,854,282 cubic inches more steam and 66⅓ per cent more back pressure than the man working his engine in a six inch cut off.

I have experimented and run the engine in six inch cut off with injector cut down to fifty per cent of its capacity and counted the miles for five miles and then I would work it in ten inch cut off and count the miles for five miles and I would have to work the injector full capacity with no increase of speed because the extra power it would give with 10 inch cut off was overcome by back pressure forcing that extra 2,854,282 cubic inches of steam through a 6½ inch nozzle, if the 10 inch cut off uses 66⅔ per cent more steam, takes fuel to evaporate water which goes to show there is more fuel wasted through improper working of engines than anything else.

The fireman takes charge the same time as the engineer and it is his duty to watch his fire closely and keep down expansion and contraction as well as the engineer and by the co-operation of the fireman and engineer it can be eliminated to a certain extent. The fireman should learn and watch when his fire turns from a red to a white heat, for when it turns from a red to a white heat the temperature in the fire box and flues is at its highest point and then is when the fireman should put in just enough coal to keep up the required amount of steam and when the temperature in the firebox is at its highest point, it will consume the greatest amount of gas and carbon in the coal making less black smoke and evaporating more water per pound of coal. Don't use a No. 5 scoop when a No. 2 scoop or No. 3 at most, for a No. 2 scoop and coal on it is 15 to 20 per cent lighter than a No. 5 and it will be 5 to 20 per cent less energy to handle it and a man can place the coal to better advantage and there are more heat units in a No. 2 scoop of coal

properly placed at the right than there is in a No. 5 scoop of coal placed at the wrong time.

Bad effect of heavy firing is placing coal on the fire before the fire is turning from a red to a white heat covering up green coal and causing a lot of black smoke and the soot in the smoke stops up the flues and every time a 2½ inch by 12 foot flue is stopped up there is 678 square inches of heating surface lost and there is great amount of heat units lost by the gas and carbon passing to the atmosphere in the black smoke,—whereas, if the fireman had fired properly the high temperature in the fire box and flues would have consumed the greater amount of gas and carbon. When the fire is let burn down too low, the temperature in the fire box and flues falls and the fire gets light and the placing of green coal on the light fire at low temperature in the fire box smothers it allowing a lot of black smoke, gas and carbon to escape to the atmosphere before the temperature in the fire box and flues becomes high enough to consume it.

Some men say don't shake the engine grates, there is some coal that all burns up and don't leave any cinders or clinkers and there is some coal that leaves a great amount of cinders and clinkers and if the grates were not shaken the fire box would fill up and there can't be any steam from a fire box full of cinders and clinkers. When using poor coal, shake the grates often to keep the fire from clinking and filling up the fire box and the grates open so there will be a free flow of air through the grates for it takes a large amount of air through the grates for proper combustion, but don't shake any fire in the ash pan for if you do, you have wasted all the live coal you shake into the ash pan also the labor of putting the coal in the fire box and shaking it out and have to clean the ash pan. The bad results of fire in the ash pan,—it heats the pan red hot and ruins the ash pan and it takes labor and iron to repair it and both are scarce and the fire in the pan consumes part of the oxygen in the air

as it passes through the pan to the fire box and the smoke from same is lighter than air and rises between the air and grates the vacuum created in the smoke arch draws them through the fire box instead of pure air and no engine will steam when it does not get the full amount of pure air.

The fireman who fires at the right time and right way keeps a level fire, grates open and no fire in the ash pan, will do it with half the labor and the saving of fuel of 15 to 20 per cent over the man who does not fire properly. The engineer and fireman are not the only ones whose efforts are necessary to obtain a maximum saving in steam; car repairers or brakemen picking up cars could stop a few leaks and reduce the speed of the pump from 80 strokes per minute to 40 strokes per minute with a 9 inch pump; would be a saving of 1,711,115 cubic inches of steam in an hour which would be a very material saving in 8 or 10 hours and every time the engine was cut off from train, take water and coal or do work, would take eight or ten minutes longer to pump up train line pressure with a leaky train line before starting; besides the waste of steam and the train crew's time would be .057 and a delay of ten minutes would be fifty cents and 70 one hundredths and cutting an engine off from five to six times to the hundred miles would amount to a good deal. The pipe men in the shops can make a saving of steam by keeping pipes from leaking air or steam, the machinists by keeping all globe valves and throttles in good shape. The round-house force can make a big saving in fuel by keeping grates in good shape, flues bored out and the smoke arch tight for no engine will steam with flues stopped up and smoke arch getting air and if the smoke arch leaks it spoils the vacuum in the front end and the fire won't get the proper amount of air. The slow movement of anyone connected with the movement or handling of a train has to be made up by the engine and the engineer will work engine harder and closer to stop in the long cut off using from fifteen to twenty per

cent more steam making up the lost time.

Here are a few don'ts. Engineers, when engine begins to slow down on a grade, don't drop your engine four or five notches down in 14 or 16 inch cut off all at once, you should remember, you have to force all of that steam you are using in the two big 26 inch cylinders through a 6½ or sometimes a 6 inch nozzle and if you work engine in the long cut off, the back pressure will use a great amount of coal and be more than liable to stall trains. When engine commences to slow down on a grade, drop her one notch at a time and increase the cut off one to two inches at a time according as the speed of train decreases but when you get over the grade, cut engine back in as short a cut off as engine will handle train. Don't work engine in 8 inch cut off when 6 inch cut off will handle train. Firemen.—don't use 7 or 8 shovel fulls of coal if three or four will be sufficient; don't shake your grates eight or ten movements and fill up ash pan when one movement will be better. Conductors and Brakemen, don't pass air leaks in

train line if they can be stopped, for it takes steam to run the pump to compress air to overcome them and the air won't release as fast as it should with a leaky train line and is liable to pull out draw heads and that will cause a delay of an hour or more besides the extra fuel used. If you are stopped at a water tank or to do work and see a box getting warm, cool it off, don't pull out and go five or six miles and then stop and cool it for the extra stop will take one-fourth of a ton of coal besides 35 to 30 minutes' delay. Dispatchers, don't let a train leave the water tank or any other regular stop and stop them for orders at some place it would not have stopped, every unnecessary stop is a waste of coal of a fourth of a ton or more. Round-house foremen, don't let an engine go out with a dirty boiler and foam wetting the valves all the way over the division for it will take 15 or 20 per cent more coal for that engine to handle the tonnage and take the crew hours longer to make the trip; don't let engine out with leaky smoke arch or pipes or joints, blowing valves or cylinder packing for it is a waste of fuel.

THE FOLLOWING LETTER FROM ENGINEER T. A. SAILOR, OF CENTRALIA, ILL., AND COMMENDATORY LETTER FROM HIS SUPERINTENDENT SHOWS JUST WHAT CAN BE DONE BY RAILROAD EMPLOYEES IF THEY WILL:

Centralia, Ill., January 21, 1919.

Mr. J. W. Branton, Master Mechanic, City.

Dear Sir:—While in line of duty the past three months, have made an effort to pick up one article and turn in to store room at Centralia.

This article is babbitt metal pulled from hot boxes on cars, left to waste and lay as an expense; the amount turned in by receipts to show from storekeeper is 407 pounds. The price paid by the company per pound for this metal is 30 cents—to a saving of Centralia shop is \$122.10 by an engineer in 90 days by a little effort in saving. Should the 4,000 employees of the Illinois Central Railroad do as well, the saving would be \$5,513,400 for same period.

This effort in saving paid the dividends on over 17 shares of stock, the company has to buy over one thousand articles, and only has one article to sell and that is our "haul."

Very truly yours,

(Signed) T. A. Sailor.

Carbondale, February 5, 1919.

Mr. T. A. Sailor, Engineer, Centralia, Ill.

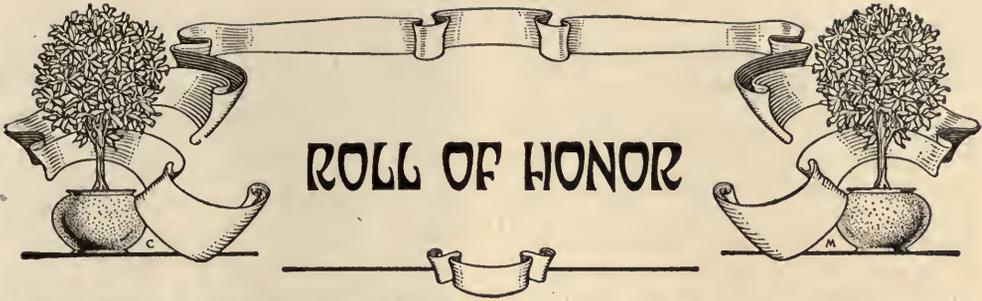
Dear Sir:—Your letter of January 21st to Master Mechanic Branton has been referred to me.

You are to be commended for your interest in collecting and saving and turning into the storekeeper the babbitt metal from hot boxes. If every man on the railroad would take the same interest as you have, waste materials would be unknown.

I am very appreciative of your efforts.

Yours truly,

W. Atwill, Superintendent.



ROLL OF HONOR



JOHN F. CROWLEY

JOHN F. Crowley was born in the City of Amboy, December 23, 1858, and attended the Amboy Public Schools until the age of 13, when he went to work on a farm serving the summer seasons for 3 years. At the age of 16 he accepted a position in the Illinois Central Railroad shops, at Amboy, working there until Nov. 8, 1887. On Nov. 9, 1887 he began his career as Fireman for the same company and continued until Feb. 20, 1895, at which time he was promoted to Engineer and worked in that capacity until Sept. 30, 1918, when on account of failing health he was retired on a pension.



ROBERT MATHEWS.

Robert Mathews, age 70 years and employed as Crossing Watchman on Van Buren Street at Freeport, entered the service of the Illinois Central Railroad in June, 1871, and was retired on pension February 1st, 1919. Mr. Mathews has been looking after the welfare of the public on the Van Buren Street Crossing for the past 15 years and during that time, has enjoyed the enviable reputation of not permitting a single accident during his hours of service.

He has had the usual difficult time experienced by most Crossing Flagmen with people who persisted in trying to get across, and always rendered efficient service.

In Memoriam

CLIFFORD CONNELLY CALAIS, 1858-1918.

TRAVELING Claim Agent, Clifford Connelly Calais, of the Illinois Central and Yazoo & Mississippi Valley Railroad, died in Memphis, Tenn., December 16, 1918, after a brief illness. Mr. Calais was born in Wilmington, N. C., in 1858. He began his railroad career with the Louisville, New Orleans & Texas R. R. during 1890, and when that road was taken over as the Yazoo & Mississippi Valley, he was retained and promoted through various grades of the service, being appointed Traveling Claim Agent of both lines with headquarters at Memphis, in which capacity he has served since 1907. Mr. Calais was noted particularly for his devotion to his family and loyalty to the Company. His courtesy to his patrons and his attitude in handling Railroad affairs held without exception the respect of all and commanded the loyal support of his associates and as well retained the utmost confidence of his superiors throughout his services with the Company.

His exceptionally good character, devotion to duty, and will to succeed, brought him many friends and admirers who will sadly miss him from the personnel of the Freight Claim Department, whose officer and co-workers both in Chicago and in Memphis, and others who knew him extend their heartfelt sympathy to his family in their sad bereavement.

J. C. HECHLER.

IN November Mr. J. C. Hechler died in Sacramento, Cal. Mr. Hechler was Supervisor of the Illinois Central Railroad from Kankakee to Chicago, April, 1884 to 1887; Assistant Road Master from 1888 to 1893, same district, and Road Master from November, 1893 to 1895. He then left the service

of the Illinois Central Railroad and was Road Master of the Denver & Rio Grande, later farmed near Tamaroa and then went west again.

He was a capable and loyal employe and his death is regretted by his many friends.

THOMAS JEFFERSON DANAHER.

THOMAS Jefferson Danaher, General Yard Master Paducah, Ky., died at Denver, Colorado, March 8th, 1919.

Mr. Danaher was born at Robards, Henderson Co., Kentucky, Oct. 21st, 1886, and with his parents moved to Paducah in his early youth. He was educated in the public schools and at St. Mary's Academy, but at the early age of 14 years, entered the service of the Illinois Central Railroad as messenger, progressing to Yard Clerk, switchman and engine foreman with slight breaks in his service record, and until September 11th, 1911, when he was made General Yard Master, which position he retained until a few weeks before his death. His health began to fail about a year ago, and obtaining a leave of absence went to Colorado where he stayed several months and was greatly improved, but was called home by the death of his mother, Mrs. Katherine Danaher, Oct. 29, 1918. Feeling that he had entirely recovered, he resumed his duties as General Yard Master, but suffered an attack of influenza in January, and a relapse into his former affliction resulted. Hoping and believing that the climate of Colorado would again restore him to health and strength, he, accompanied by his wife and brother, left for that state on Tuesday, March 4th, but succumbed within two days after his arrival at Denver. His body was brought back to his old home, and on March 15th, after requiem mass celebrated by Rev. H. A. Connolly at St. Francis De Sales Catholic Church, was



THOMAS JEFFERSON DANAHER.

interred in beautiful Mt. Carmel Cemetery.

The funeral was held under the direction of the Knights of Columbus, of which he was a faithful member, and was attended by Superintendent T. E. Hill, Master Mechanic J. F. Walker, Train Master J. B. Thomas and a number of other railroad officials and employes.

Mr. Danaher was married on June 22nd, 1914 to Miss Louise Weitlauf, who, with their son, Thomas William, fifteen months old, a sturdy, handsome boy, are left sorrowing. His other living relatives are his father, Michael Danaher, brothers, John P., Michael Jr. and James Danaher, and sisters Misses Irene and Nora Danaher, Mrs. Stella Almy and Mrs. Katherine Krug.

Tom Danaher was a good citizen, a popular and efficient employe of the Illinois Central Railroad, always faithful in the performance of his duties and in all his relations in life, and his early taking off in the prime of his manhood and usefulness is deeply deplored by numerous freinds, fellow employes and the officials with whom he came in contact. His sorrowing widow and other relatives have the heartfelt sympathy of a host of friends.

Quick Thought and Quick Action Saves a Life

Louisville, Ky., Feb. 25, 1919.
Mr. Geo. Duckett, Dist. Foreman.

Dear Sir:

Yesterday while I was switching at Union Station, Louisville, just at the time passenger train No 131 was pulling out, I noticed five colored soldiers coming running to the train, four of them caught the train and the fifth one caught handhold on the coach and his hand slipped off and he fell under the train directly across the rail and would

no doubt have been killed if it had not been for your Car Inspector, Elvie Wright, who ran quickly to him and jerked him out, and he escaped without a scratch, and was so thankful that his life had been saved.

I feel that this car inspector should be commended, therefore I am writing you in regard to the matter.

Very truly,

G. P. Terry,
Engine Foreman.

Meritorious Service

Chicago Terminal

During February the following suburban gatekeepers lifted commutation tickets on account of having expired or being in improper hands:

A. H. Vandewater
R. J. Fraher
Belle Onsel
Eleanor Jacobs
Kittie Dolan

Flagman N. J. Crosby on Train No. 204 February 14, lifted monthly commutation ticket account being in improper hands. Passenger refused to pay fare and was required to leave the train.

Fireman H. V. Bangs has been commended for discovering a broken rail on Track No. 6, near Twenty-seventh Street, February 14, and flagging express suburban train over the broken rail.

Engineman Foreman J. N. Davis, Fordham, Ill., has been commended for discovering a stream of fire emanating from a truck on Coach No. 2189 on Train No. 5, as that train was passing Fordham, and stopping train at Michigan Central Junction, where it was found that the brake shoe had been wrongly applied on coach. Defect was remedied, thereby preventing possible accident.

Illinois Division

Conductor R. H. Cassidy, Fordham, has been commended for discovering and reporting C. G. W. 61391 improperly stenciled. Arrangements were made to have car properly stenciled.

On March 1st, while on Extra 1730 north, he found two broken angle bars at joint in south Gilman passing track and notified the section foreman who had repairs made. This action undoubtedly prevented possible accident.

Passenger Flagman D. G. Grimsley, Chicago, Ill., has been commended for discovering fire flying from car in a passing train and signaled train to stop. It was found that brakes were sticking.

Conductor D. S. Wiegel on Train No. 5, February 10th, declined to honor going portion of trip pass on account of returning portion being missing and collected cash fare.

On Train No. 23, February 22nd, he declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor A. B. Springer on Train No. 1, February 11th, declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Springfield Division

Foreman J. W. Coffey, Vandalia, Ill., has been commended for discovering defective

wheel on N. Y. C. 207591, Train 192. Conductor was notified and car was set out in order that repairs could be made, thereby preventing possible accident.

Yard Clerk Harry Miller, Engineman Foreman George Thomas, Switchman Fred Strain and Switchman J. W. McCormack have been commended for discovering and reporting W. H. D. Cars 726 and 618, perishable freight, on fire, and extinguishing same with practically no damage to speak of.

Indiana Division

Agent J. I. Wright, Sullivan, Ill., has been commended for successfully handling some old items outstanding on the accounts at his station.

Section Foreman John W. Scott, Bargersville, Ind., has been commended for discovering brake beam dragging on passing freight train. Train was stopped and conductor notified and defect remedied, thereby preventing possible accident.

Wisconsin Division

Conductor P. O'Rourke has been commended for discovering broken arch bar on car in his train at Haldane. Also for discovering broken rail at Baileyville, notifying section foreman so that proper repairs could be made. Action in these instances undoubtedly prevented accident.

Conductor Rolfe has been commended for discovering broken rail at Wapolla and notifying section foreman of the condition. Defect was remedied, thereby preventing possible accident.

Brakeman N. L. Tredwell has been commended for his watchfulness while flagman on Train No. 166. He noticed sparks flying and stopped train. It was discovered that car in train had defective truck. This car was set out for repairs, thereby avoiding possible accident.

Brakeman J. W. Goeke has been commended for discovering broken arch bar in train leaving Clinton Terminal. Car was set out of train. This action undoubtedly prevented accident.

Flagman Chas. Day has been commended for discovering and reporting broken arch bar in train at Amboy, thereby preventing possible accident.

Minnesota Division

Brakeman G. J. Stultz has been commended for discovering and reporting brake beam down on P. F. E. 13092, Extra 1808 east, February 11th, passing Cascade Crossing, he being stationed there as flagman for 64 and giving notice so that train was stopped. This action undoubtedly prevented possible accident.

Section Foreman H. R. Porter, Dubuque, Iowa, has been commended for discovering and reporting brake beam down in train.

This action undoubtedly prevented possible accident.

Memphis Division

Conductor R. L. Wilson has been commended for discovering and reporting as Train 1—62 passing at Rugby, Miss., brake beam down, A. T. S. F. 21420. Train was stopped and defect remedied, thereby preventing possible accident.

Conductor M. Kennedy on Train No. 313, February 9th, declined to honor card ticket account having expired, also lifted card ticket from passenger who admitted having previously secure transportation thereon, and collected cash fares.

Louisiana Division

Conductor R. E. McInturff on Trains Nos. 23 and 24 February 13, declined to honor card tickets account having expired and collected cash fares. Passengers were referred to passenger department for refund on tickets.

Conductor G. O. Lord, on train No. 1 Feb. 19 lifted employe's term pass account not being good in territory in which presented and collected cash fare.

Conductor L. E. Barnes on train No. 33 Feb. 14, lifted employe's term pass account being in improper hands. Passengers refused to pay fare and were required to leave the train.

Tennessee Division.

Conductor F. S. Ball, Engineman W. H. Nourse, Conductor J. A. Maxwell, Train Porter Jim Steel, Brakeman Tyson Williamson and Brakeman Ben Parks have been commended for interest displayed and good work performed in clearing main line near Martin, Tenn., Feb. 9. This action avoided delay to train No. 10.

Conductor B. P. Henderson, Conductor Harry Drewery, Engineer O. Walker, Engineer N. Atherton, Fireman A. L. Glenn, Fireman Mos McCayghey, Flagman J. N. Johnson, Flagman L. T. Twomey, Brakeman Dan Boan and Brakeman T. Ward have been commended for discovering fire in car of potatoes at Birmingham, No. 55, near Wyckliffe, Ky., Feb. 18, and assistance rendered in extinguishing same. This action prevented serious fire and loss of equipment.



CHICAGO TERMINAL.

Local Freight Office, South Water Street

General Superintendent Pelley, accompanied by Superintendent Umshler, and Superintendent Freight Service Leahy, were welcome visitors at the local office Tuesday, March 11th, 1919.

Claim Department

Bert Westall made a business trip to Vincennes, Ind., but he refuses to tell what line of business it was.

Mr. Frank Squiar has been promoted to a better position as collector in the cashier's department. "Good, boy, Frank, you are wide awake."

Pat McCarthy (Rags) is working diligently since he quit traveling to Home-wood.

Several of our boys have returned recently, namely:

Louie Endres, who has been in the U. S. army for several months.

James E. Murphy, "Spud," a returned "Blackhawk."

Lieut. Art Rozene, from the aviation corps at San Diego, Cal.

L. Kahn, "Murph," returned from "Over There."

C. M. Carbaugh is now at the base hospital, Camp Grant, recovering from three wounds received while in action. He is one of the lucky nine who escaped alive, out of a regiment of 250.

Now that war is over, Adamick removed his army sweater.



G. W. Baxter and Baby, "Billy."

Lyons, Dorsch and J. O'Brien went to a party Saturday, March 15th, without being invited. As the hostess was particular she would not admit them without an invitation and the poor boys sat out in the rain.

Accounting Department

Miss Laurretta Hickey spent a few days in Cleveland, returning to work the morning of St. Patrick's day. Laurretta had a fine time while there and gives Cleveland her official O. K.

Miss Margaret Charleston received a very interesting souvenir from a friend in France recently, a miniature German airplane with the tiny maltese cross painted on it. The plane was made by a German prisoner in a French prison camp.

Six brand new Edison Dictaphones are being tried out in the accounting department, the latest model with several work-saving attachments.

Out-Freight Department

E. Froelich, G. W. Baxter, D. Lee, and H. Fagerberg have been promoted to positions as rate clerks in-freight department.

G. Schaap is descending to the cashier's department to accept a better position.

W. Flora has accepted a position in the accounting department.

March 13th Messrs. Watson, Clark and Remmert visited Ella Hoppe, who has been ill for some time. She is getting along

very well and we hope to see her soon again.

C. Whitcraft was unanimously elected to represent us at the April meeting in the agent, Mr. Well's, office.

In-Freight Department

As this goes to press, Mr. Caffrey, our chief clerk, is spending a couple of weeks in Hot Springs.

J. Ryan claims he is a banker. He has four dollars and only five more days to payday. Surely he'll let you take a dollar any time.

Since Mr. Foley has been on the jury he has a new uniform.

Mr. Stuart offers a solo every day, but who can appreciate good singing in the Local Freight?

Margaret heard that Heck was about to return to Camp Grant so she brought down six dish towels and had the girls busy making hems, for they must be ready for the knot.

Bessie Novak wants to know if they put sugar and eggs and everything into the freezer right away when they make butter. Address Bessie direct.



Otto Drotziger and His Older Brother

Look who's here. Otto Drotziger. He tells us he had his picture taken with a camera, and wants to know if he isn't a good-looking fellow. We are not telling by what strategy we got this picture, but Otto insists on Ryan paying for it, threatening that the big fellow in the picture with him, who is his brother will come down and get it if it is not returned.

Mr. Wm. Cassidy is back with us again, after being on the sick list for the past two weeks, and we are all mighty glad he is with us again.

Someone must have stolen Tommy Alcock's jerseys. How does it feel to be all dressed up in shirts and collars, Tommy?

Chink (Raymond Muldoon) and Cahill paid Omaha their respects last Saturday and Sunday, March 1st and 2nd. Although they are back to work, they are still there in mind.

Car Record Department

Corporal J. T. Gleason, now in Luxemburg, sure needs a correspondence secretary. W. P. Whalen received three letters one day and five cards the next. His letters are so interesting, however, we would prefer that he divide his attentions. Try vamping the Steno for instance.

J. B. O. shocked the department yesterday by pronouncing "Oui Oui Marie" as "Oy Oy Marie." He probably gets his Yiddish and French badly mixed.

William Patrick Whalen, our poet Laureate, was seen one evening lately sporting a peachy derby. Now, Bill, derby and poets are supposed to be grave enemies.

Mr. T. M. Kavanaugh was the recipient of a box of shamrocks plucked right from the "Auld Sod."

Miss McCarthy is all fussed up over her brother's homecoming. He is to arrive March 24th, having seen 15 months' active service overseas.

D'ja notice all the letters and post cards Laura is getting from Luxemburg and vicinity? Funny thing is, they are signed "Gleason." Odd name for an inhabitant of Luxemburg.

Have you all seen Miss Collins' overseas hero? He has the dearest French mustache. We thought you didn't like mustaches, Elizabeth?

Cashier's Department

Our sincere sympathy is extended to Garvey Kavanaugh in the loss of his brother, James.

We are all glad to have Mr. Ronan back with us again. So some of the girls say real emphatically.

Miss Dolan received a package from France containing a beautiful silk blouse and she says she only intends wearing it on certain very "special" occasions. Are we going to get an invitation, Dot?

Mr. Jephson's wife is ill and we all hope for her speedy recovery.

Miss Busch has been seen standing on the Randolph Street platform every evening talking to the engineer on the 5:08 train. When is Emil coming back Lavina?

Not long ago Jim Henry was seen riding down South Water Street with a rather dark complexioned gentleman. We would like to announce to all those terribly inquisitive and interested people that this is Jim's cousin from Africa.

Miss Sheridan and Mr. Brodrick have both been promoted to the Accounting Department and Miss Dolan is Miss Sheridan's successor. We also have two new collectors, Mr. F. D. Squair and Mr. D. W. Dombrow.

At the present time Miss Hart is ill. Hurry back Kathleen, Tom looks awfully lonesome.

Much to the dissatisfaction and disappointment of "some people" a particular young lady did not let her awful temper get the best of her on seeing a certain paragraph in last month's magazine. Sorry, boys!

Fordham Transfer Platform

John Brennon entertained some of the boys Saint Patrick's eve at his home. We understand that they sang a selection of national airs. "Ireland Would Be Heaven If They'd Only Set Her Free" and the "Star-Spangled Banner" were the big hits.

We have back with us Jim Morrissey, well known to all the freight handlers at South Water Street, as well as Fordham. On August 4th, 1918, Jim was severely wounded after a fourteen day battle at Vallery Breaunax in the Albert-Amiens Sector, France, and was commended in the Chicago papers for his heroism a few days afterwards.

C. J. McCarthy is also with us again and regrets very much that he was not in active service, as that was one of his main desires.

D. C. Beavers is also back on the job after guarding the Canadian locks at the Border.

Donald McNeil, after nine months in the Navy as a first-class fireman, is now our waybill clerk and can handle the bills as cleverly as he fired on the battleship South Dakota.

The last report from Pat Phillips is that he is a first-class seaman on the battleship Arkansas.

Jim Kennedy and Charlie McGill are at

Luxemburg. Ray Oldham and Charlie Husband are taking in the sights of Paris. Abe Lavine is at a seaport town in France awaiting embarkment.

John O'Connor writes from Camp Edgeworth, Maryland, that he is now Sergeant in the Military Police and is anxious to once more enjoy the breezes of the Transfer Platform.

R. B. Fudge left for Jackson, Tennessee, to see his father, who is dangerously ill.

We cannot but mention one of the meritorious services of the average freight handler. Route Clerk Leahy had a bill a few days ago, destined Cherokee, Illinois, routing it, of course, the logical route to Cairo, for the Lee Boat Line, but, when Check Clerk J. J. Sullivan checked the box out of car, he saw that it was marked Cherokee, Illinois. John grew suspicious and could not believe this shipment should go to Cherokee, Illinois, even though the bill and goods were marked the same. He referred the bill secondly to Leahy, who replied, "John, Freight Claim Association rules, forward the goods as marked." Both men being keenly interested in the Illinois Central, as well as its patronizers, conceived the idea to open the box in presence of the Special Agent on the premises in search for an invoice or some mark on the goods and did so. To their surprise, found the goods marked Cherokee, Iowa, invoice value \$6.85. They then, of course, changed the marks on bill and goods to Cherokee, Iowa, and forwarded the shipment to its proper destination, rejoicing.

There is a possibility, if this shipment was forwarded to Cherokee, Illinois, a little town on the Mississippi River, it possibly would never come back and the railroad would have had to pay a claim of \$6.85, the shipper and consignee dissatisfied with the services of the railroad. This is only one of the small meritorious services that the average practical freight handler renders daily.

We expect in a week or so to have our Island Platform in operation, which will give us more room to handle the rush of business which will come when the "Peace Terms are Signed."

We expect all the members of our Club back from the Army and Navy soon. The committee are already making arrangements for the reception and dance which will be given in their honor.

Jess Cunningham bought a new Jeffry car. We only hope that all our Foremen will follow Jess' example so that they can drive the boys home from their day's work in the evenings.

Watch the news from the Fordham Transfer in the next issue of this magazine.

SPRINGFIELD DIVISION

Superintendent's Office

M. Sheahan, of Rantoul, Ben Stone, of Springfield, and H. Kippenhan, of Decatur, attended the division safety meeting held at Clinton, February 21st.

Miss F. Wand, tonnage clerk at Champaign, was a visitor in the superintendent's office on the afternoon of February 22.

H. W. Doyle has been appointed claim agent of the Springfield division, vice H. E. Shelton.

H. E. Shelton has accepted a position as instrumentman, with headquarters at Clinton, Ill.

Miss Elsie Vollrath spent a day with relatives at Marine.

John Cleary and Dean Moore were Decatur visitors recently.

Otis Miller, Liberty Bond clerk, spent a day in Chicago on company business.

Mrs. H. E. Shelton and Miss Gerald Reynolds were shopping in Decatur recently.

Miss Young, clerk at the freight office, visited relatives at Oconee.

Miss Clara Hoyt spent a day in Springfield.

Harry Smith was in Springfield recently, looking after company business.

Fuel inspection meetings were held at Clinton March 17th and 18th in the fuel inspection cars with Mr. Dodge in charge.

P. J. Mallon who was absent a few days on account of illness, has returned to work.

Clinton, Illinois

Mrs. F. Walker, wife of Train Master Walker, is visiting relatives in Denver, Colo. Conductor C. Cully, of the Springfield-East St. Louis local, has been out of service the past several weeks on account of sickness.

Chief Yard Clerk Harry Smith was a visitor in Lincoln.

Brakeman E. J. Cox and wife recently returned from a ten days' visit with relatives in Kentucky.

Conductor C. Watson and wife have gone to Florida for several months' visit with friends.

Brakeman C. D. Majors has been honorably discharged from army service and returned to his home in Champaign. Charley will resume his old position as brakeman. We are glad to see him back.

J. R. Bennett (the comedian), of the Clinton district, recently purchased one of those latest style college hair cuts. Result was he got a bad cold and was forced to lay off for a week. John says the "old style" for him hereafter.

Clinton Shops

Charles Clemons and wife made a business trip to Memphis, Tenn. Mr. Clemons is accountant in the store department.

Master Mechanic H. L. Needham was in Chicago several days attending to business matters.

A. E. Jordan, piece work checker, made a business trip to Chicago.

Shelby Hornbuckle, fireman on the Springfield district, has returned from military service and will take up his duties again as fireman.

Warren Hickman, lead piece work checker, was in Springfield on business.

Madeline Bradley, clerk in the store department, was shopping in St. Louis recently.

James Hamilton, machinist apprentice, visited in Springfield.

Mabel Thomas, timekeeper in the cat department, visited friends in Decatur.

R. H. Shreve, fireman on the Springfield district, has been honorably discharged from military service and has taken up his duties again as fireman.

Miss Esther Jones, stenographer in the store department, visited friends in Decatur.

Traveling Engineer C. L. Zaneis made a business trip to St. Louis.

Road Department

Regt. Sgt. Maj. John Phillips, who recently returned from services in France, has received his discharge from the army and has resumed his former duties as chief clerk to Roadmaster Russell. Mr. Walter Station, former chief clerk, has taken a position in the accounting department.

Assistant Engineer P. H. Croft attended the railroad show in Chicago, Ill.

Supervisor Elon Wood has returned to work after being off duty on account of illness.

Miss Olive Draper, clerk in roadmaster's office, visited friends in Lincoln, Ill., recently.

Miss Alice Cheek, clerk in supervisors' office, Springfield, Ill., visited friends in Clinton recently.

Miss Edna Burk was a Decatur visitor.

Card of Thanks

To Employes Springfield Division: We thank you all for the beautiful flowers, which bore your sympathy to us, in our deep sorrow at the time of the loss of our dear little son and brother Frederick.

Mr. and Mrs. F. W. Plate, and Daughter Gretchen.

WISCONSIN DIVISION

Freight Service Agents McIlroy and Barton are making inspection covering loss and damage to freight on the divisions. Reports made thus far are quite favorable.

We are expecting the usual trouble on the branch lines that we have nearly every spring, due to the Pecotonica overflowing its banks.

We have been unable to fill ice houses on this division from the river because of the April weather we have been having since

the first of the year. Ice is now being forwarded to Freeport for both ice houses from points in Iowa.

Operator B. Thompson has been relieved by Operator R. B. Devaney, who lately returned from military service, Thompson taking the agency at Tonica.

Switchman Earl Richards has been off duty on account of sickness, but is again back on the job.

Assistant Cashier Carl S. Fisher was called to Mt. Carmel, Ill., on account of the serious illness of his brother, who passed away a few days after his arrival. Mr. Fisher has the sympathy of the entire force.

Miss Rose M. Mills has been absent a few days on account of sickness, caused by falling down stairs at her home. Fortunately no fractures occurred.

Mr. E. A. Barton, of Mr. East's office, visited here March 12.

Rockford, Illinois

Claim Clerk Ed Lender has taken a fling in real estate and now is the proud owner of a pretty little bungalow in the fashionable section of the city. During the time Ed has been looking up a house he has made the acquaintance of every real estate agent in the city and calculates that he has ridden some four thousand miles in the automobile of these agents—and after all, he bought of the real owner of the house and made a mighty good buy at that and he demonstrated that it was just as hard to sell him a shack as it is to slip an unjust claim over on him.

That the employes at this station are popular, was proven on March 13th when they were royally entertained by the Rockford High School band, which came down and played several selections just opposite the downstairs office. The inspiring swing of Sousa's "Stars and Stripes Forever" carried many of our men away completely. Some were returned to the training camps for a few minutes, others were cantering around the Big Top of Barnum's circus, on the backs of grey "ring" horses. Several of the boys were at the annual county fair back home in Corntown and a certain blue-blooded few were seated once more in a New York roof garden where a cabaret was in full swing. At last the music ceased and all came to earth again and returned to their various tasks renewed in spirit, yet with sighs for the army, the circus, the county fair and the cabaret.

Chief Billing Clerk Earl Smith is one of the most democratic fellows on earth and a capital mixer. Whenever Earl gets down-hearted he pays the downstairs crew a visit, sits in the best chair, puts his feet on the best desk and pulls out the very worst imaginable cigar and lights up. Mr. Smith

insists upon being called by his first name and does not hesitate to borrow tobacco from the newest man on the job and never complains whether it be good, bad or indifferent. Barring his breaking the lower office rules at times, Smith is always a welcome guest.

Stanley Howard, chief clerk, has just returned from the hospital in Chicago where he underwent a successful operation.

The traveling auditors are making an audit of the station accounts at Rockford, under the supervision of Traveling Auditor Mr. Swain.

The Misses Vera Seaburg, Marie Dowd and Irene Seek spent Sunday in Chicago.

Miss Agnes Johnson is confined to her home on account of illness; also Mrs. Earl Smith.

It has been suggested that a motion picture be taken of the downstairs force showing the efficient method employed by the crews loading and unloading freight on a busy day, which by the way is every day at this station. With this suggestion comes the thought that with conditions being just right, no little comedy might be injected into the picture, for we have the setting and the material for a ripping good feature film. The proper conditions can be obtained by aggravating the crews of Ray and Shrin and to the right extent. Add to this the usual daily wrangle of Kelley and Fisher, then stage a wordless dialogue between Tom Martin and Vern Lawson—this with variations. A Charley Chaplin effect can be secured by getting Sam Northall and George Holmes aroused at Chief Delivery Clerk Evans accusing them of toting delivery receipts in their pockets for several days and an amendment to this scene can be procured by the breaking up of Harry Mutimer's line up of cars. The antics of Sanford Collins endeavoring to do seven things at once and figuring out new uses for shellac, for good measure would increase the laughing value of the picture. The climax, however, can be reached by asking Foreman Holmes to answer the telephone when he is all but balled up checking an A. & P. shipment of a thousand articles onto a truck. Such a picture could be used by reform and uplift lecturers and also as a means of discouraging boys from leaving the farm for the sinful, gilded city.

Assistant Agent Williams, while on one of his daily rounds of inspection of the station, heard what he first supposed to be an old-fashioned first class election day riot. The sound was a cross between that of a factory whistle on a windy night and a Chinaman endeavoring to sing the Marseillaise. Further investigation disclosed the sounds as coming from the downstairs lunch room and where the force was enjoying the customary noon-day argument and

in which, as usual, the ones talking the fastest and the loudest got the better of the argument. Mr. Williams loves to engage in word combat, but in this case he saw there was no chance, so he silently meandered on his peaceful way.

Bill Mullane, who for the past six months has been in the service as a corporal, has returned and is back on his old job as inspector for the Western Weighing Association. Bill is a prince of a fellow, enjoying a joke on himself as well as on the other man and as he stalks around with a military bearing and a military overcoat, he appears quite dignified. However, force of military habits prevails in Bill's case and a sharp word of army command will put him at attention or at rest—the latter preferably.

George Wells has been promoted to the position of yard checker and sealer and is a casual part of the lower office force. George is a fine, clean-cut boy and so far has developed none of the traits emblematical of yard checkers and sealers and his success is an assured fact.

Vern Lundberg has returned to work after two weeks' leave of absence. Vern is a general favorite among the boys here, who likewise are pleased to again have him with them.

Howard Young, who for some time has been employed as yard checker and sealer, has been promoted to the day baggage job at the passenger station. Howard is a pleasant and accommodating young fellow and his many friends wish him success and rapid promotion in the passenger service.

A number of the downstairs force are now ardent students of geography and all owing to the visit of a map salesman, who sold more real good maps for thirty-five cents than could be purchased elsewhere for six dollars and he did a thriving business among our boys. As a result, Kelley is able to locate the historical cities in Ireland, Sam Northall looks up the several seaports of England, Joe Bielo scans the map for European cities ending in the letters X and Z, Johnson discovers the city of Stockholm, Lawson finds that New Milford is shown as an important city on the Q, Fisher retraces steps taken in the backwoods cities of his Pennsylvania, Collins becomes satisfied that the interurban's one rail system really does enter Freeport and Evans points with pride to the terminal of the I. C.'s Monkey Mountain line, Dodgeville. Jud Wells calculates the distance to far off Polo, George Holmes tracks the Milwaukee railroad to its lair in the sheep country of Kirkland and Ed Ray in a painful manner fishes out the hamlets of Switzerland with names a yard or so long and Harry Mutimer swears the wrath of the Mackinaw on the map makers because his beloved Kilburn Avenue is not shown.

However, it is a source of pleasure to study a map and hark back to the days when we rollicked in the little old home town.

And speaking of the home town—the small town from which the majority of us emigrated—did you ever consider seriously the humorous characteristics of the average small country town, where everyone and his brother is known and on speaking terms as well. Ordinary trivial matters are elaborated upon—the death of a pet canary bird or the illness of Si Perkins' old bay mare will cause more excitement than would a fire in an ordinary city. Dad Medders announces in the general store that his pertaters have sprouted above ground and the town is astir with the news. Bill Simms narrates that his son Ted has just had a runaway in which the harness and the wagon was broken—immediately the news is flashed from stem to stern of the village. A swarm of bees leave the hives of a vil-lager and the entire community rushes over to console him in his great loss. The trains are known as the ten o'clock, the three ten or the evening passenger which attracts the majority of the towners at train time—they go to the depot to see who got off the train. The station agent with a mail sack over his shoulder then leads the multitude over to the post office at which place there is no little expectation until the mail is distributed. A man is noticed carrying home an extra supply of groceries and his neighbors wonder whether he is expecting company or if someone paid him interest money, for the resources of all within the small towns are carefully tabulated and checked up almost daily. And so it goes—every word spoken is heard by someone and repeated, every action is registered—and yet, there are no more lovable and honest people alive than the folks in your old home town and mine.

MINNESOTA DIVISION.

The I. C. R. R. Band of Waterloo, Iowa.

During the past year the employes of the Illinois Central R. R. in Waterloo, Iowa, have taken a very prominent part in all patriotic activities and bond campaign, Red Cross drive, parade or mass meeting was held without the Illinois Central employes appearing in the vanguard. One hundred per cent was their motto which was invariably strictly adhered to. On several occasions they reached into their wallets to finance parades requiring a band.

This continual crooking of the arm to reach the wallet finally gave rise to the question: "Why not have a band of our own—an Illinois Central Band?" The shop men held a meeting one evening after work and the question was decided. Mr. W. P. Robinson, painter foreman and himself a snare drummer of local renown was elcted

manager and he immediately set about scaring up talent.

Waterloo was even then sporting two bands, but nothing daunted Mr. Robinson. He visited every musician in the city he could think of or ever heard about and towards the latter part of August he had signed up some twenty band men.

We now had the beginning of what we thought might develop into a good, healthy musical organization, but were short a competent director. The shop men called another meeting, arranged for a system of quarterly contribution for the continuous support of the band and authorized the manager to find a hundred per cent director and the result was Mr. Cal Huntsinger was imported to wield the baton.

Space will not permit us to detail all the important musical positions Mr. Huntsinger has held. His business cards might indicate that, at one time or another, he had held a chair in every concert band in the country. He is a cornetist of rare ability and in addition to his duties as director of the concert band, gives private instruction on all wind, reed and string instruments. The band is to be congratulated on their good fortune in securing his valuable services.

We now had a band and director. The employes, however, were ambitious, and were determined to have not merely a mediocre, small-sized parade band, but a regular, bona fide concert organization and with this end in view Manager Robinson continued his search for players and when the first open-air concert was given in September on Argyle Street near the shops, thirty-five musicians were on the platform.

The open-air concerts were given each week during September and the crowds which were attracted to the vicinity of the Illinois Central shops on those evenings when the band blossomed out might truly be called "enormous."

By November the band number forty pieces, with a well-balanced instrumentation and Mr. Huntsinger was putting up standard numbers of the Carl Fischer and Boosey Libraries, and the band was playing them, which is more to the point.

The band was engaged for one or two parades and for two days at the Waterloo Cattle Congress and on December 27th played a classical concert at the Walnut Street Baptist Church, the large seating capacity of this building being taxed.

About one-half of the present membership of the band is employed by the Illinois Central in Waterloo. During December the organization, as a unit, joined the local union of the A. F. of M.

In addition to his duties as director of the concert band Mr. Huntsinger also directs and instructs the students band

which now numbers 34 pieces, composed almost entirely of apprentice boys in the shop. After but nine rehearsals the students band gave two numbers at the First Winter Concert and by spring they will be able to play regular open-air concerts at the shops.

Rehearsals of the concert band are held each Monday evening and the students band each Thursday evening.

With a band numbering forty-five pieces on the first of January, the shop men were confronted with the problem of furnishing them with uniforms. Another meeting was called and it was decided to hold an indoor fair in the Armory, February 11th to 15th. Mr. Robinson, who had so successfully organized and built up the band to its present proportions, was selected to manage the Fair. Committees to handle the various branches of the work were appointed and a one hundred per cent indoor Fair was pulled off on schedule which made an immense hit with all visitors. The band played concerts each night which were highly entertaining.

Approximately \$1,500 was cleared at the Fair and at this time we are advertising for bids for a complete set of fifty uniforms and when the first concert is played in the spring the band will make its appearance in fifty new regalia.

The instrumentation of the concert band is as follows: 9 trombones, 9 cornets, 9 clarinets, 2 piccolo and flute, 6 altos, 2 baritone, 2 saxophones, 5 tubas, 3 snare drums, 1 bass drum, 1 tympani bells and xylophones.

The present officers of the band are as follows:

Mr. N. Bell, president.
 Mr. H. N. Seely, vice-president.
 Mr. K. E. Beal, secretary.
 Mr. R. F. O'Haran, treasurer.
 Mr. W. P. Robinson, manager.
 Mr. Cal Huntsinger, director.
 Mr. E. A. Archer, chairman, Executive Board.

Mr. C. Horsley, chairman, Finance Committee.

Mr. C. A. Fish, chairman, Auditing Committee.

At this writing the band has fifty members and the organization is capable of playing the most difficult band numbers and it is already referred to as "Iowa's Best Concert Band" and it is the intention of the shop men to make it so—one hundred per cent.

ST. LOUIS DIVISION

Mr. H. C. Marmaduke, for a number of years chief clerk to superintendent at Carbondale, has been promoted, now being head of the Statistical Department, general manager's office, Chicago. Mr. Marmaduke has spent most of his railroad career at Carbondale and on the St. Louis Division, working himself up to chief clerk to superintendent from messenger boy in superin-

endent's office. His efficient and faithful service has won for him the highest esteem, which, no doubt, is responsible for his promotion. We hope his promotions will be often in his new field of work, which they, no doubt, will be if ability has anything to do with it.

Mr. Marmaduke was succeeded by Assistant Chief Clerk H. Cully, who has been in the service a number of years; Robert G. Miller taking Mr. Cully's place as assistant chief clerk. No doubt but that Mr. Cully and Mr. Miller will make good in their new places.

Sergeant Lance Baker who has been in the Marine service the past two years, has returned to his former position as secretary to the superintendent. Lance is married now.

Parker Castaine for several years chief time keeper on the St. Louis Division, has been promoted to traveling schedule inspector, working out of the general manager's office, Chicago. While we regret to lose Mr. Chastaine from our midst, at the same time we are glad to see his promotion and know in advance he will make a success in his new line of work. In our opinion, they could not have picked a better man for the position. Mr. Chastaine has been succeeded by Mr. Parker (Pete) Hill.

Trainmaster F. E. Hatch made a business trip to Fulton, February 15th.

Brakeman A. R. McGuire, G. C. Doley and C. J. Cavaness who have been in military service are again on the division.

Miss Wesner seems to be very much opposed to other people wearing rubber heels. At least that is what she told a member of the Accounting force, who was coming in late and failed to make enough noise—until the door was opened—and then there seemed to be a hurried "break away." No offense, Miss Esta, this happens once in everybody's life.

Why does Lillian go to the window every time an office car goes through? I know, do you?

Mounds, Ill.

Friday evening, March 7th, a safety first meeting was held at the Oswego Theater. More than 200 railroad men from Mounds and Cairo attended. Trainmaster W. R. Givens had charge of the meeting and the questions of fuel economy and personal injuries received special attention, the latter feature being illustrated by a series of pictures thrown on the screen showing many risks to life and limb which employes should carefully avoid.

Traveling Engineer Harrington, General Foreman D. W. Saunders and Car Foreman W. J. Biggerstaf made good talks on the necessity of team work and cooperation to save fuel. Mr. Harrington gave some vital statistics proving his assertions.

This meeting will no doubt result in much good along the lines involved.

Special train bearing operating officers stopped Wednesday, March 12th, for a brief inspection of the yards.

Foreman Skinner and a force of men arrived Sunday, March 9th, and are busily engaged in erecting a viaduct north of the town for use of the public, which will eliminate grade crossing and add much to safety as well as removing necessity to cut trains on crossing.

W. L. Tabet, land and tax commissioner, was in Mounds Thursday, March 13th, looking after business in his line.

C. R. Young, trainmaster, Fulton, Ky., was a business visitor Friday, March 14th.

J. P. Hurley, switchman, has just returned from a visit in Omaha, Neb.

Mr. W. P. Rush, traveling agent, Western Weighing Association, transacted business here recently. This association has taken over supervision of local inspector at Mounds.

Reassigning Clerk T. A. Shaffer and brother, night chief yard clerk, Horace L. Shaffer, were called to Grand Chain, Ill., on account of the death of their father.

East St. Louis Freight Office.

Mr. W. H. Rose and wife left on March 1st for Jacksonville, Fla., where Mr. Rose, formerly cashier in the local freight office, expects to regain his health, having had an attack of the "Flu." We wish him a speedy recovery.

Mr. I. T. Perry, team track clerk, had the misfortune of running a nail in his eye at his residence about three weeks ago, but according to advice received, seems to be progressing fairly well.

Mr. W. R. McQuillan, chief bill clerk, East St. Louis local freight office, is busily engaged on the "sailing dates" of merchandise schedules from St. Louis and East St. Louis, representing this company at the conferences in St. Louis.

Miss Ruby Schirmer, car record clerk, after an illness of over two months, is again reported to be up and about and it is hoped that she will be with us soon.

Mr. F. J. Kelley, formerly assistant cashier, has been appointed cashier to take the place of Mr. W. H. Rose, who has been granted leave of absence on account of ill health.

The Audit Revising Bureau, formerly located in this office, was disbanded on February 16th, part of the bureau being transferred to Auditor of Freight Receipts Sherwood's office in Chicago, the balance being retained in this office.

Miss Adelia Wolf, statement clerk, has returned after a brief illness of about a week.

Corporal "Rudy" Lenz, advises from Beringen, Luxemburg, that the Germans are working their factories day and night

making cannons and ammunition and that it does not look as though they were "all in" as yet.

Mr. Raymond Crain, formerly stationed at the Great Lakes Naval Training Station, has returned and is again back at his duties in the old yards.

Corporal Chris Schanherr writes from Le Mans, France, that he has discovered a new way of washing clothes according to the French custom, stating that they beat the clothes with a paddle until they are clean. This custom would hardly appeal to the American women. No doubt after a little washing the French women could almost "beat" anything, including "hubbys," etc.

Record Clerk E. J. Blackwell had an operation performed for appendicitis about a month ago, and after lingering on "The Great Divide" for several days, is reported to be progressing nicely and it is hoped will be able to attend to his duties shortly.

Mr. John Staton is confined to his bed with an attack of pneumonia. We hope that he will have a speedy recovery and be back with the "crowd" at an early date.

Mr. F. E. Donahue, formerly car record clerk, has been appointed assistant cashier, taking the place of Mr. F. J. Kelley, appointed cashier, March 1, 1919.

Miss Edna Kiefer, car record clerk, has again returned to her duties after an absence of two weeks, due to sickness.

Mr. C. W. Rohm, our efficient coal clerk and foremost politician, was nominated as supervisor at the recent East St. Louis primaries, but "Christ" says there is nothing in it and that he has his hands full with coal affairs 'N Everything," so he has asked to have his name eliminated from the ballots.

Miss Elfrieda Martin, abstract clerk in the Accounting Department, seems to be somewhat relieved the last few days after having paid her income (outgoing) tax, and no doubt she will rest easily until next year.

Miss Eva Jacobs, abstract clerk in the Accounting Department, is flashing a cute little diamond and rumors have it that she will take the fatal plunge shortly. We wish you all the happiness possible, Eva, but be sure and let us know the date.

The sound of the voice sure must have been very alluring to Mr. A. L. Johnson, formerly located in Storekeeper Phelps' office, as our telephone operator, Miss Gertrude Maher and Mr. Johnson were united in marriage two weeks ago.

INDIANA DIVISION

On March 7th a fuel economy meeting was held in the office of Superintendent Roth, at which General Superintendent Pelley was present, and addressed those pres-

ent in an interesting and instructive manner.

Mr. R. also held a similar meeting at Palestine, Ill., March 11th.

Mr. R. B. Goe, supervisor of weighing, and L. J. Joffray, general fuel inspector, both of Chicago office, visited our division.

The agent at one of our larger stations has been developing his poetic inclinations—we pronounce him “some po-et!”

Car Distributor O. H. Hallman has accepted a position in Mr. Porterfield's office as chief clerk. We are glad to see Mr. Hallman advance, but regret to see him leave this division. He has made a host of friends while with us, and he leaves with the best wishes of all for his future success. W. C. Scott bid in temporary vacancy as car distributor.

Miss Victoria Gustafson, of the chief dispatcher's office spent a day in Peoria recently.

We'd like to hear some music from an instrument costing “That Much” Winnie! Just think what a spring outfit that would buy!

Brakeman Walter Miller and wife have returned from an extended visit in St. Petersburg, Fla., and other southern points of interest.

Miss Gertrude Hasler, clerk in division storekeeper's office, has returned to work after a week's vacation. Miss Hasler had us all “guessing.”

Conductor E. W. Bromley and wife are visiting in St. Petersburg, Fla.

Word has been received from Corporal Victor Haynes, now in France, that he is feeling fine, but will be mighty glad to see The States once again.

Day Caller Paul Dunifer has returned from a visit with relatives in Irvington. Paul says he not only visited relatives, but we're surmising the rest.

Caller Theo Coy spent a Sunday in Decatur recently. Ask him who with, and watch his expression.

A safety meeting was held in the superintendent's office March 17th.

“Tom” is again on the job as janitor in place of “Charlie.”

KENTUCKY DIVISION

Death of A. F. Page, Trainmaster, Louisville District

Addison Franklin Page died at St. Anthony's Hospital, Louisville, midnight Sunday, March 9th, as the consequence of injuries sustained in an accident at Hodgenville at 10:40 p. m., Friday, March 7th, whence he was conveyed by special train. Funeral services were conducted Tuesday at Cralle's Chapel, 2:00 o'clock and at 3:50 p. m. the body was removed to Middlesport, Ohio, the home of his mother and later taken to Rutland for interment. The remains were accompanied to their last rest-

ing place by District Foreman George Duckett, Engineer J. D. Miles, Traveling Engineer J. J. Millett, Chief Dispatcher C. H. Mullinix and Conductor J. A. Borden.

He entered the service of this company July 2, 1900, serving as dispatcher, chief dispatcher, traveling chief dispatcher, assistant trainmaster and trainmaster. His services and most anxious wishes were always devoted to the welfare of his employers, employes and to the happiness of his friends. He had an iron constitution which nothing seemed to upset. The conviction of his extreme illness wrought no alternation of his features; he gave no expression of despondency; his tone and his manner, as in vigorous life, were equally dignified, cordial, and natural to the very end. He was beloved by all mankind and he in return seemed to think most kindly of everyone. He had an affectionate regard for his co-laborers who had fought shoulder to shoulder with him through his career, and there are many who bear witness to the kindness and encouragement he showed to them.

He had not yet passed on life's highway the stone that marks the highest point, he being in the noonday with his best productive years upon him, and with friends—genuine friends—all around about him. His untimely and seemingly useless death indeed perplexes, yet we are not permitted to look within the mysteries veil which divides Time from Eternity or to follow him before the presence of God. We can but bow in humble submission to the dispensation of Divine Providence, simply paying to his memory a mournful tribute of respect and veneration, believing as we all must that he has accomplished his career of human existence; after life's fitful fever, and that he sleeps well. His character is accomplished and should ever remain itself a monument, the perturbation of life cannot longer affect him. His death is a common sorrow which makes the closest brotherhood, and death bids the living live in love, if they would pass in peace, and, too, let us not forget that:

“The leaves have their time to fall,

And flowers to wither at the north
wind's breath,

And stars to set; but all—

Thou hast all seasons for Thine,

Oh, Death!”

Superintendent Freight Service Our Friend

The founding of the Illinois Central Loss and Damage Bureau, which is now known as Superintendent Freight Service, was an excellent idea, evidently born in the mind of a genius.

It must have required careful forethought or diligent meditation to have foreseen its value as a profitable enterprise. But judging from its present scope of operations, and the perfection of its methods, together

with the splendid work it is daily performing, there is every reason to feel proud of its existence.

Its representatives, with whom we frequently come in contact, appear to be men of good judgment, clever, and able to discourse intelligently upon any subject in hand. Are we not fortunate to have such an organization behind us, striving day and night to help us, and to enlighten us in the higher standard of efficiency?

He who has not gained in wisdom and achievement through the efforts of the Superintendent of Freight Service, has missed a great deal.

Trainmaster Downs held a regular monthly meeting of the Princeton Terminal Safety Committee in his office March 11th. All the members, with the exception of two, were present and about 18 visitors. Everyone had quite a few good suggestions and the meeting was quite interesting.

News from Claim Agent Wm. B. Livingston states his, and has been since last summer, Aid-de-Camp to General Caldwell—is now located at Remagen, on the Rhine, living in a palace owned, and used as a summer home by a multi-millionaire and who was quite a friend of the Kaiser and Crown Prince. Brooks is occupying the bed room the Crown Prince occupied.

General Superintendent Egan and Superintendent Hill spent March 14th with us at Princeton.

General superintendent of water works. C. R. Knowles was at Princeton, March 14th.

Chief Dispatcher Taylor has been attending court at Morganfield, week of March 17th.

Dispatcher L. K. Butler was in Louisville recently.

Miss Mabel Hoover, message operator, visited in La Center recently.

Claim Agent J. K. Johnson was in Louisville week of March 10th on business.

General Foreman W. J. McGuirk, who was on the sick list a couple of days is out again.

Conductor M. J. Keirce is back on the job, having taken a short vacation.

We are very glad to note that Supervisor Dearing, who had a narrow escape from pneumonia, is out and at work again.

Happenings of Interest at Twelfth and

**Rowan Streets, Local Freight Office,
Louisville, Ky.**

Our highly esteemed chief clerk, Mr. E. M. Shaughnessy, after having been confined to his home for several days on account of illness, is again at his post of duty, which fact we record with pleasure.

Mr. T. A. Johnson, electrician, headquarters at Fulton, Ky., paid us a brief visit on February 20th.

Miss Josephine Jecker, of the accounting department, is at her desk again after a few days' indisposition.

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Mr. Ed Gilligan, recently discharged from the military service, has returned to his former position in the rate department here.

Our assistant cashier, Mr. L. J. Murray, has been critically ill at his home for several weeks. We wish him a speedy recovery.

Mr. Klinger Thomas, of the accounting department here, spent Sunday, March 2nd, in Central City, Ky., visiting his parents.

Mr. J. A. Prendergast, inspector demurrage & weighing, Chicago, was here March 11th inspecting records at our Oak Street office.

Miss Alice Alsmiller, in the billing department, was absent on Saturday, March 8th, on account of illness.

Messrs. Abbott and McGowan, representing the Superintendent of Freight Service, made check of Louisville Station, March 10th to 13th.

MURINE EYE REMEDY

Murine Allays Irritation Caused by Smoke — Cinder — Alkali Dust — Strong Winds. Should be used for all Eyes that Need Care. These suggestions must surely Appeal to Men in all branches of Railway Service. See Murine Eye Remedy Co. Adv. in this issue and write for their Book of the Eye.

Please mention this magazine when writing to advertisers.

Mr. Dan Buechele, in the Cashier's Department, has resumed his duties again, having been absent a few days on account of illness.

Our cordial friend, Mr. E. E. Troyer, traveling auditor, visited with us on February 14th.

The entire Kentucky division mourns the loss of our most highly esteemed friend, Mr. A. F. Page, trainmaster, who died at St. Anthony's Hospital, Sunday, March 9th, from injuries sustained in an accident at Hodgenville, Ky.

MEMPHIS TERMINAL

Sergeant Major J. B. Creedon recently relieved from the United States Army service has resumed his former position of lead, piece work checker. Smiling Jimmie was gladly welcomed back by the boys and also his numerous lady friends.

Round House Foreman J. H. Schroeder suffered from a severe rain shock because of a young cloud burst which visited this burg Sunday, March 16th. Mr. Schroeder was almost swept into the turn table pit while attempting to rescue some engines from the flood.

General Car Foreman Arnold also has a grievance to register against said flood as he was marooned in his office from 8:00 a. m. until 4:00 p. m. on account of not having an available boat to take him to the employes' train.

D. L. Wheelis, clerk to Chief Car Inspector Higgason was called to Paducah on March 5th, by the death of his mother.

B. J. Pheelan has returned from Fort Sill, Okla., and is again filling his old position of material clerk in the division store keeper's office.

Clarence Diffenbaugh, machinist apprentice, has returned from service in the United States Navy on the Crusier Santiago. Mr. Diffenbaugh was on the Santiago when it sunk in 13 minutes 500 miles off the United States coast. He was in the water 18 hours before being rescued.

W. F. Lauer, general foreman is the proud possessor of a 75 M. M. gas shell, which was shot northwest of Verdun. This was given him by Archie Jackson, machinist. Mr. Jackson was honorably discharged from the United States Navy service in January, after two years' service. He was machinist mate, first class, and was naval inspector at the Baldwin Locomotive Works, at Philadelphia, and went to Sandy Hook when the 14-inch caliber gun, the largest in the world, was tested out. This was one of the guns that put the "Bertha Krupp" out of commission. It uses 480 pounds of composition powder, which is composed of gun cotton and T. N. T. and shoots a projectile weighing 1,490 pounds, at a range of 35 miles. The gun is 65 feet long. These guns and mountings have been too freely discussed to go into other details.

Harry Brandon, formerly employed in the master mechanic's office, but for the past two years in the United States Marine service, is improving in a hospital near Paris, where he has been for gas treatment and schrapnel wounds, received in the fight at Chateau Thierry.

The inhabitants of our bee hive are now working over time, and as far as we can learn are the only things around this place not kicking for a raise or over time.

Spring business has opened up with a rush and a good big tonnage is being handled, both inbound and outbound, but with the present line up work is being finished with a snap and go that speaks well for the force from messenger boy on up.

No little trouble and annoyance has been caused by shippers offering packages not properly packed and marked and old marks not being erased, but a decided improvement is being shown, and shippers slowly but surely being educated.

The number of shipments going astray on account of errors in loading is being looked after with very gratifying results and course of instruction is being given all parties doing stowing and we hope for a satisfactory reduction in Bad Order reports, and claims from improper stowing and rough handling. Inspection of freight after stowing will remedy much of this trouble.

This nice weather with promise of warm days is bringing out all kinds of baseball talk among the young heads, and preparation for gardens from older members. Now and then one hears of plans for a fishing trip.

Much interest was shown in the campaign for elimination of personal injuries and on all sides was heard "Safety First." We hope the results were gratifying. In this connection I wish to say that a similar phrase has been coined, which seems to have stuck, which has, I am sure been a benefit. In looking over work done by clerks checking freight the writer has on all occasions reminded them to "Do it Right," until the expression is as well known as "Safety First," and is here to stay. *Safety First, Do It Right.*

We had a pleasant visit from Mr. Robertson, general foreman at Clarksdale. Mr. Robertson reports Clarksdale the liveliest place in the Delta, and we gave him several valuable ideas to be put into use at his own office.

Mr. R. B. Goe, of the Weighing and Inspection Service, Chicago, called to see us on his way through.

Mr. Laffey, our good natured general foreman, returned from a trip to the mysterious region of "South." He assures us that the trip was strictly business for the good of the service, but states that points down the road are all prosperous and right up to date.

The inbound office lost one of its lady

members, Miss Jones, went back to the old state, and rumors have it that she is to resume teaching or get married. Shall we sympathize or congratulate?

Miss Riedel paid New Orleans a visit and reports a very pleasant time. We all know the Crescent City is always worth a visit.

Mr. Joseph Feeney returned from a trip for his health looking very much improved. Chicago seems to be a good place to go for one's health.

Mr. McGill is away for a visit to home folks at Jackson. It is rumored that she may come back with him as Mrs. Mac.

Uncle Ed Shelby is again with us after being away on account of "Bum Lamps." He seems much improved and claiming to be able to see the flutter of a skirt as far as anyone.

Old Gentleman Johnson showed up Friday with his disguise shaved off and no one knew him. It is spring time, so nothing further is necessary to be said.

We are curious to know the meaning of the popularity of onion sets as several members have been noticed with a supply. Is it an effort to combat H. C. L. or is it their choice of perfumery?

The "Hop" to be given April 21st by the clerks is already arousing interest and as these affairs always furnish a good time for all a good attendance and a good time is in sight. The writer will be as a wall flower, too ancient to do more than pat a foot.

The trainmen had their dance St. Patrick's night.

Accounting Department

A bunch of traveling auditors headed by the congenial Mr. Peay, descended suddenly on us January 31st. They either didn't like the bad gas in Memphis or found little to do for they checked up everything, including the checkers we play with, and finished in just two weeks; which, by the way is some record. Wonder if any other station half the size of Memphis can do as well.

Speaking of checkers; chess and checkers are quite the rage in the Accounting Department and you ain't anybody unless you can put up a good stiff game with either one. Checker tournaments are quite frequent and how much better for the moral of the clerks are such games than pool, policy and poker dice!

Our ladies' man, John Lamey, lived up to his French name by taking French leave last month. Oh, women, how could you do the boy that way!!

E. L. Sherron has been transferred to the Accounting Department. He says his many years' experience as a freight office clerk does not do him much good as account work is a different proposition.

"There must be something in a name."

We notice that rate clerk, George W. Smith in the Chicago office and rate clerk, George W. Smith in the local office at

Memphis have the same failing "a decided weakness for the 'fair' sex."

We are not acquainted with the Chicago Smith, but from information learned from the magazine he must be a close relative of the Memphis Smith, as both lean in the same general direction.

Here's hoping that Chicago George has as many good-looking girls as the Memphis George.

Should you desire to know what it takes to make a wild man wild, see Yard Master E. A. Brown. Mr. Brown recently boarded a Frisco train for Blytheville, Ark., and presented the conductor with a Cotton Belt trip pass.

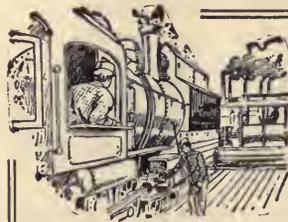
MEMPHIS DIVISION.

Mrs. Jennie Payne, pass clerk, made a week end visit to New Orleans.

The Nonconnah shop force inaugurated the base ball section Saturday, February 15th, by taking the Memphis shop into camp to the tune of 12 to 8. In spite of the chilly atmosphere, the Nonconnah bunch pulled off some pretty hot stuff.

Having failed in the art of raising guinea pigs, Mill Foreman Bunting is endeavoring to become the rival of Mr. Armour, having recently acquired a couple of small porkers. He says he will be generous at hog sausage picking time.

Assistant General Car Foreman Arnold.



Railway Employes Eyes are Exposed to Wind, Dust and Alkali Poisons

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who was recently called to Columbia, Tenn., on account of the illness of his mother, has returned, advising her condition much improved.

The Misses Greuber, of the storekeeper's office, spent the recent week end at New Orleans. The young ladies were very much impressed with the Crescent City, especially with a certain male of "that there town."

We have to thank the Accountant Department for the following help to our column:

"When it comes to writing poetry, my brain
is nill and void,
For the place it has to come from, is like
bone, just hard,
For the thoughts refuse to floweth, and the
lines refuse to rhyme
And the only meter I can hit comes in
seven 'leven time.
So I'll leave it to the Editor of our column
in this book,
To do the jingles and the rhymes, for all
the time it took,
Me to write this puzzle, she'd have done so
in a minute,
Which causes me to realize, as a poet I'm
not in it.
So you if you'll forget this one attempt
to make poetry and not get sore,
I'll never more be guilty, never-more, nev-
er-more.

VICKSBURG DIVISION.

Mr. T. L. Dubbs, superintendent, and Mr. J. W. Welling, roadmaster, attended the regular monthly expense meeting, which was held at Memphis, for April expense instead of at Chicago, as has been the custom heretofore.

Mr. T. G. Turney, valuation representative, and division auditors, Mr. G. W. Stumpe and C. Bourgeois, have been busy the past several days making DVs on the Vicksburg Division. The division officials and Accounting Department of this division appreciate their assistance along these lines.

Mr. Robert F. Hardcastle, who has been serving Uncle Sam at Camp Pike, Ark., as a soldier boy, has now returned to his old post of duty. Everyone was glad to see "Robert" back at his old place again. Robert gave every one a surprise, as when he returned to work he brought back "Miss Beulah" as his wife. It was a great surprise to all as no one ever dreamed of Robert having matrimony on his mind; but they say still water runs deep.

Chief clerk, Mr. Seymour Simmons, and special valuation clerk, his brother, Mr. Benjamin Franklin Simons, made a business trip to Colorado Springs, Colo., and Denver. They report enjoying the trip, also being away from the business cares of a railroad office.

The clerks employed under superinten-

dent, Mr. T. L. Dubbs, thank him for his kind consideration in allowing them to be off each Sunday.

Conductor Sam Witherspoon is having a new home constructed at Greenville, which will be a handsome one when completed, and a credit to our city.

Mr. W. H. Rode has been appointed division fuel inspector for the Vicksburg Division, and we can already note an improvement in the Fuel Department.

Mr. Will A. Duncan has been promoted to position as chief clerk to the freight agent at Greenville, vice Mr. W. G. Maddux, deceased.

Mr. C. J. Harrington has been promoted to position as roadmaster of the Memphis Terminals. Mr. Harrington has been serving the Vicksburg Division as road supervisor, with headquarters at Leland, Miss.

Our old friend, Mr. Howard Lewey, who was employed as night ticket agent at Greenville, is still at Camp Pike, Ark., and yearning to come home, but his camp commander has not as yet seen his way clear to allow Howard his discharge. We sympathize with Howard as he is awfully anxious to return to his old job, and as the war has been won Howard has lost his army "pep."

Mr. Joe Ring has been appointed as assistant accountant in Mr. Dubbs' office, relieving Miss Mildred Dreyfus, who was working extra.

Mr. J. A. Smith has been appointed as temporary supervisor at Leland, Miss., in place of Mr. Harrington, promoted.

Mr. Clarence L. Jamison, gravel inspector, has just returned to work, after having received his discharge as soldier at Camp Pike, Ark. His many friends were glad to see him back again.

Assistant accountant, Miss Nannie Studard has just had her tonsils removed and is now on the road to recovery. She has our best wishes.

Mr. L. M. Elliott has returned to work after being off for a couple of months for rest and recuperation.

MISSISSIPPI DIVISION.

It is with deepest regret that we record the death of Mr. Edward F. Chrisp on February 21, after an illness of several months. Mr. Chrisp had been in the employ of the Illinois Central Railroad since 1870, his record being as follows:

January 1, 1870, entered service as Water Boy.

February, 1871, promoted to Section Foreman.

July, 1872, employed as Fireman.

August 7, 1877, promoted to Engineman.

December 19, 1900, promoted to Traveling Engineer.

January, 1907, transferred to Engine Inspector, Water Valley Shop.

April 30, 1917, pensioned account ill health.

Mr. Chrisp was born at Cageville, Tenn., June 16, 1854. He has resided in Water Valley a number of years and was one of its most exemplary citizens. The sympathy of all employes is extended to the bereaved family.

J. J. Ford, Tonnage Clerk, has resumed work after a month's vacation, part of which was spent in Texas.

Misses Maude Baker and Gladys Sissell, Clerks in the Superintendent's office, spent a few days in Memphis.

Mr. Otis Hollman, Time Keeper, visited in Oxford and vicinity.

J. W. Tarver, Chief Clerk to Superintendent, represented Water Valley Chapter, Royal Arch Masons, at meeting of Grand Chapter in Meridian this month.

C. R. Meeker and W. P. Taylor, now working out of Chicago Office, are at Water Valley assisting the Engineering Department in working up data for closing 1918 Work Authorities. W. P. (or just Park) is no stranger here, having formerly been employed as Rodman on Mississippi Division, leaving here to enlist in Military Service. We understand he has been "flying high" since that time.

T. P. Crymes, of Memphis, Tenn., is being transferred from Memphis to take position as Instrumentman in the Engineering Office at Water Valley.

Miss Christine Adams spent a few days in New Orleans shopping.

H. B. Johnson, Freight Clerk, J. W. Tarver, Chief Clerk to Superintendent, and C. C. Bennett, Foreman of Paint Shop, visited Vicksburg, Miss., several days in interest of meeting of head camp of the Woodmen of the World.

Night Clerk Collins, of Coffeeville, spent a day in Water Valley, a part of which was pleasantly passed away with Cashier Crawford.

Train Master N. W. Spangler and wife spent several days in Kansas City, Mo., recently, helping celebrate the home coming of Mrs. Spangler's brother from France.

Dispatcher E. L. Shelton attended meeting of the Dispatchers in Memphis last week.

We are glad to report Agent M. L. Hays, of Water Valley, back at his post after several days' illness.

Dispatcher D. Sizemore was a New Orleans visitor. We understand it was strictly a "pleasure trip."

Dispatcher T. Q. Ellis and wife were in Memphis.

On Sunday, March 16, Mississippi Division was visited with one of the severest storms in years. At the present time extent of damage is not known, but track on the Jackson and Grenada Districts was badly washed out. Water Valley Shop also suffered heavy damage.

New Orleans Terminal.

Ladies beware! William Toujouse, ex-Beau Brummel of the superintendent's office, has been released from the Boy Scouts and is to resume his duties in this office on the first of April, he having asked for this time to recuperate from his strenuous campaign in the "personnel detachment" mess hall. Knew you'd make

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Mr. F. H. Ellsworth, Division Engineer of the New York, New Haven, Hartford Railroad, New Haven, Connecticut, says of the

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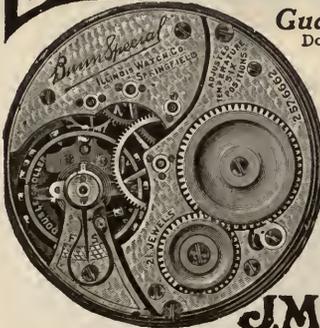
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'em quit, when you got your "Irish" up, Bill.

On Saturday, March 15, 1919, the horse races left town, and that isn't all they left either. They also left Tom Lee broke and and "Ike" Leopold badly bent.

Among the first signs of Spring will be the Accounting Department force in this office springing out of the building at 1:00 p. m., on Saturday, March 22, 1919. Why springing? Well, it is their first Saturday afternoon off in about a dozen blue moons.

Daily reports of returning members of "A. E. F." do not as yet mention names of J. E. Crumhorn and J. B. Walsh. Wonder if they have gotten chance to keep "The Watch on the Rhine." With July 1st staring them in the face, possibly they will elect to remain in a place where they will not run as much chance of parching up.

"All the followers of the "Sport of Kings" report a successful season. Suppose we will have quite a few auto salesmen calling to interview them in the course of a few days. Begg says he has let plans for his garage.

LOUISIANA DIVISION

Mr. J. M. Egan, our general superintendent, paid us a visit several weeks ago and on account of his great prominence, the entire force was very glad to have him make us a visit.

We also enjoyed seeing his private secretary, Mr. J. A. Flechas, who was formerly employed as chief clerk to the road master in this office.

Mr. G. R. Hurd, supervisor of fire protection, passed over the Louisiana division recently, investigating some fires that had occurred in this vicinity.

Effective March 10th, the engineering force which formerly included both the New Orleans terminal and Louisiana division, was separated and Mr. H. E. Chalmers was appointed assistant engineer for the New Orleans terminal and Mr. T. M. Pittman, assistant engineer for the Louisiana division at McComb. Mr. Pittman was formerly employed in the engineer maintenance of ways office and is well known by many of our staff. For some time we have longed for our own assistant engineer and were certainly glad to have Mr. Pittman join our ranks.

Mr. F. H. Bacon has been assigned to the position of instrumentman on this division to look after the handling of the valuation work, his appointment taking effect March 15th.

Mr. J. E. Murphy, who for sometime has been employed as instrumentman on this division, was transferred to the New Orleans terminal effective March 15th in a similar capacity.

Mr. F. L. Phipps will be transferred to this division to succeed Mr. Murphy.

Recently we were paid a visit by our division auditor, Mr. V. D. McAllister, who is assigned to special work closing out old work authorities on the New Orleans division at Vicksburg, Miss. Not only his family, who reside at McComb, but our accounting force as well, hope that he will soon be sent back to this point to stay.

We recently enjoyed a visit from Mr. Wm. Beven, our oldest and most popular engineer, who has been in service since 1879. Mr. Beven has lately been on the sick list and on account of his health has decided to retire from active service.

Mr. W. E. McMaster, passenger conductor on Louisiana division, assigned to trains 7 and 8, is still in Covington, La., where he has been for some time on account of ill health.

Mr. J. R. McCubbin, flagman on the Panama Limited, has been confined to the I. C. hospital at New Orleans on account of illness, for the past several weeks, and has just returned to work.

Mr. C. R. Knowles, superintendent of water service, was recently on this division making investigation of our water facilities at Jackson and Canton, Miss.

Miss Louise Wheelock, stenographer to the storekeeper at McComb, left for Dyersburg, Tenn. Miss Altha Day, clerk in the superintendent's office, accompanied her as far as Memphis, and on account of wash-outs on the Mississippi division, due to heavy rains, all trains were detoured and they were unable to get back in time for work.

Our popular comptometer operator, Miss Mildred Whitworth, spent one day in Magnolia recently "courting."

During the latter part of February Mr. P. E. Newman, local chairman for the B. of R. T. at McComb, died from pneumonia. The position made vacant by his death was filled by Mr. A. H. Harvey.

We regret to chronicle the death of Mrs. H. L. Browder, wife of one of our engineers and mother of Miss Gladys Browder, clerk in the store department at this point. Mrs. Browder passed away very suddenly on Sunday, March 9th.

Mr. A. P. Guntharp, agent at McComb, was called to Grenada, Miss., during the past week on account of the death of one of his relatives.

Mr. J. J. Carruth, who for some time has been employed as claim clerk on Louisiana division, effective February 20th, was appointed agent at Brookhaven, Miss. He was succeeded as claim clerk by Mr. D. W. Dickens.

Mr. C. E. Hood, who has been in military service for the past year, has resumed work in his former position as agent at Genesse, La. This is a joint station with the L. L. & N. E. R. R., and we are very glad to have Mr. Hood back in the service.

IL

UNITED STATES RAILROAD ADMINISTRATION
WALKER D. HINES, DIRECTOR-GENERAL OF RAILROADS

ILLINOIS-CENTRAL-MAGAZINE

MAY 1919



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W. A. SUMMERHAYS.

MR. W. A. SUMMERHAYS was born in Chicago, Ill., and received his education in the public schools and the University of Illinois. Entered the service of the Illinois Central Railroad, Engineering Department, as track apprentice June 15, 1898, and served on the Illinois Division as laborer, assistant foreman of ballast gang, section foreman and general foreman on the construction of second main track Gilman to Mattoon. Promoted to Assistant Storekeeper in charge of track material at Burnside Storehouse, November, 1901, and became General Storekeeper May, 1910. Promoted to present position Assistant Purchasing Agent, May, 1917.

ILLINOIS CENTRAL Magazine

Vol. 7

MAY, 1919

No. 11

The "Old Yazoo" Maligned and Defended in Rhyme to the Amusement of the Director General

The March number of this magazine contained copies of some delightful correspondence between General Manager Clift and passengers on train No. 12, which was delayed at Glass, Miss., on account of a slide that completely covered the track for a distance of 125 feet.

Mr. Clift, his assistant, Mr. Downs, and other officers of the Railroad were occupying two office cars attached to train No. 12. The passengers (not knowing that this was the first slide that ever occurred at this particular place and that the officers of the Railroad had not the slightest reason to believe that the place would ever give trouble), would have been perfectly justified in an exhibition of "nerves," but the General Manager, the Assistant General Manager and the other officers forestalled this completely by inviting them into the office cars and by literally turning the cars and their larders over to them. Considerate attention of patrons is one of the predominant characteristics of the management of this Railroad, and the officers were gratified, on this occasion, to be placed in a position where they could be of some service to the delayed passengers.

The passengers seemed to be much pleased with the treatment they received at the hands of the officials. In fact, some of them wrote highly complimentary letters to Mr. Clift, who replied

in the same happy vein which characterized the letters which he received. It appeared as if the slide at Glass, which had burst upon the management like a bolt of thunder from a clear sky, instead of being a blot upon the escutcheon of the "Old Yazoo;" had really turned out to be a fine achievement, in that it had brought officials and patrons together in friendly intercourse, enabling them to know and understand each other to such an extent that, after the track had been cleared and No. 12 again had full sway, they had parted as the best of friends.

However, all of this pleasantry was not to last long. Entirely unknown to the officers of the Railroad, clouds containing all of the elements of a storm were gathering at another place, for Mr. J. W. Pyne, the clever Advance Agent for Cohan & Harris, "A Tailor Made Man," was waiting for a train at a point where the train service had been interrupted by the same slide at Glass, and at the place where he waited there did not happen to be any officers or office cars containing food. That all of this should have given Mr. Pyne a case of "nerves" was not surprising and was greatly regretted by the management. Of course, Mr. Pyne did not know that the passenger trains on The Yazoo & Mississippi Valley Railroad during the entire year 1918 were 97 per cent on time. He did not know that the slide

at Glass was the first one that ever occurred at that point and that there was absolutely no reason for believing that anything of the kind would ever occur there. He evidently thought that The Yazoo & Mississippi Valley Railroad, designated by him as the "Old Yazoo," had gone on the "rocks," and that it was his patriotic duty to report the entire matter to the Director General at Washington. In order to make his report just as impressive as possible, he embellished it with a few interesting verses, entitled, "On the Old Yazoo."

From Washington the papers in connection with Mr. Pyne's complaint were sent through Regional Director Winchell to Federal Manager Kittle. Needless to say that they occasioned quite a good deal of surprise to Mr. Kittle. He had become accustomed to only praise so far as the slide at Glass was concerned, and he thought that the incident was a closed one and that he would never hear of it again unless he chanced to meet some of the passengers of train No. 12 who had been so profuse in their compliments. In that case he might have occasion to pass such remarks as, "Don't mention it," or "It afforded us much pleasure." He was therefore totally unprepared for the shell from Mr. Pyne's long range gun which had just exploded about him. However, having the happy faculty of being able to rise to all occasions, Mr. Kittle made a complete report on the complaint of Mr. Pyne, and to make sure that the report measured up to the standard of the complaint, he too, added a few verses.

The complaint and the reply, which are said to have both interested and amused the Director General, also the closing letter of Mr. Pyne, follow:

ON THE "OLD YAZOO"

On scores of railroads I've traveled o'er,
I used one today that made me sore.

As down in Mississippi I flew through
I had to take a trip on the Old Yazoo.
The cars are equipped like an old junk pile
But still you pay three cents a mile.

If you're after thrills you'll get a few
When you take a trip on the Old Yazoo.

Each train has cattle, freight and old coach
cars

And the engineer is just fine on jars—
He slams and bumps and rattles you
When you take a trip on the Old Yazoo.
For scenery you get cotton, hogs and hovels,
The kind you read of in cheap dime novels,
Oh, you have real pleasure, I'll say you do.
When you take a trip on the Old Yazoo.

And I got it further in the neck
When I had to walk around a wreck.
Some coal cars jumped a frog or two
And blocked the tracks of the Old Yazoo.
But they say that this is a daily trick—
You'd better carry an ax and pick—
Then you can cut your journey through
When you take a trip on the Old Yazoo.

I hope some day that Walker Hines
Plans to take a trip on the Southern Lines,
And that before his itinerary is through
It includes a hundred miles on the Old
Yazoo.
And I'll bet the boss has one swell time;
When the jaunt is o'er he'll sure resign.
He'll swear that with the railroad job he's
through
After he takes a trip on the Old Yazoo.
—J. W. Pyne.

THE "OLD YAZOO" DEFENDED

You have traveled railroads a score or more,
And one, you say, has made you "sore";
Come down in Mississippi where the wild
doves coo,
Take another trip on the Old Yazoo.
The cars will be equipped in the latest style,
Three cents and a smile, you'll be charged per
mile;
We'll give you thrills that you'll wish to
renew,
When you take your next trip on the Old
Yazoo.

We have passenger, freight and all kinds of
cars,
And engineers, too, who'll leave out the jars,
Omit "slams," "bumps" and "rattles" for
you,
When you take your next trip on the Old
Yazoo.
For scenery, the National Military Park,
A great event in our history doth mark;
Yes, there's real pleasure in store for you.
When you take your next trip on the Old
Yazoo.

Come down our way when there isn't a wreck,
And we'll take the kinks all out of your neck;
Hear the whip-poor-will and mocking birds
too,

Enjoy your next trip on the Old Yazoo.
As you ride through the cotton and the cane,
And listen to "dem" darkies' sweet refrain,
You'll be sorry that your journey is through
When you take your next trip on the Old
Yazoo.

When the air is all scented with Cape Jasse-
mines,
And the Magnolia's in bloom on our South-
ern Lines;
All the way from Memphis to New Orleans
through,
Plan your trip over the Old Yazoo.
Just come this way with "A Tailor Made
Man,"
Give our people a chance its merits to scan;
And I'll bet the crowds will be coming to
you
By hundreds over the Old Yazoo.

CLOSING LETTER FROM MR. PYNE

Fitchburg, Mass., April 12, 1919.
B. L. Winchell, Esq.,
Regional Director of Railroads,
Atlanta, Georgia.

Dear Mr. Winchell: Your letter of recent date, containing enclosures, received, and I have read all with much interest and appreciation. I was particularly envious of the New Orleans coffee merchant who came in for a banquet in the private car of the officials of the Yazoo & Mississippi Valley road when a train on which he was a passenger was detained by a washout below Vicksburg. I was waiting for this

same train at Harriston, Miss., many miles below, and of course was not an invited guest at the feast.

I realize that the Yazoo system is operated under difficulties, particularly during the rainy season in the South, and am satisfied after reading the Federal Manager's letter to you that the officials are working hard to maintain the service at a high standard and also to improve conditions wherever possible.

You might convey my congratulations to the official of the Yazoo system who composed the poetry in answer to my verses "On the Old Yazoo." I have voted him a clever rhymster, and if "A Tailor-Made Man" is to tour the South next season and I am in advance of the company, I shall route it over the Yazoo system just to see if this man is also a truthful poet, as he certainly holds out most alluring inducements in his verses.

As I said before, the nature of my complaint and information to you was meant to be constructive and not destructive, and I hope all our correspondence has been beneficial to all concerned.

With kindest personal regards, I am

Sincerely yours,

(Signed) J. W. Pyne.

Illinois Central System Leads As Usual With Largest Number of Employees in War in Proportion to Total Number Employed

It appears to be true that in any test or comparison between the large railway systems of the country, that the Illinois Central is invariably found to stand first, or to be crowding that position so closely as to make it uncomfortable for the railroad occupying it.

The last comparison between the Illinois Central and the other railroads, which we have noticed, was on the num-

ber of men in the war in proportion to total number of employes. The Illinois Central system, with 54,757 employes, had 8,775 in the war, or 16.03 per cent, standing at the head of the list of all standard railroads.

The following figures show just how the principal railroads stood on number of men in the war in proportion to number of employes:

Railroad	Emp'ld	In War	P. C.
I. C.	54,757	8,775	16.03
O. S. L.	8,669	1,369	15.79
E. J. & E.	6,653	1,026	15.42
So.	43,058	5,487	12.74
Bo. & M.	26,072	3,284	12.60
C. & E. I.	9,390	1,169	12.45
C. St. P. M. & O.	9,145	1,127	12.32
Pa. (East)	141,621	16,831	11.88
A. C. L. S. P.	45,077	5,142	11.41
N. P.	31,623	3,543	11.20
Ch. & O.	24,996	2,782	11.13
C. & N. W.	49,605	5,386	10.86
D. L. & W.	22,110	2,289	10.35
N. Y. C.	22,110	2,289	10.35
P. & R.	29,628	3,000	10.13
C. B. & Q.	48,139	4,874	10.12
S. F.	53,236	5,383	10.11
Wa.	16,395	1,634	9.97
Pa. (West)	68,137	6,624	9.72
U. P.	29,567	2,850	9.64
R. I.	40,980	3,838	9.37
Big 4	21,976	1,986	9.04
Mich. Cen.	20,647	1,863	9.02
D. & H.	13,975	1,253	8.97
N. & W.	27,805	2,461	8.85
B. & O.	87,103	5,478	8.16
N. Y. N. H. & H.	39,755	3,199	8.07
L. V.	25,644	2,049	7.98
Erie	45,092	3,576	7.93
C. M. & St. P.	55,467	4,000	7.21
G. N.	36,606	2,550	6.97

Our transportation system in this country may be imperfect, yet it stands out in bold relief as the greatest transportation system in the world, and the Illinois Central Railroad system in every test noses out a little ahead of other railroads. One reason for this is that the officers and the men of the Illinois Central system are like one big, harmonious family. They pull together. They know how to do team work and they do it all the time. There is no discord between the officers and the men, no feelings of superiority on the part of either. They depend upon each other and help each other. In any organization this character of oneness is bound to succeed.—*The Vicksburg (Miss.) Herald*, March 30, 1919.

WINS IN ALL TESTS

The Illinois Central led all railroads in the United States in the percentage of employes furnished for military service. Out of a total of 57,757 employes the Illinois Central furnished 8,775 soldiers, or 16.03 per cent. Other big systems furnished anywhere from 5 to 15 per cent. It is worthy of note that in all big tests the Illinois Central comes out a little ahead of other railroads.—Editorial from *Jackson (Miss.) Daily News*, April 1, 1919.

Engineers Charged With Being Drunk

In the November Journal, Bro. F. E. Wood, T. G. A. E., discussed in the Correspondence Department the statement made by one Dr. Brady in a letter to the *New Orleans States*, in which he charged locomotive engineers with drunkenness. On page 1032 we present a letter to the same paper on this subject, written by Federal Manager C. M. Kittle, of the Illinois Central, defending the locomotive engineers, which every member of the B. of L. E. will appreciate, as it is a just and unpre-

judiced statement of facts, which few are better qualified to know than the Federal Manager, with his long association with engineers.

We have had several occasions to deal with such statements, and such men as make them.

Because one has a diploma which entitles him to use the prefix Dr. to his name furnishes no evidence of character or fitness for the duties he is educated to perform. This Dr. Brady says, "What assurance has a passenger as he boards

FROM THE LOCOMOTIVE ENGINEERS' JOURNAL OF CLEVELAND O.



MEDICAL ADVICE NOT ACCEPTED

a train that the engineer driving the engine is not drunk, dying or ill?"

What assurance has the passenger, or anyone else, that Dr. Brady has any ability to diagnosticate? If he knows no more about the symptoms of disease than he does about the character and habits of locomotive engineers, he is absolutely unfit for his calling, and he should learn to "stop talking where he stops knowing," and prevent exposing his ignorance, or exposing his overpowering self-interest, which evidently has a place in his theorizing.

He says that "he has heard engineers tell of sleeping a good share of the time they were on their run."

He must be short on patronage from engineers, for no one could make such a statement without a motive other than telling the truth. He intimates that the engineers, and the officers as well, are a shiftless lot, with no rules or particular requirements. But the fact remains that it takes longer for an engineer to be educated and qualified for the position of locomotive engineer, than it does to secure a diploma entitling one to use

Dr. as a prefix. The wide distinction is, that the locomotive engineer has passed all the mental examinations, and has made practical demonstrations of his fitness for the duties and responsibilities to which he is assigned, and, *is held responsible for his mistakes: while the doctor has to start out without practical knowledge, to hunt subjects on whom to practice, with no one to investigate whether he ever makes good; his mistakes are buried, to the undertaker's profit. Which class endangers the public most, and, as a question of safety to the public, which needs examination for fitness most, Dr. Brady or the locomotive engineer?*

In Canada a proposed law allowed doctors to have ten gallons of alcohol. The Medical Association are requesting that the quantity be reduced to one gallon. Why?

We have a jag cure place in Cleveland, and the writer knows of doctors taking treatment there, but no knowl-

edge of any locomotive engineer getting boiled out. We have over 80,000 members, and we would not be afraid of a comparison for character and fitness with any 80,000 doctors picked from the whole world. The effort to suppress the use of intoxicants among engineers is nearly as old as the B. of L. E. Organization. The constitutional law of the Order, section 52, says, "The use of intoxicating liquor as a beverage by members of the B. of L. E. is prohibited. . . . Members guilty of intoxication, or discharged for violation of the rules of the company in regard to the use of liquor, shall be expelled from the Order, and any Division refusing to carry out the law shall have its charter suspended," and that in itself ought to refute the nasty mouthings of Dr. Brady or anyone else who makes a general charge of drunkenness against engineers.—*Locomotive Engineers' Journal*, Cleveland, Ohio.

Co-operation and Efficiency

By Herbert Gerwig, Local Freight Office, Memphis, Tenn.

CO-ORDINATION of these two is a vital principle for successful operation in any line of business, and no business exists which requires as much of these two as does the conduct of a railroad and its operation.

Given an employe who co-operates, and you will generally find the efficient man and when you find the efficient man, you will find one ready at any and all times to co-operate.

In the war just ended, German efficiency and co-operation for a long period threatened the liberty of nations before the Allies realized their needs. With nothing for a long time but raw material, individual armies and each trying to only take care of his particular field, without a thought to the balance, it looked as if the Hun was indeed superior, but gradually efficiency succeeded inefficiency. Co-operation on the whole battle line, under the direction of a supreme command, who saw the needs followed, met the requirements, until the entire front became as one man and the boasted military power collapsed.

No greater demonstration exists than can be found in the history of this Titanic struggle for world supremacy on one side, and Liberty and Peace on the other, and employer and employe can both deduce a needed and helpful lesson from its teaching.

Labor today is making increased demands on capital, and if that demand is made through a measure of increased efficiency

on its part, and a willingness to co-operate with the employer in seeing that increased efficiency means increased earnings then these two go hand in hand.

Too often needs are used as a modicum of demands, relegating all other thoughts to the background. Increased efficiency, especially on a railroad, means better work, better operation, less accidents, less claims and a general reduction of those items which today are threatening the very life of our great railroads, for certainly it appears that a number of accidents could have been prevented, a number of claims avoided by diligence and care, and when the day comes that employes one and all realize that only efficient work will stand the test, and when a man becomes thoroughly efficient, his eyes have been opened, and he looks around and sees any number of things which could be changed to the better, and have not been, due to a lack of co-operation.

These two, efficiency and co-operation are hand maidens leading toward success, and efficiency rightfully is paramount, because it means first knowing why, and when we have diagnosed why, we necessarily realize the need of co-operation.

Efficiency is the "governor" of the business engine, and brings it down to that speed whereby the entire engine works in harmonious unison and each part co-operating.

13th Engineers (Ry.), U. S. Army

CHICAGO, April 22nd, 1919.

TO RAILROAD EMPLOYES:

The 13th Engineers sailed from Marseilles on the "Belvedere" April 12th. Due to arrive in New York April 28th, they should reach Chicago soon after the end of the month. It is intended that the occasion shall give opportunity for a suitable demonstration on the part of railroad employes generally.

It is expected that all those who feel interested and can do so without detriment to the service will individually contribute to the occasion by being present in Chicago on the day the Regiment reaches the City, notice of which will be given in the newspapers.

While railroad men took a very conspicuous part in the war, and in all branches of the service, there was no other contingent, composed entirely of railroad employes, who preserved their organization throughout the entire war. Therefore, in extending to the 13th Regiment Engineers a rousing reception in Chicago on the day of their arrival, railroad employes throughout the entire country will have an opportunity of manifesting their patriotism and appreciation of the work done in the war by railroad men.

It is expected that the Regiment will arrive in the morning and march to the designated armory, where an opportunity will be afforded during the forenoon to those who wish to meet their relatives and friends. The Regiment will then march along Michigan Boulevard, where it will be reviewed by Major General Leonard Wood and staff, and representatives of the railroads, and later in the day will entrain for Camp Grant for demobilization.

The official recognition of the work of the Regiment is set forth by an order from General Pershing:

"Official report has just been received at these headquarters of the decorations and citations awarded you with the approval of the French High Command by the Commanders of the French Armies, Army Corps, Divisions, Brigades and Regiments under whom your regiment has served during its tour of duty in France. It is very gratifying to know that the efficient service of your regiment has been so recognized and rewarded.

"At the request of the French Government, presented in the spring of 1917, your regiment was organized at an early date and under the most favorable auspices. By reason of the great number of men who presented themselves for service in France and the selection which was thereby made possible, the character and qualifications of the officers and men composing the 13th Engineers were such as to make it a true representative of the very highest type of railway personnel in the United States.

"It was your good fortune to come to France in the formative period of the American Expeditionary Forces, and you were at once placed on duty with the French Armies in the sector of Verdun—a name which is the apotheosis of the glory and honor of France. Here you took up the task of transporting men, material and supplies to our Allies under conditions of service utterly unlike anything in your previous experience. Railway equipment and methods of operations were entirely new to you, and the situation was made still more difficult by the lack of common language.

"The cheerfulness, the adaptability, the loyalty and the self-sacrificing devotion to duty, uniformly displayed under these trying circumstances by the officers and men from the regimental commander to the most recently arrived private, have added a new luster to the traditions of our railway service.

"I therefore take advantage of this occasion to express to you, and through you to the officers and men of your command, our high appreciation not only of the valuable service rendered by them, but for the great assistance they have been to one of our Allies. As a token of this appreciation for these services, the military authorities of the French Republic have awarded you these decorations. These medals and citations should be more highly prized by you when you realize that in receiving them, you have won at the same time the real appreciation and gratitude of the French military authorities under whom you have served.

"By order of the Commander-in-Chief.

"(Signed) GEORGE VAN HORN MOSELEY,

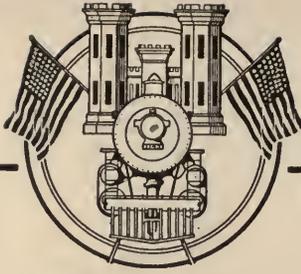
"Brigadier General G. S.,

"Assistant Chief of Staff, G-4."

The limited time the Regiment will be in the City necessitates conforming to the uniform plan of the reception of returning troops. Those wishing to review the Regiment can do so by stationing themselves along the line of march on Michigan Boulevard.

Definite information as to the depot and time of arrival in Chicago, and details of further movement to Camp Grant for demobilization, will be furnished by the Federal Manager of each railroad as soon as obtainable.

BY THE COMMITTEE ON ARRANGEMENTS.



Brief Outline of the Organization and Work Done by the Thirteenth Engineers (Railway), United States Army, (The Greatest of All Railway Regiments) in Overcoming and Crushing the "Huns"

SHORTLY after the United States entered the war a French Commission came to America to consult with those in authority to determine in what way our Government could render the quickest and most efficient assistance to the allies.

This commission stated that among other things that were imperatively necessary was the strengthening of their transportation machine.

At once a group of Railway Executives in conjunction with the Army Corps of Engineers began the mustering in of nine regiments of railroad men, each regiment to include in its personnel officers and employes from every department, so that when they reached the field of action, each regiment would, in its own composition, be a unit that could take over, operate and maintain a railroad without assistance, and in addition could build bridges, construct new track, and terminals, and, in fact, do anything and everything necessary to reinforce so to speak the soldiers who were in the trenches on the firing line.

Naturally the make-up of each regiment included men skilled in transportation, engineering, mechanics, roadway maintenance, electricity, bridge and building construction, etc.

Before enlistment, every man was required to furnish testimonials of character and ability, something that was required in no other branch of the service.

On May 9th Captain R. D. Black (now Colonel) of the United States Army Corps of Engineers arrived in Chicago, Ill., for duty in laying the foundation of the 3rd Reserve Engineers, as the regiment in its formative stage was known. Conferences in which Col. W. C. Langfitt (now Major General), President Felton of the Chicago, Great Western Railroad, Vice-President W. L. Park, and Major Bent, of the Illinois Central Railroad participated, were held, and plans were perfected for the opening of headquarters, officers for recruiting, and the preparation of a list of officers of the regiment to be forwarded to Washington for approval.

Robert B. Clark, from the office of the General Manager of the Illinois Central Railroad has the honor of being the first to volunteer and be accepted.

There were to be six companies in the regiment, composed of officers and men from the following railroads:

- Illinois Central Railroad, Co. A.
- Chicago, Rock Island & Pacific Railroad, Co. B.
- Chicago Great Western Railroad, Co. C.
- Chicago, Milwaukee & St. Paul Railroad, Co. D.
- Chicago & North Western Railroad, Co. E.
- Atchison, Topeka & Santa Fe Railroad, Co. F.

To follow in detail the organization



Have arrived safely at a foreign port



MAJOR CHAS. L. BENT

and accomplishment of the regiment would be to repeat an ably written history by D. I. Ilette and A. A. Archbold, from the Windy City Echo, the official organ of the regiment. So with thanks to the above named gentlemen

(whose facts and very largely whose verbiage we have used) we will produce chronologically the outstanding features of the organization and work done by this premier of all railroad organizations that took an active part in the war:

May 9th, 1917—Captain R. D. Black reached Chicago, Ill.

May 12th, 1917—Headquarters established in Monadnock Building.

May 13th, 1917—Meeting of organizers and instructions issued to tour the various lines to stimulate volunteering.

May 15th—Robert B. Clark, of the Illinois Central Railroad, volunteered, securing the honor of being the first accepted recruit. Mr. Clark was at once appointed Regimental Sergeant Major.

May 21st—The south wing of the Municipal Pier was turned over to the regiment to be used as a mobilization camp.

May 25th—100 out of a total of 460 had reported for duty.

May 30th—Uniforms received, and citizens' clothing discarded.

June 1st—All men who had volunteered were ordered to report for active duty.

June 2nd—Regimental Headquarters moved from the Monadnock Building, and on the same date authority received to use the emergency hospital at the east end of the pier. On this date there were about 500 officers and men on duty, and actual training was begun. Shortly after this the entire pier was turned over to the regiment. For the first three weeks food was furnished to the men from a restaurant, later the floor below the main floor was converted into a mess hall and each company became the possessor of its own kitchen and commissary.

The Y. M. C. A. furnished secretaries who made their habitat on the pier. They opened a recreation room and generally endeared themselves to the members of the regiment. Early in June the men were all subjected to vaccination, or "a shot in the arm," as they termed it, which was repeated at weekly intervals until the statutory "six wounds"

had been inflicted. About the middle of June when the complement of the regiment (officers and men) was about complete, orders came from Washington to prepare to move. This order proved to be a "dud."

July 4th—A Field Meet was staged on the parade ground. A game of baseball between the first and second battalions was won by the first, score 8 to 7.

July 6th—Regiment marched to Lincoln Park, and was reviewed by Col. Langfitt.

July 7th—Col. Langfitt was called to Washington. During the time that the regimental band was being formed, the Illinois Central Band directed by Geo. F. Fraser (a veteran of the Boer War) led the regiment on their various parades. It is reported that Director Fraser has composed a march which will be christened when the regiment "Comes Marching Home."

July 12th—Regiment reviewed at Lincoln Park by Major General Barry.

July 13th—Marched down Michigan Avenue under full packs and pitched pup tents in Grant Park.

Advised by Washington that in future the regiment would be known as the 13th Engineers (Railway) United States Army.

July 18th—All companies ordered to pack up and prepare to entrain. A later telegram cancelled these instructions. Later in the day another telegram received ordering companies A and B to entrain the next day. There was considerable dissatisfaction over the splitting of the regiment, but being good soldiers the remaining companies on July 19th accompanied their more favored comrades to the train and bade them God Speed.

July 21st—The remainder of the regiment, Companies C, D, E, and F, repacked and started on the long journey to help Uncle Sam to bag the Hun.

July 23rd—Reached a seaboard city, boarded a vessel and steamed down the Hudson.

July 26th—Sighted land, which proved to be Halifax, N. S.; remained there one week. Several days after arrival,

the Adriatic, carrying the 14th Engineers from Boston and the 17th Engineers from Atlanta, came into port; later the Carmania with the 12th Engineers from St. Louis arrived.

July 30th—Races were held in the harbor between crews from the various companies, Company F was first, the Aviation crew, second, and Company C, third.

July 31st—Muster Day, not a man was absent.

August 1st—The Bermudian, loaded with negro stevedores arrived, and that evening the cruiser Orama raised anchor, and signalled the transports to follow. As we passed the British warships cheers were exchanged. The trip across the Atlantic was exceptionally pleasant. There was practically no sea sickness.

A band under the leadership of E. A. Cruch was one of the entertaining features of the voyage. Musical entertainments netted several hundred dollars for the Liverpool Sailors home.

August 9th—Life boats were swung out, and all on board ordered to wear life belts, as the vessel was entering the submarine zone. That night a fleet of submarine chasers joined us, and acted as convoys.

August 11th—Coast of England sighted, and about midnight, we entered the Mersey River. Before reaching the harbor the Orama turned and steamed out to sea, the transports following.

August 12th—Awakened at the docks of Liverpool. Went direct from the steamer to a train, and started south, leaving a detachment of wagoners to convoy the regiments impedimenta. Lunched at Birmingham, and were very courteously treated by the women of the British Red Cross. Reached Oxney, Camp Bordon, and were delighted to see members of the first battalion waiting on the platform to receive us.

Following a fine Canadian band, marched several miles to Camp and were assigned squad tents.

**Brief of Trip of Companies A and B,
First Battalion**

July 19th—Left Chicago and proceeded



CAPTAIN (NOW LIEUTENANT-COLONEL) W. G. ARN.

to Hoboken, N. J., boarding the ship St. Louis.

July 21st—The St. Louis not convoyed sailed for Liverpool. The trip was uneventful until shortly after 7 a. m.

July 29th—Bursting shells were heard, bringing all on board to the decks, flashes from the cannon of a submarine could be plainly seen and for about one-half hour excitement was intense. By zig-zagging and the full use of her great speed, the St. Louis came out of her duel unscratched and left the submarine behind.

July 31st—Reached a European port, remained in the harbor for a day, while trawlers were sweeping the sea for mines.

August 1st—Reached port of destination.

August 12th—The two battalions reunited. Several days spent in rifle practice, gas mask drills, and regimental reviews.

August 14th—Major Black announced that the Railway Engineers, 12th, 13th, 14th and 17th, were to go to London, parade through the streets, and be reviewed

by the King and Queen of the British Empire.

August 15th—Reveille sounded at 3:00 a. m. After breakfast assembled and marched to parade grounds for inspection and soon were marching to the station, where a train to convoy the regiment to London was waiting. Arrived in London. Were enthusiastically received, and Sergeant Earnest Carr (of the General Managers Office of the Illinois Central Railroad) had the honor of holding aloft the Stars and Stripes to be saluted by King George and his Queen. Returned to Camp Bordon.

August 16th—Broke Camp, boarded a steamer and at 5:00 p. m. started on the last leg of our journey to France, reached a French port, were heartily welcomed by the natives and at midnight entrained.

August 17th—Passed through Paris, stopping for a short time only.

August 18th—About midnight ordered to detrain, could hear the rumbling and see their flashes, proving beyond controversy that we were in close proximity to the fighting line.

August 19th—Marched to quarters, slept until noon, and spent the afternoon sight seeing.

August 20th—Regimental headquarters established, drills started and regular military routine begun. Received first mail from the United States.

August 24th—Col. Langfitt received notice of his promotion to the rank of Brigadier General. The General has since been made Major General and Chief Engineer of the American Expeditionary Forces.

August 25th—Paraded before the French General Gourand.

August 28th—Col. Kutz arrived and assumed command of the Regiment. Provisional details were sent out on the French military railroads to study their methods.

September 3rd—Y. M. C. A. Canteen was opened.

September 6th—Thrilled with the announcement that the dough boys' best friend, the paymaster, had arrived.

September 11th—The second Battalion

ordered to move to new station headquarters, and the first Battalion remaining in camp.

October 7th—Took over 52 engines on a French railroad, dates on some of these engines indicated that they had first been put in service in 1863.

October 14th—Assumed charge of the entire operation of above referred to railroad. Major (now Lieutenant-Colonel) Whiting in charge of operation. Mechanical and Maintenance Departments in charge of Lieutenant (now Major) Schultz, and Captain (now Major) Arm, respectively.

October 16th—Witnessed first air battle, six French and four German planes engaged; loss, two German machines.

October 17th—Saw a French plane shoot down a German, killing the pilot and his mechanic.

Campaign Second Liberty Loan produced \$65,000, averaging over \$50.00.

The rapid expansion of the transportation corps resulted in a continuous drain upon the officers of the 13th. Among the officers detached, were Captains A. Young, and T. W. Fatherson, and Lieutenants F. A. Parkes, G. T. Sheehan, and F. T. Lee.

November 23rd—First American Locomotive arrived, numbered 13. Just before breakfast a christening party went down in the yard, and as Col. Kutz smashed a bottle of Champagne on the engine he wittingly remarked, 'Champagne is all right to have on the outside of an engine, but its a bad thing to have in the cab.'

The line operated by the 13th a year ago began at a point north of Revigny and ran through in order Sommeille, Auzecourt, Laheycourt, Villotte, Lisle-en-Barrois, Vanbecourt, Fleury-sur-Aire, Autrecourt, Ipeccourt, Souilly, Lemmes, Lampire, Landrecourt and Dugny. Headquarters were at Fleury-Sur-Aire. A branch ran from Autrecourt, through Froides and Auzeville to Clermont. Another branch began at Souilly, passed the villages of Osches, Vadelain-court and Rampont, and joined the east line at Dombasle.

Thanksgiving day, 1917, was cele-

brated in the American style, including turkey and all the trimmings. On this occasion Fleury was given the non-deplume of Windy City.

December 2nd—The regiment received a shipment of cigarettes and tobacco from the New York Sun Tobacco Fund, seventeen packages of cigarettes and 23 bags of tobacco for every man.

December 4th—A building in the French Evacuation Hospital caught fire, and together with the surrounding buildings was destroyed.

December 6th—Farewell supper tendered Captain Esteve, a French Officer, who had been attached to the regiment.

December 16th—First death in the regiment, Private Jesse Main, Company D, succumbed to pneumonia. A handsome headstone marks his grave.

December 20th—First consignment of Christmas mail arrived. Every man in the regiment was generously remembered.

December 24th—Entertainments in the Y. M. C. A. everybody had a good time, even the dignified Colonel wore a paper hat.

December 25th—Was celebrated with another turkey dinner, followed in the evening by a minstrel show.

February 22nd—The first few months of 1918 were uneventful, as every man was busy in the performance of his duty there was little opportunity for diversion. Washington's birthday was fittingly celebrated.

March 1st—Civilian population ordered to move to the rear. The barracks of Fleury moved 200 yards to isolate the hospital in the event of an air attack.

March 10th—Daylight saving inaugurated, and baseball playing resumed.

About the middle of April, the 5th French Engineers who were constructing a railroad from Loxeville to Pierrefitte, asked that the 13th undertake the construction of the Pierrefitte Terminal.

April 22nd—The work was begun, and the grading completed June 15th. The French Engineers having been called away, the 13th was asked to complete the road from Gimécourt to a

connection with the Pierrefitte Terminal; this job was finished August 15th.

June 1st—Speculation as to when the Germans would strike next was rife. It was thought that the sector between Verdun and Rheims would be the logical place for them to begin their summer offensive. The 13th began to take such precautions as the situation seemed to warrant.

A provisional company was organized and for ten days Infantry drill was the rule. The supply department was moved from Fleury to Sommeille. Gas masks were issued. An additional supply of rifle and pistol ammunition ordered and all additional surplus equipment was sent to Sommeille. The French were to take care of the mining of the bridges, highways, railroads, etc. The Second French Army Headquarters was moved from Souilly to Laheycourt and ammunition dumps, repair depots, store houses, and equipment of all kinds belonging to the French Army removed to safer locations.

June 8th—Major General Langfitt, our first Colonel, visited the regiment.

July 4th—Athletic meets held. A splendid musical program rendered by the 370th Infantry Band. A game of ball between the 370th and the 13th was won by the latter.

Civilians between Verdun and Ste. Meneshould ordered to go to the rear.

The "Windy City Echo" describes the concluding events of the war as follows:

The long expected offensive began at midnight of July 14th-15th, being heralded to all points in our sector by the distant thunder of the artillery fire and the continuous flashes in the sky at night. Only our detachments at Vienne-la-Ville, La-Neuville-au-Pont and Ste. Meneshould were directly affected, and the men at these places were compelled to spend most of their time under ground for a couple of days, so thick were shells falling in that region. Although Ste. Meneshould has been well within shell range for four years, more shells were dropped here during these

two days than in all the four years previous, due perhaps, to the fact that considerable property in this town was originally German-owned. From this time to the end, as the encouraging communiques came in daily, it became evident that the 13th would never be compelled to "pick up picks and shovels to help stem the tide" or qualify for military honors in direct combat with the enemy.

While the Pierrefitte terminal was being constructed by the 13th, the Fifth Engineers (French) again called upon Major Arn to supervise the construction of an ammunition dump, artillery park, and engineer track Eyres. It was to be one of the largest ammunition dumps of its kind in France, and in addition to the track facilities of the 6 Bis Line, it was connected with the Argonne, Verdun and St. Mihiel fronts by narrow gauge railways. Sergeant Boswell of Co. C was in charge of construction, under the direction of Major Arn. Two companies of Indo-Chinese, totaling about 150 men, furnished the labor. Work was commenced on July 28th, and on August 8th, 13,000 cubic metres of earth, limestone and shale were excavated at an average of three cubic metres per man per day, a record in the regiment for this kind of work. Many difficulties were encountered, as all the work had to be done by hand with pick, shovel and wheel-barrow, and the earth had to be carried and dumped at a point several hundred metres away. On August 28th the two companies of Indo-Chinese were released, and on September 12th work was commenced on the proposed engineer track. The Indo-Chinese were replaced by 50 Algerians, inexperienced in this kind of work and very difficult to direct. Nevertheless, an engineer track 425 metres long was completed on September 27th, under the direction of Capt. Haberlaw. The usual difficulties, such as long hauls, all hand work, poor labor and heavy rain, were encountered in this work.

Beginning with the latter part of August, there was a marked increase in the number of trains handled. Coin-

cident with this, American troops began to pour into this territory from all sides. It soon became patent to the most casual observer that the American Army was at last to have a sector of its own somewhere near Verdun, and as more and more shipments of guns and ammunition were carried up, it was evident that a large scale attack was part of the program. The artillery barrage announcing the St. Mihiel offensive was heard by all detachments of the 13th, and as the battle continued during the succeeding 48 hours, the French people in this region would eagerly question every American they happened to meet, hoping to get the latest news. They seemed greatly more interested in what the Americans were doing than they used to be in the doings of the French before the Americans arrived.

That the rapid move executed by the American Army from the St. Mihiel front to the Meuse-Argonne front was effected in the minimum of time was due in great part to the whole-hearted cooperation of every member of the 13th. Handling all the standard gauge lines in the territory affected, the regiment was put to a test of capacity and endurance which tried every man in it. On several days as many as a hundred or more trains were moved from one end of the line to the other, and at no time were there any delays due to wrecks, derailment or accidents. To keep the Army supplied in the weeks that followed kept the railroad running to capacity, and during the month of October the 6 Bis Line hauled more tonnage than was unloaded at any one American base port during that same month.

In preparation for the attack on September 26th, spurs were constructed on the Est line from Clermont to Verdun, at regular short intervals, and a heavy, well-camouflaged gun of from 8-inch to 16-inch caliber run out to the end of each. These heavies did their parts well, and by the afternoon of the 26th the Americans in most places had advanced so far that the greater part of them were out of effective range.

Experiences of many of the officers and men during this time were varied and thrilling. On the night of September 25th, Major Schultz, Captain Haberland and Sergeants Face and Olson of Co. E were called upon at 10:30 p. m. to rerail an engine which had struck an automobile at a highway crossing near Clermont. Shortly after arrival, a German gun of heavy caliber started to shell the road at which the derailment occurred, which undoubtedly was done on account of the heavy movement of American troops going on at this time. A number of these shells dropped within close proximity to their work and several exploded in the air in the near vicinity. A few days later, Major Schultz, with Sergeant Carmony and Corporal McLean of Co. B, started to Verdun to disconnect the penstock at the water station and move it to Dombasle, a short distance from Verdun. They arrived there about 10.00 a. m. and a few minutes later shells started to drop in the town, one of them striking on the opposite side of two strings of cars about seventy-five feet to their right. Other shells commenced to drop around them, some quite close, compelling Major Schultz to order the men to return to their station until the danger was over. While on the way back to Dugay-Grand-Vaux for dinner, a large shell dropped at the right of the road about sixty feet in front of the automobile in which they were riding, knocking down a telegraph pole.

Immediately preceding and during the period of the American advance in the territory between the Meuse and the Argonne Forest, the tracks were cut in several places, especially in the Verdun terminal, where in one morning, six shells found their marks. The general rule in cases of shell fire was that repairs were not made until the shelling ceased, except in cases of very urgent need, in which cases it was necessary to make repairs under shell fire.

As the victorious American troops continued their advance, the captured railway lines were repaired by American construction engineers and turned over

to the 13th for operation, and at the close of the fighting the mileage controlled by them was more than double that of a year back. The first addition to the original mileage took place in May, when the regiment took over the Est line running from Ste. Menehould to Verdun. Later on in the summer, the single track from Ste. Menehould to Vienne-la-Ville, a point within a mile and a half of enemy trenches, was added.

The St. Mihiel drive opened up a through route from Verdun to St. Mihiel and below. Shortly prior to this, the regiment began operating from Verdun only as far south as Ancemont. Within a few days after the fighting ceased, the lines out of Verdun to Sedan and Conflans respectively were taken over. All this was accomplished with but little increase in personnel.

After the signing of the armistice, the 13th could not repress the hope that they would be among the first troops selected for an early return to the States, in view of their long period of continuous service. When, however, it was apparent that the regional could not be spared for several months, there was no grumbling, but a determination to buckle down and forget about going home until the work was done. Detachments from the 118th Engineers and 62nd Regiment Transportation Corps began to arrive at points on the line preparatory to performing railway duty and thereby relieving like numbers of men from the 13th. Headquarters of the regiment was moved to Verdun on December 14th, and soon thereafter the lines operated by the 13th became part of the 23rd Grand Division, Transportation Corps, whose Headquarters were also located in Verdun. Regimental, Battalion, and Company Headquarters of the 13th were moved back to Fleury, the latter part of January, together with all men who had been relieved from railroad duty. Practically all work at Fleury is now military in character, and the number of men drilling increases as more men are released from railroad work. While the date of our return is not known, it is felt that it cannot



be a long way off, and with three service stripes to its credit, the 13th awaits the day of departure with the consciousness that its members have contributed their full measure not only to Uncle

Sam, but to our glorious Ally, France, in whose Second Army they served so long as volunteers in the great cause of Freedom.

31 of Chicago's 13th Engineers Get French Cross

Men Who Brought Up Cannon and Troops to the Front Are Honored

Another sort of men behind the guns—men of Chicago's 13th engineers, who carried the cannon to the fighting lines and transported the soldiers who pounded down the foe with them—have been recognized as heroes of the war along with their fighting comrades.

The French government, it is announced, has awarded the *croix de guerre* to thirty-one officers and enlisted men of the 13th. Also they received a personal testimonial of thanks and appreciation from Gen. Pershing.

From Col. N. L. Howard down to the six privates who were so honored, the engineers are cited as having notably contributed to allied victory in spite of the fact that they were theoretically noncombatants, men of an arm of the service whose portion runs ordinarily more to hard knocks than to glory.

Besides Col. Howard, the men receiving the *croix de guerre* are: Lieut. Col. C. E. Whiting, Maj. E. Schultz, Capt. W. Haberlaw, Capt. J. W. Kern, Lieut. Hugh MacKee, Lieut. H. Halverson, Lieut. E. E. Deyo, Lieut. R. Harrison, Lieut. L. A. Weary, Master Engineer F. Williams, Master Engineer B. Berryhill, Sergt. L. Face, Sergt. O. Olson, Sergt. H. Lightner, Sergt. Thomas J. Ross, Sergt. J. E. Morrel, Sergt. W. M. MacMahon, Sergt. A. G. Crozier, Sergt. W. Dreasher, Corp. C. T. Barnes, Corp. W. Lish, Corp. W. T. Mott, Corp. M. H. Bootjer, Privates D. C. Steinmeyer, V. Nicholls, G. Tichy, F. Bitte, E. Vonderveld and W. B. Kuller.

Col. Bloquet, director general of the French military transportation, pinned the medals on the men in full view of the American and French railroad troops.

No. 13 Not Hoodoo, at Least in the Case of This Regiment

Recently, the press in commenting on certain hobbies and peculiarities of President Wilson, spoke of his utter disregard for whatever misfortunes are commonly understood to be connected with the number 13. It was stated that the President even went out of his way to combat the hoodoo, altering the schedule of his boat so that his party would arrive in France on Friday, December 13th.

Every member of our regiment will back the Commander-in-Chief in his belief that there is absolutely nothing to the superstition, for, in our case, we have run into the "unlucky number" so many times we are firmly con-

vinced that it brings good luck rather than misfortune, and, as a consequence, have been dubbed "The Lucky 13th."

First there was our re-christening. On Friday, the 13th of July, 1917, we were notified that we would henceforth be known as the 13th Engineers, instead of the 3rd Reserve Engineers. About a week later we left Chicago for Hoboken in three trains, each train consisting of 13 cars. Crossing the Atlantic, the 1st Battalion on the St. Louis was fired on 13 times by the U-13, but as the latter could only make 13 knots an hour, the St. Louis soon got out of shell range. (So Abie

says.) Arriving at Liverpool, we found the railway carriages that were to carry us to Camp Bordon each bore the number 13 on one end, this being the number of the railway line on which we traveled. On the railroad journey from Le Havre to Chalons, a total of 13 men was lost temporarily from the regiment on account of missing the train at various stations, but all reported back to the regiment in due time saying they had a fine time and no bad luck whatsoever.

On November 13, 1917, the War Department issued an order whereby our regiment was assigned to the National Army from the U. S. Army, despite the fact that we all volunteered several

months before the Big Breeze. Later, upon the 6 bis line, the first U. S. locomotive to be received from the States was the 13 spot. We have had several commanding officers, but the Army number of the most popular of all, Colonel Howard, is 274, Captain Horton's is 2452 and they make 13 don't they? And how about the number of letters in "Fleury-sur-Aire" and Windy City Echo?"

There are more 13s mixed up in our regimental history, but the latest and most important of any so far encountered is the Embarkation Order, which happens to be our standby—No. 13.

Windy City Echo.

We Should All Buy Victory Liberty Bonds

To Officers and Employes:

Our Government asks aid in floating the new Victory Liberty Loan. The war waged with unparalleled magnitude necessarily created debts which must be met. The maintenance of the army of occupation until peace terms are settled, the bringing home and mustering out of the millions of men in the service, the care of the brave sons wounded in battle all compel vast outlays, in the payment of which these loans are required. The United States is not levying a tax or soliciting a gift, but is offering an investment secured by the Government itself and at a reasonable rate of interest. The character of the Loan, and the terms under which you may subscribe are explained in the circular of the Director General following:

Washington, March 21, 1919.

CIRCULAR No. 83.

"I earnestly urge that officers and employes on railroads under Federal control subscribe as liberally as their means will permit to the Notes of the Victory Liberty Loan. During the campaign for the sale of these Notes, lasting from April 21, until May 10, every employe will be solicited by railroad committees,

but I hope officers and employes will subscribe without waiting to be solicited.

Subscriptions may be made as follows:

1. THROUGH ANY LOCAL BANK:

(a) by full payment at one time, but not later than May 10, 1919.

(b) on the Government installment plan.

(c) on any installment payment plan offered by Local banks.

OR

2. THROUGH RAILROAD FEDERAL TREASURERS:

"On the ten (10) month installment plan, by deductions on payrolls, beginning with rolls for the month of May.

"Subscribers through Federal Treasurers may at any time pay up the unpaid installments and interest due by them in full and receive the Notes as promptly thereafter as may be practicable.

"Whichever plan subscribers may choose, they are urged to hand their subscription to their local Railroad Committees, that proper credit may be given to the railroad, as well as to the communities in which subscribers reside.

"Interest will be allowed at the rate borne by the Notes on all installment payments, from which will be deducted the earned proportion of current coupon on notes when finally paid for; resulting in a small payment to or collection from subscribers, as the case may be, when Notes are delivered.

"As interest is allowed on installment payments interest coupons falling due before Notes are paid for will be detached, before delivery of Notes, the adjustment mentioned above being made on delivery of the Notes to subscribers.

"Should employes leave the service before completion of the payments, the amount paid will be refunded without interest.

"The money to be raised by these Notes is urgently needed to defray the expenses of the war. We carried our part of the hostilities to a victorious termination and now we must be equally successful in paying our part of the money cost. I appeal to every officer and employe to do his utmost in this remaining part of the task just as he did his utmost during the fighting."

WALKER D. HINES,
Director General of Railroads.

Your subscriptions may be made either through your local banks or through the Railroad Federal Treasurer,

as explained in the circular, but however made, they should be reported to the railroad that it may have the credit therefor. We want to report that every employe on these railroads is a subscriber.

The total amount required by the Government is large and that the loan may be a success every person must do his full duty. The Government under such circumstances naturally looks to the employes of the railroads because throughout the stress through which the country has passed there were none more patriotic or more willing to give full measure than those in the Railroad service; and it submits the Loan to you in confidence that every employe will subscribe for as many of the Notes as his personal affairs will permit. I urge you so to do, not only because our Government asks, but because there is no better method of saving a part of your earnings. While you will act in this from the patriotic wish to serve your country, you will in the end be glad because of the personal benefit to result. The campaign will open April 21. Will you not prepare for it to the end that these Railroads may promptly report a 100 per cent subscription for liberal amounts?

Sincerely,

C. M. KITTLE,
Federal Manager.

Victory Liberty Bonds

By Ray Goldberg, Baggage and Mail Traffic Department

NOW that the World War is over, let us finish the job.

Some of us did not get a chance to do that which brings honor to a Nation, and in order to show our gratitude to those who did their part in the fullest measure, let us lend our money willingly, so that our Country may retain its position in the world as the best and most wonderful Nation which ever existed.

If we, the people, fail to do our part, it is going to be hard to feel proud in the eyes of other nations.

The safest investment is a Victory Liberty Bond. We are all aware of the unpaid debts of the Nation and the taxes which

we are paying, but remember that if the Loan fails, our taxes will go higher and the higher they go the less we gain, whereas the higher we go in Bonds the more we get. We should invest to the limit, it's a loan of thanksgiving.

Our shouting at the homecoming of the gallant soldiers will not be half as much welcomed as the words "we have again reached the top."

Only by heavily over-subscribing to the Victory Bonds can we prove to the world and to the boys that America remembers and is grateful.

We have got to finish the job.

UNITED STATES RAILROAD ADMINISTRATION

NEWS FROM WASHINGTON

Director General's First Talk to Railway Employees

In an address to the employes of the Norfolk and Western Railroad, delivered at Roanoke, Va., in April, Walker D. Hines, Director General of Railroads, declared that to his mind one of the greatest achievements of the war had been the improvement in wages and working conditions which had come to the railroad employes.

Says War Brought About Improvement

"That improvement was coming about gradually without the war," said the Director General, "but the war, which changed everything and put everything on a new basis, brought to a much more sudden completion this vast and important improvement in wages and working conditions of railroad employes. It is, of course, a very great pride to me that I have had a part, first as Assistant Director General and now as Director General, in seeing this great achievement come about and in helping to bring it about."

Thanks Employes for Service Rendered

Mr. Hines declared that this was the first opportunity he had had to address a body of railway employes.

"The very first thing I want to do," he stated, "is to tell you on behalf of the railroad employes throughout the United States and in a sense as the representative of all those employes how deeply grateful I am for the great service that was rendered by you and the railroad employes throughout the country in the work of winning the war."

Difficulties to Be Overcome

Mr. Hines stated that the work he had undertaken was the most unique in character and that the problems to be overcome were of the most amazing variety and difficult of performance.

"It never happened before and it probably will never happen again," he said, "that of a sudden all the 250,000 miles of railroads in the United States are brought together under the direction of a single individual with powers conferred upon the President which he, in turn, has delegated to the Director General. One of the most important and inspiring difficulties confronting me is trying to work out a reasonable and just disposition of the questions that arise between the railroad employes and the management. There is nothing which means more for the future of the country than the development of conditions which ought to exist between the employes of the country and the railroad management of the country."

Calls on Employes to Exercise Patience

The Director General said it was a tremendous achievement to work out in the course of a few months a radical improvement in the wages and working conditions of the two millions of railroad employes.

"I want you to remember," he said, "what a big job it is and how in the nature of things, it takes a little time to work out the problems and arrive at a just conclusion. It is a marvel how much has been done within the last ten months. We are trying to work out with the greatest possible justice to everybody concerned the adjustment of these things and I hope that you will exercise a measure of patience in anything that affects you."

Discipline Essential As in a War Machine

Mr. Hines stated that the railroad organization is, in a sense, like a great army, in which discipline is indispensable.

"That is the only way trains can be run," he declared, "accidents avoided and the great business of the country carried on. No army of any sort, whether it is industrial or military, can succeed unless it has discipline or control. An enterprise of this sort with two millions of employes cannot all be run from one central organization and the more these things can be worked out through the representatives of the employes dealing with their local officers the greater the success from the standpoint of public service and the more the employes themselves will get out of the present method of conducting operations."

Co-Operation of Employes Necessary

Mr. Hines called attention to the fact that the advance in wages and working conditions for employes is now on trial before the American people.

"A great many people," he stated, "think that too much has been done for the employes. I disagree absolutely with that view. But this is not clear to the American public and in order to justify the important increase in wages and working conditions we must have increased efficiency in railroad operation. The way you can help this situation is to do your utmost to give the best possible value for the wages you receive and try to cut down just as much as possible the loss incurred for the time being in operating the railroads. In doing this you will justify what has been done in your behalf, and at the same time you will render an important public service which, in the last analysis, is the duty of us all, because it is the people of the United States as a whole who are footing the bills of government administration of the railroads."

Punishment for Express Car Thieves

In a recent opinion handed down by George W. Ray, United States District Judge for the Northern District of New York, a note of warning is sounded to all those found guilty of stealing property entrusted to the care of the government. The case in point involved Otto

Kambeitz and another employe of the American Railway Express Company found guilty of stealing a fur collar and fur coat from an express car en route between Albany and Syracuse, New York State. The defendants claimed that they had not violated any provision of the Railroad Control Act and were not guilty of any criminal offense. In his opinion Judge Ray said:

Stole Property Belonging to the United States

"He who steals such earnings, steals the money of the United States. The property received by those in charge of these transportation systems for transportation is received by the United States to be transported by the United States and is in the custody and under the protection of the United States and the United States has a property therein. Congress had power to enact laws for the protection of all property coming into its possession in operating the systems. It was not so short-sighted as to enact a statute for the protection of the mere operation of the physical part of the system, leaving the United States powerless to protect the millions of dollars worth of merchandise in the custody of the United States and being transported by it against the depredations of robbers and thieves."

New Appointments Announced by Director General

Director General Hines has appointed Mr. Henry B. Spencer, as Director of the Division of Purchases of the United States Railroad Administration and former Representative Swager Sherley, of Kentucky, as Director of the Division of Finance. Both offices were formerly held by John Skelton Williams, who resigned on March 15, and who has become Chairman of an Advisory Committee on Purchases for the Railroad Administration. The other members of this Committee designated by the Director General are Mr. Robert S. Lovett and Mr. Henry Walters.

Equipment Companies Need Not Worry

The equipment companies with which the Railroad Administration made contracts early last year for the construction of locomotives and cars and on which there are considerable amounts yet to be paid are to be taken care of under a plan agreed upon at a conference between the Director General and representatives of the concerns mentioned. This plan involves the issuance by the Director General of his certificates of indebtedness to these equipment companies on account of amounts now due them.

tees of Passenger Traffic Officers, located in New York, Chicago and Atlanta.

Railroad Policemen and Patrolmen Receive Increased Pay

The Director General has approved the recommendation of the Board of Railroad Wages and Working Conditions pertaining to patrolmen and others of the Police Department of the railroads under federal control. The order provides a minimum hourly rate of 45 cents an hour and a maximum of 55 cents an hour for patrolmen who are assigned to a restricted territory with a minimum of eight hours a day and overtime at the pro-rata rate for the ninth and tenth hours and time and a half thereafter. These men formerly received monthly wages ranging from \$60.00 to \$110.00. Under the new rate they will be paid from \$85 to \$112 a month on an eight hour day basis. Proportionate increases but on a monthly basis, are provided for lieutenants and for sergeants whose duties require traveling and whose hours cannot be regulated. The order applies to approximately 7,000 patrolmen and 1,000 lieutenants and sergeants.

Promotion of Railroad Travel to Be Encouraged

It is the intention of the United States Railroad Administration, according to an announcement made by Director General Hines, to engage in a limited advertising campaign in newspapers and national magazines for the purpose of promoting travel to the National Parks and principal health and pleasure resorts. This campaign, which will be nation-wide in its scope, will be supervised in every detail by three Commit-

The Railroad Administration and the Purchase of Coal

April 3, 1919.

Walker D. Hines, Director General of Railroads, today issued the following:

An interesting fiction appears to be receiving some currency as to the attitude of the United States Railroad Administration in purchasing coal. This fiction is to the effect that the Railroad Administration is conducting its purchases of coal in such a way as to force producers to sell to it below the cost of production, thus in turn forcing them to increase their prices to the rest of the community. The assertion of this fiction seems to carry with it the suggestion that in order to prevent the Railroad Administration from accomplish-

ing this purpose, it is important to find a way to remove all competition in bidding for such Government business and instead to fix in the respective mining districts uniform prices at which all producers would be willing to sell and at which the Railroad Administration would have to buy.

The remedy thus suggested for this fictitious evil would, of course, have the result of giving the coal operators the relatively high prices fixed without any competition, which they could use as a basis for selling to the general public, so that the element of competition would fade from the picture and virtually the whole consuming public would be pay-

ing prices which in the aggregate would be far in excess of what would be necessary to maintain existing wages and pay sufficient profits.

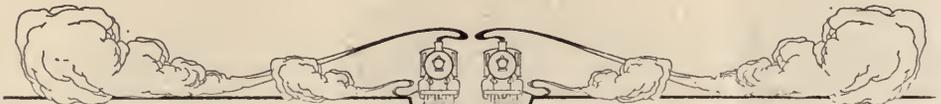
While it hardly seems necessary to do so, I wish to give the country the assurance that the Railroad Administration has no such unjust and shortsighted purpose as to force producers to sell below cost or impose a burden on the rest of the public. There is no institution—public or private—in the country that has a greater interest in the promotion of prosperity than the Railroad Administration has, because the more the business of the country increases, the more net revenues the Railroad Administration will enjoy. At the same time I believe it would be opposed to the interests of the general consuming public, as well as of the Government, to forego absolutely all benefits of competition and buy coal for the Government at unnecessarily high prices, which in turn will immediately become the standard prices for all purchasers. Such a course would have a strong tendency to continue to preserve, in the present period following the war, profits having entirely too strong a resemblance to the extraordinary profits which were realized during the war.

As an illustration of the caution which the Railroad Administration is observing in this matter, it has established the policy that each railroad shall buy its own coal, thus avoiding any greater concentration of purchasing power than existed under private management. It has also instructed that in purchasing coal, railroads must take into consideration the Director General's policy to make as wide a distribution of the tonnage bought as conditions will permit, considering quality, transportation and price, at the same time confining so far as practicable, purchases to producers on

the individual roads. It has also directed that no railroad should accept any bid which would involve the cutting of the existing scale of mining wages. It has further provided that coal prices actually contracted for shall not be secret, but shall be available for the information of any interested coal operator and also of the miners. Very few specific instances have been brought forward of failure on the part of any railroad to observe these policies and the complaints which have been brought forward have been and are being properly adjusted.

It must be remembered that the purchasing power immediately available of the Railroad Administration with respect to coal is by no means as great as is generally assumed in discussions on this subject. To a large extent the Railroad Administration's current supply of coal must be taken on unexpired contracts which were made many months ago and which have yet several months to run. Again, the volume of coal currently consumed by the Railroad Administration at the present time is decidedly below the normal because in the present readjustment period the business handled is below normal. A further factor which cannot be ignored is that the railroads, like enterprises generally, stored unusually large quantities of coal last April to be prepared for the exigencies of a long continued war. To meet the present situation the railroads are using this stored coal with caution so as not to interfere unduly with current coal production, but a considerable storage of coal still exists which eventually will have to be used by the railroads.

This general statement is made at this time because the discussion of this subject at the moment is apt to provide a fertile soil for the growth of misconceptions unless the general attitude of the Railroad Administration is now put before the public.



Appointments and Promotions

Effective March 15, 1919, Mr. Samuel Porcher and Mr. Geo. G. Yeomans, heretofore members of the Central Advisory Purchasing Committee, are appointed Assistant Directors, Division of Purchases.

Mr. Wm. W. Morris, heretofore Secretary of the Central Advisory Purchasing Committee, is appointed Assistant to the Director, Division of Purchases.

Mr. H. C. Pearce, Manager, Procurement Section;

Mr. M. E. Towner, Manager, Forest Products Section;

Mr. E. J. Roth, Manager, Stores Section;

Mr. B. P. Phillippe, Fuel Distributor; heretofore reporting to the Chairman, Central Advisory Purchasing Committee, will report to the Director, Division of Purchases.

Effective April 1, 1919, Mr. C. F. Stewart is appointed Manager of the Troop Movement Section, vice Mr. George Hodges, deceased.

How Much Coal Does Your Engine Burn

By J. T. Adams, St. Louis Division, Centralia, Ill.

THE fuel expense of the railways has increased so rapidly the past five years that the attention of mechanical men has been centered on the problem of saving coal as never before. With the help of the superheater and application of brick arches, the results are very gratifying.

The educational side has not been left out, thanks to the fuel demonstration cars. Much has been done in this manner. The men in the shops and on the road take kindly to the movement. Some criticism, of course, but this may be looked for, as nothing made by man is perfect. Our modern locomotive is the result of a century of improvement of a machine, made with the idea that steam could move freight more cheaply and faster than horses or oxen.

Imagine, if you can, the time, expense and congestion on our public highways, to attempt to move 55's loading from Chicago to New Orleans. Perhaps a century hence, our method of saving coal will appear as crude as the locomotive of a century ago looks today.

But to get to our subject. A superheater passenger engine seldom uses more than 10,000 gallons of water per 100 miles. On some runs they will use less. A pound of average soft coal properly handled will evaporate a gallon of water, which weighs $8\frac{1}{2}$ pounds. Then our engine should burn 10,000 pounds of coal, or five tons. In testing plants under ideal conditions it has been possible to evaporate more than ten pounds of water per

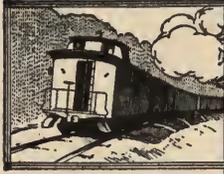
pound of coal, but on the road the average amount of coal used is nearer seven tons per 100 miles.

Now men, there is a reason. Perfection will not come like sunrise, nor without some effort by each one concerned. By persuasion and heartfelt work it is possible to approach nearer these figures than seems possible at the start.

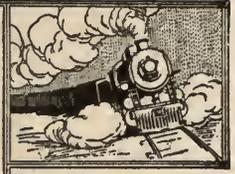
Quite often some newly arrived, streaked face, fireman will set his grip down, lean heavily upon any convenient support and tell you seriously that his engine steams good, but *burns a Lot of Coal*. If this is your engine and is in good condition otherwise, why not have a talk with the foreman, to see if the draft can be regulated to save the coal pile and the sweat of your brow, Mr. Fireman?

Explain how the engine burns the fire, that he may have some idea of what to do. Sometimes the flues get stopped, the remedy for which is a well known iron rod about 20 feet long with a gimlet welded on the far end.

But the chief object to keep in mind is that each scoop of coal thrown into the fire box should change not less than ten gallons of water from a temperature of 60 degrees F. to steam at 180 pounds pressure. To do less is not fair to the company, yourself, nor the generations of people to come after you, who may have need of the coal that may be saved by care on the part of all concerned.



TRANSPORTATION DEPARTMENT



Co-operation of All Employes Toward the Prevention of Freight Claims

By J. D. White, Trainmaster, East St. Louis, Ill.

IN order that a railroad be successful it must necessarily be profitable and to bring about this desirable result we must have competent, experienced and careful men to run it.

One of the most profitable and talked about things of today is the prevention of claims and every claim presented should be a forcible reminder that something may be wrong and whether the amount of claim is small or large, is of no consequence in determining cause and prevention.

You see then that this vital problem—the prevention of claims—depends, for its complete and final solution, upon both officials and employes. It cannot be solved by one without the other and the first step in the solution is absolute sincerity and the co-operation of all employes in the performance of duty.

I am going on record by saying that claims are very similar in nature to train accidents, the very large majority, in fact almost one hundred per cent, are avoidable if the right thing is done at the right time and may be attributed to three causes—neglect of little things, taking chances, violating rules and instructions.

The neglect of little things, not thought worthy of careful attention is what produces the bulk of preventable claims. By taking chances, I mean in doing a thing in a careless, don't care manner which later on reflects in a loss to the railroad. Failure to comply with

rules and instructions invariably results in loss. The trouble is not so much with the man who honestly tries to comply with a rule and uses poor judgment as with the man who makes no attempt to comply with a rule. Some time at your leisure, think over the preventable claims with which you are familiar, analyze the facts, and see how many of them you can explain by one of these three causes.

I have been forcibly impressed when attending meetings, by the different ones so eager to give comparative statements, indicating decreases in bad order and short reports, in number of claims filed, in number of lost packages and as to the good check of their stations, when as a matter of fact this same territory will lead in the amount of money paid out, and our General Superintendent has rightfully asked "Why are we paying out all this money?"

There is no question we have made material progress and improvement in the handling of L. C. L. business, from the time of its receipt until its delivery to consignee and there is not an agent, station employe or a local conductor who cannot tell you all about the correct way to do it and we must continue to keep this going forward, but it will be remembered, I have previously said we must combat this claim evil from another source; in other words we must chase the hare instead of the hound.

The causes for large claims exist prin-

cipally at transfer platforms, at large stations and in large terminals and with car load shipments coming from connections, which may be overcome by proper supervision, co-operation and personal interest of employes and to bring about these desirable things, we must first work on the individual employe, then take them as a whole, for the reason the origin which produces so many claims is in the personality of the employe and their prevention must come from the same course.

The first step toward reformation is information and I am going to mention some of the things we are doing in East St. Louis, giving the names of yard clerks and others who have and are really correcting causes for claims and such records are being made as will defend us against future claims.

Yard Clerks, A. P. Brooks, M. F. Kramer, Wm. Schiermer, G. Walters, R. D. Crain, W. C. Sandberg and L. H. Gilman are competing against each other, in carefully inspecting cars and otherwise seeing that proper ventilation and refrigeration is carried out and the prompt forwarding or delivery of cars to connections. Close inspection of live stock as to condition, partitions in car, seals, carding and prompt delivery to National Stock Yards. Removing all old cars from empty cars found in yards, watching closely for leaky cars, cars not sealed, loaded cars with doors partly open or bulged out. Observing the handling of cars by yard engines and reporting any rough handling, giving specific cases. Inspecting machinery and like commodities loaded on flat or coal cars coming from connections to detect if any breakage or damage or any parts missing. Looking into all open cars to see that no loads are moving as empties. Keeping watch on individual car, particularly live stock and perishables to see no delay in making proper and prompt disposition. Checking way bill boxes to ascertain if any cars on hand without way bills or way bills without cars. Keeping relief, when they go off duty, fully advised as to conditions and comparing notes with each other.

Chief Yard Clerk Hubert is charged with responsibility in checking frequently the work of each Yard Clerk to know that seal and other records are properly kept and there is nothing to interfere with Yard Clerks efficiently performing their duties and to have them realize their responsibility in the work.

General Yard Master Buck and his Assistants, Parrish, Clemments, Rhine, Cartwright and Trotter, are among other things, interesting themselves in conducting a mutual benefit campaign to bring about co-operation of all employes for a more successful operation of the Terminal.

The transfer of shipments account of car in bad order or load shifted is under the supervision of one man, Mr. J. R. Smith, who is competent and reliable and knows what to do and how to do it and does it.

Loads placed on repair tracks for draft bolts or other defects that require loading therein to be shifted, the supervision is placed with Gang Foremen Mr. Berry, Mr. Marshall and Mr. Stone, who have agreed to personally supervise the work and to see the loading was properly protected while car was open and not damaged in handling or by walking over same, as well as to see the loading is placed back in the car properly and car resealed.

A few words about agents. It will be recalled at our meeting in Chicago March 25, Agent B. M. Peek at Winkle, Ill., received favorable comment on account of his aggressiveness toward the prevention of claims and while I am satisfied I have other agents who are doing the same thing, I hope all the agents on my territory will become so active, that their efforts will also attract attention.

I want to outline some of the principal causes for claims that are costing us the most money and to which all employes should direct their efforts, careful attention and supervision and which may be applied by proper action and establishing records for future reference.

Failure to deliver live stock and all kinds of perishable freight in time for

the day's market for which it was intended.

Delay on road to live stock resulting in shrinkage and decline in market prices. To vegetables and other perishables, decline in quality and decay.

Loading of bulk grain, sugar, flour, feed stuffs, cement and like commodities in cars unfit to carry such freight, resulting in loss by leakage, damage by wet due to leaky roofs and around doors, dirty and oil soaked floors and by protruding nails and bolts.

Loading of food stuffs in cars that will damage or become unfit for use, account cars previously having been loaded with fertilizers, fish, oils and other commodities with a penetrating odor.

Loading pianos and other musical instruments, silks, flour and other high-class freight in refrigerator or damp cars.

Inefficient inspection of cars in trains leaving terminals by car inspectors, resulting in cars running hot or becoming otherwise unmovable, cars having to be set out, subsequent delays and dissatisfied customers.

Damage and delay to and transferring all car load commodities account of train

derailments and damage to freight in cars in same train but not derailed, due to shock of derailment.

Rough handling of car load shipments on road and in yards, necessitating transfer of load or disturbing the load repairing the car, as in each case the shipment is delayed and whether or not any damage occurs the fact that shipment was transferred paves the way to a certain claim.

In conclusion I wish to say there is not an employe, whose name is on the pay roll today who cannot do something toward the prevention of claims, and it is our duty to get each one, regardless of the department, to realize their responsibility in this great work and to do their part. I want to ask each reader of this article to think how much it would mean if each employe would prevent only one claim a year and then immediately start to find the cause and succeed in the prevention of his one claim for 1919. After a claim is presented we often see how easily it could have been prevented. Let's think how it might happen and then do the little things which will prevent it. It does not require any big effort nor take much time. Get the Co-operation Habit and the rest will be easy.

A War Record on Shoes

CONTINUOUS service for sixteen months and thirteen days is the record of Mayer Dry-Sox Shoes, worn by an American citizen who enlisted with the Serbian Army in the European war.

The shoes were worn by him for the entire time of his enlistment, beginning December 25, 1914, and ending May 7, 1916. As the average life of an army shoe in this war is six weeks, this remarkable service speaks volumes for the quality of Mayer shoes, and again

demonstrates the splendid reputation of the F. Mayer Boot & Shoe Co., of Milwaukee, who manufacture them.

The particular pair of shoes in question again came into the possession of the manufacturers after the wearer returned to the U. S.

A picture of the shoes as they appear after over sixteen months of wear can be secured by writing to the F. Mayer Boot & Shoe Co., Milwaukee, Wisconsin.



Automatic Block Signals

By H. J. Darstein, Chief Draftsman, Signal Department

THERE are probably many employes who fail to realize the value of the automatic block signals in facilitating the safe handling of a larger number of trains than would otherwise be possible.

The "block" means the distance between two signals. Generally speaking, the average length of a block is one mile. Trains can follow each other as closely as the signals will permit, but will always be spaced not less than one block apart. One train can follow another from a given signal as soon as the entire train ahead has passed the next signal in advance, consequently, the number of trains that can be handled over a section of track depends upon the distance apart that the signals are spaced, and the time it takes a train to run through a block.

The denser the traffic the closer the signals should be spaced, and the lighter the traffic the farther apart the signals can be spaced.

In locating signals, consideration must be given to curves, grades, overhead bridges, etc., with a view of so locating each signal that:

(a) the engineman will be able to see a signal in plenty of time to stop his train, if signal indicates stop, and

(b) the engineman will be able to start his train again after making the stop.

The art of signalling in recent years has been brought up to a very high de-

gree of perfection. Signal apparatus and circuits must be designed and manufactured so as to be fool proof and reliable, but the main point to be kept constantly in mind is the "safety factor," which requires that all mechanical and electrical parts must be so designed that, in case anything breaks or goes wrong, the signal will at once assume the "stop" position.

Few employes probably have any idea as to the large number of automatic block signals installed on the system. The line from Chicago to New Orleans is entirely protected by automatic block signals with the exception of about 35 miles, which is now being signalled and will be in service in the near future.

On January 31, 1919, the I. C. R. R. had 2,876 signals installed protecting 2,885.2 miles of track.

Every train that passes a signal makes the signal operate, and each signal is provided with a counting machine which registers every such operation. A report showing the number of such operations is made each month, and by plotting a diagram of the average number of signal operations per month, we can get a very fair idea of the trains handled on the system. A diagram of this character, showing signal operations since January, 1916, accompanies this article, and it may be noted that during the calendar year 1918 the total number of signal operations was 50,426,679, or an average of about 17,533 operations per signal.



The Tonnage Signal

By A. R. Whitehorn, Office Engineer, Signal Department

AS has been stated in Mr. Darstein's article, the location of signals, to give the best possible service, necessitates careful consideration of all the various conditions which directly affect train operation, such as gradient, alignment, view, location of switches, spacing relative to adjoining signals, etc. Consideration of grade conditions is of first importance, it being very necessary to avoid stopping trains on heavy grades. Such stops not only result in excessive expense but in delays to traffic, which the signal is installed to prevent. Other factors, however, may be of such importance as to necessitate locating a signal where grade conditions are unfavorable. This condition has brought about the use of what is commonly known as the tonnage, or grade, signal, which is

virtually a marker on the standard signal, the day or night indication being the letter "T," three and one-half inches high, mounted on a bracket to the right of the pole, thirteen feet below the top blade. Tonnage trains are permitted to pass an automatic signal provided with this tonnage arm without stopping, even though the automatic signal is in the "stop" position.

The use of this fixed marker is restricted to track on which traffic is in one direction only, for the reason that trains would have no protection from opposing trains on the same track were they given the right to pass the signal without stopping.

The photographs illustrate clearly the appearance of signals equipped with the tonnage marker, and the aspect as it

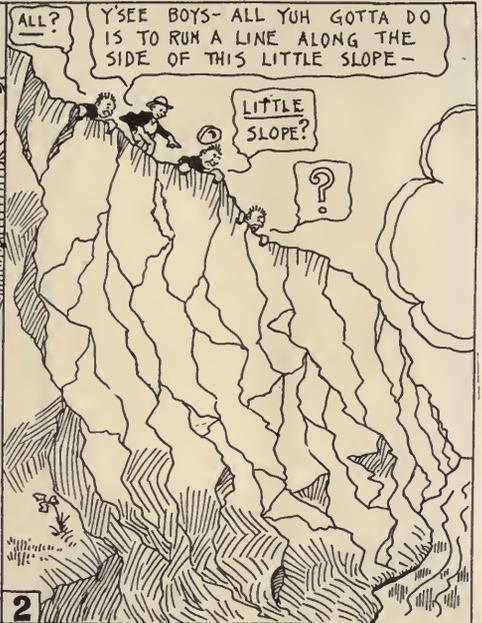
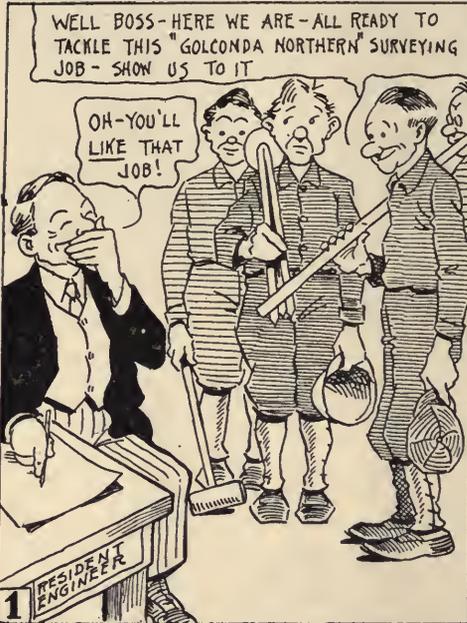


**TONNAGE
SIGNALS.**

With automatic signal in stop position as shown, tonnage train may proceed under control without stopping. All other trains must stop, then proceed.



The Adventures of Leather Leggins - N^o 3.
 YEA BO - YOU SAID IT! THAT JOB OF SURVEYING THE NEW
 GOLCONDA NORTHERN R.R. WAS SURE A STEEP PROPOSITION.



appears to an engine runner accepting the tonnage indication.

Rules governing the observance of this type of signal are:

"A train having full rated tonnage has permission to pass the signal when the automatic signal indication is 'stop.'

Train must be under control and be prepared to stop short of train or obstruction."

The success of this signal depends largely upon whether or not the engine-men give proper observance to the signal and abide strictly by the rules governing.

An Agent Displays Much Talent in Catching Robbers

Acting Agent T. H. Hess, Anna, Ill., was called down to the baggage room and passenger depot at 10:30 the night of March 9th by Baggage Clerk George Nation, who told Mr. Hess that he heard some one across the tracks at the freight office prying at the window trying to get in. Mr. Hess asked Mr. Nation if he had seen any strangers or suspicious persons loitering about the depot, and Nation told him of having seen one man some earlier in the evening. They jointly visited a nearby restaurant and Nation recognized a man sitting at the counter as the individual he had seen about the station. Mr. Hess telephoned deputy sheriff, W. E. Kimbrough to come down. When Mr. Kimbrough came down they placed the man under arrest and rigidly examined him, and this led to the belief that an accomplice was in the neighborhood. Messrs. Hess and Kimbrough searched the yards generally, and not finding any one, after placing the man already taken into custody, retired to their homes. Mr. Kimbrough, however, recalled an empty box car he had seen on the fruit car track, which he and Hess had not looked in. So, he got

up about 3:00 o'clock in the morning and went down there and found a man in the empty box car. He took this man into custody. He had Mr. Hess called and they examined both men again in each other's presence. The men admitted the job; admitted breaking into certain drawers; of taking a bar from a box car near by and prying the window framing off, etc., and in addition to this acknowledgment, Messrs. Hess and Kimbrough corroborated same by finding certain small coins and some ground coffee (a box had been opened in the freight room), in the pockets of the suspects.

The next representatives of Mr. Keliher's force went to Anna, and with everybody's help, the two men were tightly bound up by a chain of circumstances. The trial came about recently in the circuit court. One turned state's evidence and the other was sent up.

Mr. Hess, the agent, and Mr. Kimbrough, the Deputy Sheriff, are certainly entitled to great praise for the successful manner in which they handled this case. If more work on that order were done, robbery would soon be a thing of the past.

MR. BURKETT SEEMS TO HAVE BEEN OUT OF LUCK

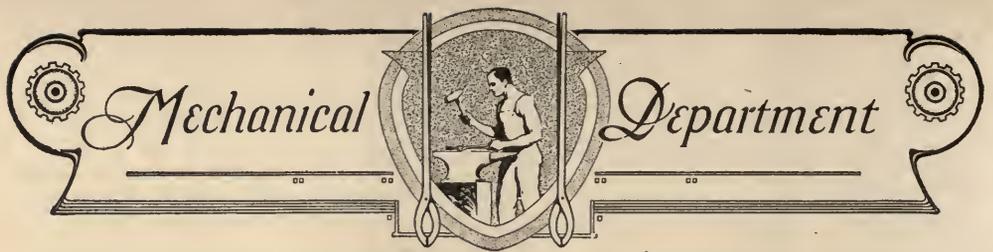
Dear Sir: here I am comming with a few lines in regards to my check I received at the freight station and when I got up at the bourding house I serently did not have the check so I would like to see if you would make another one out for me. It was only six dollars comming so if you will please let me hear from you in regards two what you will dew abought this matter of mine I am not working a game as you may think as it is not my game and I serently dew not dew that kind of busness so please let me hear from you soon. Dear Sir, I would of ritten

you sooner but it is the first morning I could be able to send a few lines to you in regards to the lost check and I am serently sorry of my loosing it as I sure I put it in a safe place and when I reached it home Dam it I did not have it and could not find the check so this will be all for the present hoping to hear from you soon,

yours truly

From Albert E. Burkett
Jonesboro Ark.

I worked under Mr. White, Extra gang.



Cleanliness

By L. A. Kuhns, Master Mechanic, East St. Louis, Ill.

THERE is an old saying that Cleanliness is next to Godliness and it seems that this applies to railroad shops in particular as cleanliness is necessary in all well-regulated shops or terminals. It not only involves the efficiency of the employes, but is an indispensable help in preventing personal injuries, disease, fires, and in conserving material; also one of the best advertisements for a railroad is clean premises, shops, engines and cars.

There are very few shops that are not located near the track where passenger trains pass at all hours of the day and a neat, clean, orderly shop and grounds will be certain to make a good impression on the passengers; and the chances are that shippers will ride past these clean shops and make a mental note of these conditions, and later ship their products over this railroad whenever possible as they seem to be a well regulated, efficient organization.

Perhaps a few hints for keeping shops and grounds clean would not come amiss at this time. One of the first considerations is to look at the shop as a whole and then examine it in perspective; noting, perhaps, a pile of old castings which might be moved to the scrap dock; or, if serviceable, piled in a nice, orderly way, making a better appearance; or old lunch papers or other rubbish carelessly thrown down by workmen. This practice may be corrected to a certain extent by providing rubbish cans and teaching the men to throw all discarded papers, etc., into these cans and not around the premises.

One of the worst places that is rather hard to keep in tidy condition is the coaling plant. It may be the chute type,

or it may be coaling is done with a locomotive crane; but in either case a great deal of coal will fall on the ground and this must be kept cleaned up to prevent disorder and waste; and if left scattered around over the ground it soon becomes trampled into fine dust so it cannot be reclaimed and contributes to the untidy appearance of the place.

The roundhouse is also a place that is liable to become dirty and a certain amount of effort and vigilance are required to keep it clean and sanitary. Poor light tends to inefficiency, and it is therefore necessary that the windows in all departments be washed frequently and well. Electric lights should also be cleaned at regular intervals as they become dirty and the men working at night are placed at a greater disadvantage than if clean.

Where roundhouse and shop floors are of cinders there is danger of water filling the low places, which quickly becomes dirty and filthy, making it a first-class breeder of disease; resulting oftentimes in wet feet and possible sickness to the men. These low places should be leveled off when found and attention should be given to the prevention of accumulation of mud, scale or other rubbish on floors at all times.

There is danger of cinders, water and rubbish accumulating in the roundhouse pits and unless they are well drained and kept clean at all times an unsightly appearance and unhealthy condition is the result.

All tools and equipment used in the shops and roundhouses must be kept in a certain designated place, not only for appearance, but so they can always be found when wanted. A serious per-

sonal injury could result from a man falling over a jack, bar, or wrench carelessly left lying around the shop or roundhouse.

Fire hazard as well as uncleanness may be prevented by having all old waste and packing deposited in a designated safe place from where it can be used for firing up engines. Dirty, greasy waste is very susceptible to fire, either from a thoughtless smoker throwing away his cigar or sparks from a torch or an engine.

The results to be obtained in the handling of material with a view to cleanliness and economy certainly justify the effort required. More than likely serviceable scrap material, such as wheels, brake shoes, rods, etc., are set to one side out of the way with the intention of using it again, but it gets rusty and dirty lying scattered around, with the result that when use is found for it, new material is ordered because of misplacement or the work required to put it in shape. This may be overcome by having a central location where this material can be stored in a neat manner. No scrap should be left lying around shops and yards to make the place look bad, but should be taken to the scrap dock as soon as removed from engine or car and proper scrap credit obtained. This will also reduce the cost of repairing locomotives and cars.

A common error is sometimes made

in ordering new material before it is needed. When received, it is laid to one side, causing the premises to look untidy, with the expectation of using at a later date; but it is in the way, it deteriorates or becomes rusty and finally ends up at the scrap dock. Ordering an excess of material will also produce the same result; and it is absolutely necessary that all shopmen and foremen must be taught how and when to order the proper amount of material.

The task of seeing that shops and grounds are clean and tidy naturally falls upon the foremen and each one must see that his particular shop or department is in presentable condition. To obtain this end each man must get the spirit of co-operation; he must catch the idea and not let it "go in one ear and out the other" but be eager and willing to do his part. If the thousands of employes come to realize that throwing rubbish about is liable to cause them to lose a week's pay because of sickness, or that a fellow workman may break an arm falling over a side rod or other part of a locomotive, or some shop tool which they may have left lying around, then the task of keeping shops clean will be simplified. When we get this spirit working it will not be necessary to make a frantic effort to get the place cleaned up whenever word is received that an inspection of shops and premises is to be made; but we will be ready for an inspection at all times.

What They Are Doing at Rockford

With the completion of the new freight house and under the careful supervision of B. F. Williams and the sterling qualities of the men under Charles E. Holmes (foreman) the monthly exception reports are decreasing each month. With the amount of furniture and machinery which is being handled at Rockford this speaks very well for the checkers and loaders. It has also helped to place the morale of the men on a much higher plane.

Through the tribunals of the Weekly Yelp, a paper which is published by D. M. Evans and E. F. Ray (on the former's new type-writer) for the benefit of the downstairs crew,

all the good and bad points of the week's work and the pranks adjacent thereto are vividly depicted in a manner, the art of which would gladden the heart of the most skeptical country editor. The Yelp also boasts of a very able staff of cartoonists and poets. Sanford Collins was reported in the last issue of the Yelp as having organized a class of Boy Scouts in his spare time, which we think is very commendable. C. C. Gray, the venerable caller in Jack Shrin's gang, is also organizing and instructing a vocal quartet composed of Joe Piela, Sam Northall, Vern Lawson and Tom Martin. Here's hoping the Messrs. Collins and Gray have the best of success.



SAFETY DEPARTMENT

United States Railroad Administration
 Director General of Railroads,
 Washington, D. C.

Division of Operation,
 Safety Section,
 A. F. Duffy, Manager.

Room 712 Sou. R. R. Bldg.,
 April 1, 1919.

SAFETY SECTION.

Bulletin No. 2.

To the Safety Supervisors and Safety Representatives,
 United States Railroad Administration:

Dear Fellow-Workers for Safety:

The Safety Section has just finished compiling the statistics of the activities of the various railroads under federal control up to January 1st, 1919. The first official monthly report was requested for October, 1918, but many roads did not get down to form before January 1st. However, those that reported show splendid totals, and some of the items covering October, November and December are as follows:

Grand total to January 1st, 1919:

Men officially reported talked to individually by Safety Committeemen	49,350	
Men officially reported talked to collectively by Safety Committeemen	49,002	
Conditions reported	133,304	
Practices reported	37,763	171,067
<hr/>		
Conditions complied with	83,104	
Practices complied with	29,520	112,624
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This means that 171,067 conditions and practices were brought up at meetings and 112,624 were definitely corrected, perhaps thereby saving property and life that if delayed might have caused serious loss. This splendid record was made in spite of the reflected influence of the serious epidemic of influenza during these months.

Many of those unsafe conditions and practices reported and not complied with are pending for further consideration and action, needing further analysis, estimate of cost, and expert examination.

In December, 1918, there were 1,846 illustrative accidents discussed in various sessions of Safety committees of the railroads with a view of showing how similar accidents may be avoided. Only by intimate discussion can these be exemplified and impressed.

On January 1st, 1919, there were 6,869 officers and 13,287 employes, or a total of 20,156 railroad men, engaged as committeemen, under intense personal supervision of the Safety Section of the United States Railroad Adminis-

tration, actively working for Safety, whereas a year ago and before the Safety Section was organized, there were comparatively few. But it takes frequent meetings of Division, shop and terminal officers and employes to keep up the interest, to discuss and correct items reported, whereas if meetings were held at long intervals they would have to be formal and protracted sessions, and delayed items of small moment at first may have grown big or even beyond correction if not also a source of actual recorded accident.

One individual railroad report was as follows:

Number of persons injured in comparative years ending December 31st:

1918	1,356	1917	1,537
Decrease	181	Decrease per cent	11.8

Another railroad since the Safety Organization on that line in August, 1918, to January, 1919, indicated its personal record and reduction in the following manner:

During August, 1918, an accident every 42 minutes and 10 seconds.
 During September, 1918, an accident every 51 minutes and 7 seconds.
 During October, 1918, an accident every 52 minutes and 9 seconds.
 During November, 1918, an accident every 54 minutes and 20 seconds.
 During December, 1918, an accident every 57 minutes and 14 seconds.
 During January, 1919, an accident every 1 hour and 5 seconds.

The following official data just received for the month of January, 1919 (including the appalling wrecks that month), as compared with January, 1918:

JANUARY.

	All persons (including employes)	
	Killed	Injured
1918	212	3,118
1919	94	363
Decrease	118	2,755

If this record per month is only partially sustained for the entire year 1919, surely an army of living will be able to call the United States Railroad Administration's Safety Section a national blessing.

These details could be extended for we have many equally as encouraging reports, showing sustained interests and results on various roads that had no well regulated safety department until organized under the direction of the Safety Section of the United States Railroad Administration.

Within the limited space of this bulletin it is not possible to give all the items we would like, in order to show you the definite progress being made. The Safety Section has been repeatedly urging cleaning up the yards and rights of way. Reports on this subject are definitely gratifying. One of the big roads has stated:

"One division reports picking up between 675 and 700 carloads of scrap and debris; 92 cars of scrap iron gathered up along rights of way in yards. You can appreciate from the foregoing that the salvage in material has amounted to thousands of dollars, and in the divisions that were cleaned up through the efforts of the Safety Department there were a number of old link and pin couplers that were picked up, which is positive proof that no clean up had been made for a number of years."

On another road, on one big division the official report stated that it was estimated:

"That work of the Safety Committee in connection with cleaning of yards is worth one million dollars to the employes."

The following quotation is taken from one of the many recent joint circular letters issued by the various Brotherhood lodges:

"We feel the Safety movement is of the utmost importance to all employes and your hearty co-operation and earnest support is requested that accidents and personal injuries to our fellow employes may be reduced to the lowest minimum."

The Safety Section's Regional Supervisor of Safety of the Southwestern Region is planning "No Accident Month" for May. Big and lasting results are confidently expected by this intensified campaign. May we not hope to develop to "No Accident Year" in the near future by the efforts we are putting and must continue to put in this Safety work.

Let us constantly bear in mind that every accident is a notice that something may be wrong with the man, plant or methods and should be immediately investigated by persons in charge of work to ascertain cause and apply remedy.

Always your friend and for Safety,

A. F. Duffy,
Manager, Safety Section.

Safety Department

By Engineer J. B. Good, Tennessee Division, Safety Committee

The following paper, contributed by a Tennessee Division employe, was read at the Safety meeting held at Fulton, March 8, 1919:

"In trying to convey to you some of my thoughts, I take it for granted that the Safety Movement has come to stay. If that is true, it has occurred to me, we are overlooking some things that we will have to consider before we can hope to reach that much coveted goal of 100 per cent. When I say we, I mean the Employes of the Illinois Central Railroad, both Officers and Men.

"In my course of thought I have taken the liberty to place Safety last instead of first. First, in my opinion, should be courage, then knowledge of training, then we may say Safety. Of courage, I mean that sort of courage that cultivates merit and ability and mastery of one's self and one's vocation, and not the courage that takes the chance. Courage is as necessary in business as it is on the battlefields, and without it one may not hope to be successful to any great extent in any calling. We can cultivate this kind of courage by the exercise of our conscience, and allow it to guide us.

"Knowledge or training in the different vocations is very essential to Safety and efficiency. Nearly all branches of the work of the railroad are specialized at this time, and each man in his part should have in-

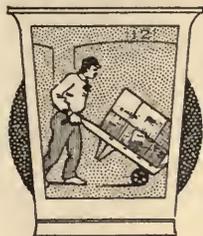
tensive training as to efficient use of the tools and machinery in his charge.

"I would call your attention to the fact that the Government deemed it essential to train officers and men entering the service for war, training them in camps, in offices, in shops, and even on the battlefield, in order that we might win the war. If we are going to win this war against the enemies of Safety, viz., Indifference, Inefficiency and Carelessness, we must call on all in the service to adopt these principles that should be at the head of this great movement, with that courage that comes from the knowledge of having a just cause, and with a conscience that their work will be well done, and to use their very best efforts in getting their fellow workmen and associates to enter the movement with them on the same principles.

"The 'Four Minute Man' was a great essential in the floating of Liberty Bonds and Red Cross work, and other war work, why not have such work as that going on with the Safety Movement with the view of having every Illinois Central Employe a Safety Movement Man, in deed and in truth. Gentlemen, when this is done there will be no more leaky valves, loose bolts, on work done, loose air parts, the slack will be kept up in our trains, no more need for Grievance Committees or Government Inspectors, and the country folk and city swells would almost, but (not quite) STOP, LOOK, AND LISTEN!"

FREIGHT TRAFFIC

DEPARTMENT



Foundation of Rates and Rate Adjustment in Early Days

By Geo. W. Becker, Assistant General Freight Agent

IN the early history of our nation the toll roads and waterways furnished the only means of transportation and when railroads were first introduced there was no basis upon which to construct their tariffs other than the tolls then charged by wagon, or by stage-coach, or by canal or other water routes, which were applied on the "per mile" basis. Goods were then divided into two classes. Light and bulky articles were taken at so much per cubic foot, heavy articles by the hundred pounds.

As traffic increased in volume and variety, with the extension of the old lines and the building of new ones, it became necessary under the changing conditions to increase the number of classes and accord proportionately lower rates with increasing distances.

The States as a rule have exerted more or less control over freight and passenger rates when granting charters to the railroads or through legislative enactments and State Commissions, in prescribing the maximum rates that shall be charged, which, in many cases, have been considered unremunerative and have called forth protests from the roads.

The charter granted in 1827 to the South Carolina Railroad, the first railroad constructed to be operated by locomotives, provided that the freight charge should not exceed 10 cents per

cubic foot for articles light in weight and 50 cents per 100 pounds for articles heavy in weight, per 100 miles, which was one half the wagon tolls. Under its interpretation of the charter the South Carolina Railroad divided its line into lengths of 10 miles, or one half the distance for which wagons made a minimum charge, and adjusted its rates at 100 pounds per 10 miles.

In 1837 a charter granted by Georgia provided "that the charge of transportation or conveyance shall not exceed 25 cents per 100 pounds on heavy articles and 10 cents per cubic foot on articles of measurement for every 100 miles." Other early State charters simply provided that there may be charged "such rates per mile as may be agreed upon and established from time to time by the directors of said corporation."

A tariff of the South Carolina Railroad published in 1855 provided for four classes and in addition thereto a number of special rates. The first class rates applied per cubic foot and ran from 4 cents for 7 miles to 10 cents for 136 miles; the second class, per 100 pounds, from 25 cents for 25 miles to 50 cents for 136 miles; third class, per 100 pounds, from 18 cents for 25 miles to 40 cents for 136 miles; fourth class, per 100 pounds, 15 cents for 25 miles to 30 cents for 136 miles.

The local tariff of the Illinois Central Railroad, taking effect July 1, 1859,

applying between all stations in Illinois, included the "Classification of Freight," which contained a little over three hundred items. This tariff provided for three classes and specific rates on grain, flour, salt, soft lumber, lath, shingles and live stock; also special ratings on a few commodities, applying "per mile". The class rates and the rates on grain were constructed on the per 100-pound basis and under the rate-making principle as in vogue today, that is, applying relatively lower rates as the distances increase. The present Illinois tariff has ten classes and quite a number of commodity rates, and the classification applying in connection with the tariff, which is issued separately and embraces several thousand items, is an index to the remarkable growth of traffic. And this condition is not confined to Illinois, but exists throughout all sections of the country.

Following the development of the highways, upon which large expenditures had been made by the government prior to the war of 1812, attention was turned to the building of canals and the improvement of the riverways, which means of transportation contributed largely to the growth of this country.

By 1865 the railroads through their superior efficiency had outdistanced and practically overcome canal competition, which had been quite a formidable factor in the rate situation. The Erie Canal, however, has continued to exert its influence in this direction. River competition also later bowed to the inevitable and except in a small or desultory way, ceased to be, the thousands of flatboats and steamboats, including palatial steamers, plying on the Ohio and Mississippi Rivers disappearing or their number dwindling into insignificance. With the removal of these factors from the field the struggle for traffic narrowed down to competition between the railroads themselves, and they were not idle.

Ratemaking is not and cannot be an exact science; conditions and circumstances prevailing at the time being the

controlling considerations. Science has played an important part in the methods of railroad operation, and is still doing so, but it will probably never be to the interest of the country to attempt rate construction by rule, regardless of conditions.

Different elements and conditions enter into rate construction, varying widely as to the different sections of the country. There must be taken into account in this connection the geographical situation, competition of markets and commodities, as well as carriers, density of traffic, length of haul, character of the freight, manner in which it is prepared for shipment, value of the goods, degree of risk attending transportation, expense of handling, general or fixed expenses, etc., each road having constantly in view the building up of its local and industrial interests and the general development of the line.

The rates between Chicago and New York in the period following the Civil War and prior to the passage of the Interstate Commerce Law in 1887 were subject to fluctuation from time to time owing to various conditions and competition. During this time the standard all-rail rates west-bound on first class ranged from 15 cents to \$2.15, on second class 15 cents to \$1.80, third class 15 cents to \$1.38, fourth class 10 cents to 96 cents, fifth class 10 cents to 55 cents. East-bound the varying changes were as a rule confined to the carload classes, including grain, packing house products and dressed beef. The less than carload classes east-bound also changed, but only at stated intervals, the first class dropping from \$1.60 to \$1.00.

On April 1, 1887, with the going into effect of the Interstate Commerce Act and the new Official Classification, which embraced a hundred or more different classifications that had been in use up to that time in the territory north of the Ohio and Potomac rivers and east of the Mississippi River to the Seaboard, a new and much lower scale of rates, viz., 1/75, 2/65, 3/50, 4/35, 5/30,

6/25, was established to apply in both directions. Formerly the rates east and west bound had not been on the same basis.

What has been said of the Chicago-New York rate situation applies also to the North generally, other competitive points being subjected to similar influence.

The Interstate Commerce Act, supplemented by the Trunk Line Percentage Scale, which established the New York-Chicago rate as the 100 per cent. or basic rate, and on which rates to and from other points are made under the scale, together with the unified classification, acted to remove inconsistencies which had theretofore been a cause of concern in making and maintaining rates. The chief effect has been the development of the long and short haul principle, doing away with numerous basing points.

The general basis for rates between the North and the South has not undergone any material change since the passage of the Interstate Commerce Law. Rates to Memphis, New Orleans and other lower Mississippi River points and Mobile, points affected by water competition, are based upon St. Louis (or Louisville), which is made the 100 per cent. or basic point, the rates from Chicago and other points being made by adding to or deducting from the St. Louis rate agreed differentials. For example: The St. Louis-New Orleans rate in 1887 was 90 cents; from Chicago \$1.10, or 20 cents above St. Louis; Cairo 75 cents or 15 cents under St. Louis—the 20 cents and 15 cents representing differentials. Rates to other points in the South as a general proposition are made by adding the local or proportional rates north of the Ohio River to the local rates south thereof.

There are numerous so-called basing points in the South, commonly designated distributing centers, growing out of early conditions in this section of the country, which have played an important part in the rate structure, the

basis for which differing very materially from that obtaining in the North and elsewhere, particularly where the long and short haul clause is involved.

In the old river days when boat lines were a potential factor, they set the pace for the railroads and to this competition was largely due the constant fluctuation in rates to and from Memphis, New Orleans and other river towns reached by rail.

As in the case of the Ohio River establishing a dividing or basing line between the North and South in the general ratemaking scheme the Mississippi and Missouri Rivers perform a like service with respect to rates to and from the West and Northwest, Pacific Coast rates being controlled by water competition around the Horn or via the Isthmus of Panama.

The coastwise steamers from New York to Savannah and other southern ports have exercised a restraining influence over the rail rates from the East, not only to these ports proper and territory immediately tributary thereto, but to the far west, as have the Atlantic-Gulf lines via Galveston, in connection with the railroads operating therefrom. This coastwise competition in fixing the rail rates from New York has also been a factor in the establishment of the rates from Chicago and other points north of the Ohio River, competing with New York for South Atlantic Coast trade.

The Texas Rate Structure as applying to territory outside of the State was the outcome of water competition, from the East via the Atlantic and the Gulf and from St. Louis via the Mississippi River and the Red River and the Gulf, and competition between the rail lines in an endeavor to equalize or adjust the rates as between the two competing markets, St. Louis and Galveston, to northern and southern Texas, the effect of which was to establish the Texas Common Point Basis, applying the same rates to a wide area of territory. The rates from distant points other than St. Louis (not taking St. Louis basis) are constructed by adding to or deducting

from the St. Louis rates certain differentials. Houston and Galveston rates, due to water competition, are held lower than the rates to other Texas points.

In concluding this paper, which gives only a very brief outline of the general basis for rates as applied in the past,

I would add that the Classification like the rate, of which it is an integral part, also passed through experimental stages. The rapid growth of the Classification reflects the marked development in the industrial and commercial conditions of this country.

Failures and Costs

By O. O. Carr

THE increase in wages which employes have received during the past few months should stimulate them to give the maximum service, and even go beyond this, wherever the interests of the railroads can be protected from loss, by a little effort on their part.

There is many an item of loss occasioned by employes not being familiar with the real expense attached to failures that could be lessened by education on these lines, instead of resorting to criticism, which would put the matter to them in a spirit that would appeal more to the thinking man.

If a signalman knew that the stopping of a freight train costs the railroad \$3.42, and of a passenger train \$1.86, and he is notified at midnight of a signal failure down the track 5 miles, then instead of debating with himself as to whether or not it is too dark and the weather too cold to hunt for the trouble, he would enumerate how many trains would be stopped by the signal that is out, between that hour and daylight, and would realize that the loss to the company might equal his salary for a week. In such a case, if he were looking to the best interests of the company that employs him, his better judgment would dictate to him to go.

If track and bridge men knew what it costs to run a freight train, and that many slow orders are equal to one or more stops, in time and money lost, the slow orders would be lifted as soon as possible, and the operator who receives the message for transmission would realize that it was one of the most important he has on his hook.

If a yardmaster knew what it costs to operate a freight train, he would not look at and be gaged by the one-hour terminal overtime of a crew of \$3, as he usually does.

Yardmasters and chief dispatchers know that it costs almost as much to run a light-tonnage train as one with full tonnage, but if they knew that for every 200 tons a train carries over a 100-mile district light, in the direction of heavy traffic, the railroad has lost \$50, more consideration would be given the rating of trains and having available fill-outs for them.

If a chief dispatcher and passenger department representatives knew that it costs \$1.86 to stop a passenger train at a non-stop station to pick up or land a through ticketed

passenger, and the train has to carry the passenger 62 miles at a loss to regain the expense the stop occasioned, there would be fewer stops of this nature. Or, if a train is stopped to take on or let off a baseball team going to or returning from a game on which the fare is 21 cents, it would be seen that the loss is equal to the revenue.

If a traveling engineer knew that when an engine gives up a train on account of some defect that the engineer might have repaired temporarily, and then taken the train to the terminal and saved \$3 per hour net earning capacity of cars for every hour the train is standing on the side track, such failures would receive better checking and a profitable line of education would be undertaken for such engineers.

If roundhouse men knew that it costs \$19.64 per day to own an engine, they would be more interested in prompt turning of power. If the company coal distributor on a large system knew that a surplus of 500 cars of company coal on hand above a safe normal, means a net loss of \$13,500 in net earning capacity of coal cars per month, he would better realize what efficient distribution means.

If those billing loaded and empty cars knew that it costs 5 cents to haul an empty and 12 cents a loaded car, more cars would be used in billing them correctly and save many a back-up haul on which the loss on one car, often, equals their salary for a month.

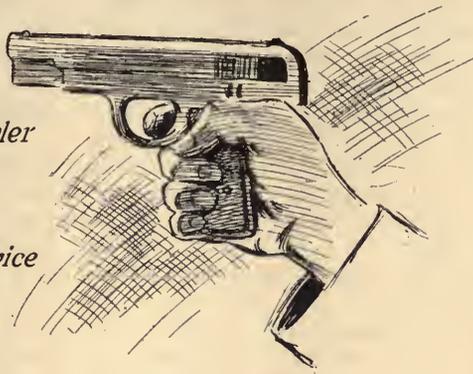
If yardmasters, yard clerks, agents, local conductors, and all others having to do with handling of freight cars knew that the approximate net earnings per car hour is 5 cents, or \$1.20 per day, and that 2 hours faster movement each day on a line that has 50,000 cars on its line per day, means additional cars, for additional net revenue to the amount of \$50,000 per month, they would be more intensely interested in saving every car hour possible and suggesting methods to do so.

If all operating employes would anticipate what a visible defect in facilities that are used in train movement is likely to cost the railroad if allowed to run into a failure, they would take the "stitch in time" and oftentimes save the railroad more money than would be the case if the time was spent on some formal program of work that could better wait a little while.

PASSENGER DEPARTMENT.

Little Talks with the Rambler

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Notes of Interest to the Service



Spring House Cleaning and a Pistol

THERE are a couple of truisms that I doubt will ever cease to be a matter of wonder and more or less of a mystery to me. One is the natural antipathy that most men, if not all men, feel toward spring house cleaning in the home. The other relates to the strange fact that events or individuals may be close to each other, sometimes for years, without one's being aware of the events or of the individual's proximity. For example, was it not strange that my wife should have known the Rambler's housekeeper, and to have seen and talked with her frequently at least almost weekly for years and I not know that they had even a knowledge of each other's existence beyond, through my visits to the Rambler, that I had a wife and that the Rambler was looked after by a housekeeper?

But I became acquainted with the fact that those two were personally known to each other when unexpectedly one evening at the dinner table my wife made the remark to me that the Ram-

bler was having spring house cleaning done in his apartment and that he was like a bear with a sore head. "I know," she hastily added, "how all men seem to hate the semi-annual spring and fall cleaning about home. Even you, ordinarily the best tempered of men, generally manage to have an engagement away from home when those occasions come around. Or, if held to your household duty to help the little you are able to, you are the most exasperatingly silent man imaginable. I don't see why men act that way. They have an easy enough time of it. In these days of machine cleaning of rugs, the most that the majority of them have to suffer is an upset condition of some of the rooms for an evening or two. It is we poor women that get the hard end of it. Even if we are able to have the manual labor done by hired help we still have all the worry and responsibility in the matter, to say nothing of having to live in confusion from start to finish."

She was sweet, as she always is; in her way of putting her opinion on this, to her, weighty subject; but it did not occur to me at once just why she had broached the subject at all, for as was always her custom, she had done her spring cleaning early and our household was in normal condition, even including the reupholstering of some of the furniture. It quickly occurred to me, however, that her allusion to the Rambler had been what started it, and I wondered how she knew about his domestic affairs, so I naturally asked her the question. "Mrs. Smith told me," and on my evident blank look of inquiry as to whom Mrs. Smith was, she added, "his housekeeper, you know."

"Oh," I exclaimed with a nod, "I am not sure that I ever heard her name before; but I certainly was not aware that you knew her. Where and when did you meet her?" "Knew her! Why she goes to my church." "Your church," I interrupted, "what's the matter with it's being 'our' church?" "Well, not so very much, perhaps," was the laughing reply, "except that you go to it so seldom that I would not be afraid to wager a box of bon bons that you cannot tell the color of the pew cushions." "Green," I promptly answered, whereat she laughed heartily and said "capital! That is really better than I thought. It is true they used to be green, but five years ago when the church was re-decorated they introduced a new color scheme on the walls and ever since the cushions have been maroon."

As usual she "had me," and I meekly subsided by remarking that there was one thing about that church that I knew anyway, and that was that I made out a check for it regularly every month. "But how," I continued, returning to the original subject, "even if you and the Rambler's housekeeper do go to the same church did you happen to know that spring cleaning was going on in his apartment?" While I had met the Rambler's housekeeper in my frequent calls on him, it was but an incidental and momentary meeting and had not occurred more than once or twice in the

years that the Rambler had employed her. I knew her, however, to be a widow lady, and a quiet and estimable person. Beyond that I knew practically nothing about her or her relation to the Rambler's affairs, as the Rambler scarcely ever mentioned her. But I had always imagined that as far as the apartment was concerned she practically ran everything and that he took things as he found them.

"We happened," was my wife's reply to my question, "to have become acquainted many years ago at the monthly Ladies' Sewing Circle." "Ah," I broke in, "now I see; sewing circle gossip. She has told you all about her spring house cleaning troubles and has furthermore sought sympathy by saying that the Rambler was like a bear with a sore head." "Oh, perhaps I had better take that last back. Mrs. Smith did not say anything of the kind; she only said that when she asked if he would take down the pictures he looked as though he did not care very much about the job and muttered something about wishing he had a Chinaman for a housekeeper." "He did not mean that," I at once suggested. "That is his way of growling. You know the Rambler is a many-sided man, and the most of his career has been spent out in the world among people and in connection with busy events; so, while naturally good tempered and jolly, his profession has made it necessary for him to cultivate even his natural gifts in that direction. It is not surprising, therefore, as I happen to know, that when by himself a certain reaction follows and he is apt to be very silent, or at least taciturn. When in those moods he is inclined sometimes to make caustic remarks which he rarely ever means. In fact, they seem to be his safety valve, for immediately after little outbursts of that kind his natural good nature reasserts itself. I presume it was so when some train of thought or some little occupation was interrupted by the house cleaning suggestion." "Well," my wife insisted as a closing of the subject, "I suppose they do get along fairly well together, but Mrs.

Smith is awfully lonesome running that place of his. Except in a formal and courteous way, she says he rarely has anything to say to her, and she is alone in those rooms most of the time. She has been there for eight years, but sometimes she says she feels as though she could not stand it much longer. Among other things, you know, the Rambler is not a particularly orderly man as to his effects and belongings about the house; he leaves them lying around anywhere. He rather resents her undertaking to tidy up, for you know she is as neat as wax, and he says he can never find anything after she has had a cleaning. So she generally lets him have his own way, but I guess she has got desperate this time and is bound to have some kind of a cleaning. No, she does not gossip about him or the house. She only just mentioned what I have told you in a nice, quiet, patient way, knowing that I was acquainted with her employer."

As she seemed about to drop the subject, and as I had finished dinner, I remarked somewhat jocosely, fully as much to see what she would say as with serious intent, "Well, if the Rambler has got to clear up some of the truck that he has lying around in his living room I expect he is in trouble. However, I don't blame Mrs. Smith for insisting that he take down those pictures. He has no great taste in the art line and he has got the greatest collection of framed pictures of railroad scenery, both colored and photographs, hung up on his walls that you ever saw in a private home. I wonder that Snap Shot Bill has not made him clean those out long ago. The most of them are in big heavy frames, and are really too heavy for any woman to undertake to handle. Then the magazines, pamphlets, books and letters and all kinds of odds and ends that are scattered around that room, which he facetiously calls his library, is a sight to see. If Mrs. Smith has finally asserted herself and made it so that he has really got to have a cleaning up he is, as I have said, certainly in trouble. I believe I will go up and help him out."

"Just like a man," exclaimed my better half. "When I was house cleaning you shunned even the house as much as you could although you had nothing to do in it but be patient, and now you're going up to help the Rambler out with his; where, if you really do help, you will have to work. However," she concluded as she helped me on with my overcoat and reached up for a kiss on my leaving, "Go along to the Rambler's. I expect he too gets lonesome in that apartment sometimes."

It was a cold, miserable, drizzly evening and I expected to find the Rambler in a correspondingly doleful mood. Much to my surprise, therefore, I not only found him particularly genial and happy but evidently well warmed up to his work.

"Great Scott, Old Man," he exclaimed, "I never dreamed that things would accumulate the way they have in this room, and if I ever do get through it all I am going to be systematic and orderly from now on. Mostly junk, too," he rattled on as he glanced over some letters and papers and then dropped them into the open grate fire which he had going while I divested myself of my coat and hat and began to glance around with an amused smile at the confusion in which I found the room. He had taken all the pictures down and piled them in a corner; "man-like" my wife would have said, for they were so piled that later, when the housekeeper got to washing the woodwork she would have to handle every one of them. On my asking him what I could do to help, he did not seem to know at first, but finally pointed to a pile of miscellaneous literature which seemed to consist mostly of pamphlets, reports, railroad folders and the like. He said I might go through it and throw away anything I thought had outlived its usefulness. On my remarking that if he delegated to me the responsibility of destroying I would take the whole pile and put it into the fire without looking through it, he said: "I guess you had better not do that, although it will probably amount to the same thing in the end I expect. In fact, everything I get

rid of here tonight I will want again within a week, and I know it. On the other hand, if it was not destroyed and was wanted within a week, it is dollars to dough-nuts I would never be able to find it. But go to it; call my attention to anything you think I might want, but don't be too particular about it. The cleaners are coming tomorrow and I have got to get through tonight."

"That makes me think," he laughed. "I have been in these five rooms for eight years now and in the meantime have got to know the landlord pretty well. We generally have a little scrap about the first of May each year, but it really amounts to nothing. He of course tells me that he is very sorry but he will have to put the rent up a few dollars. I kick for a little while, swear I will move, then find that I have become so attached to the place as a home that I philosophically make up my mind that it is cheaper to pay a little more rent than to move, and so I am still here. I thought last season I had got to the limit and told that robber it was the last raise I was ever going to stand for. But what do you think happened," and he chuckled gleefully as he stopped his work, went over to the table, handed me his box of cigars and then selected and lighted one himself. "Oh, he raised you again, of course," I suggested. "Worse than that," was the laughing rejoinder. "He did not have the nerve to come to see me as he usually does for a little social chat, or even take me up over the 'phone. Instead, he sent me a formal letter saying that owing to the high cost of living, condition of the labor market, etc., etc., much as he regretted it he was obliged to increase my rent a certain percentage, and furthermore that nothing could be done in the way of interior cleaning or decorating."

"'Cleaning or decorating,' said my housekeeper somewhat sarcastically when I told her about it, 'he needn't have put that in. He has not done anything of the kind in five years. Still,' she added somewhat reflectively, 'perhaps it was not his fault. You never would allow me to have anything of the kind

done, saying things looked all right to you and you did not want to have your belongings all stirred up.'"

The Rambler puffed vigorously on his cigar in a reflective sort of way as he told me this and then burst into a hearty laugh. "By Jove, do you know, Man, the lady was right. So partially, I guess, through being a little ashamed of myself and partially to have a dig at the landlord, I called him up on the 'phone and asked him in rather a caustic sort of way what use there was of his wasting his time by putting that clause in his letter about 'cleaning or decorating' when he hadn't done anything of the kind in my apartment for the last century. He appeared surprised and said, 'Is that so; I will look it up and see about that.' He did look it up and came back at me by saying that he was very much surprised himself to learn that he had done nothing for me for so many years. Hence under the circumstances, he said he would be pleased to do anything I wanted in the way of redecorating. So here I am," he concluded, "preparing to have my walls shine like a patent leather shoe polish."

"Of course," I broke in, "you are paying additional rent?" "Naturally," was the matter-of-fact response, as putting his cigar on the stand he reached out and got a lapful of miscellaneous printed matter to sort over. Resuming his cigar he worked in silence for several minutes, each of us feeding the flames of that open fire almost as fast as our hands could work until there came a moment when the Rambler stopped his sorting and began to read something that he had found on a railroad folder. "Keep it up, Old Man," I shouted, "don't stop to read, if you do you are lost and we never will get through." Instead of following my advice, however, he said, with a smile beginning to form in the corners of his mouth, "Say, I'll bet you never read this, and yet the Government Railroad Administration bids you to do so. Listen," and he read the following revised version in regard to the Government's Bureau for Suggestions and Complaints. "Criticism and Commenda-

tion of the Railway Service and Suggestions for Its Improvement are Invited by the United States Railroad Administration from the Public: The Railroad Administration is being conducted with these principles in view:

"Fidelity to the public interest, a square deal for labor with not only an ungrudging, but a sincere and cordial recognition of its partnership in the railroad enterprise, and fair treatment for the owners of railroad property and for those with whom the railroads have business dealings.

"Recognition of these principles should go far to promote mutual understanding.

"Information and suggestions tending to further such an understanding, and improve service to the public are welcome. It is requested that all communications be brief and explicit and that where it is necessary to fix responsibility, the date, time, train number and name of the railroad and employe complained of or commended shall be given. All communications must bear the name and address of the writer distinctly written.

"Address: Walker D. Hines, Director General of Railroads, Bureau for Suggestions and Complaints, Washington, D. C."

"I have seen and read that a hundred times," I said somewhat impatiently, "and so have you. Why waste your time. Throw it away and keep on; I have to go home some time and I can't leave you in this mess." Instead of following my bidding, however, he said in the most gracious manner imaginable as he passed the folder over, "There is something about this that is different. Just look at the words and phrases that are underlined in pencil—a marking that I made at Xmas time." I saw by the animation and evident amusement in his features that there was something back of his mere reading, and looking at the folder found the following words underscored: "Fair treatment for the owners," "property," "information," "suggestions."

"I will have to tell you about that, although really that order of the Director General has nothing to do with my tale,"

said the Rambler." Neither does the interlineation except that you can judge for yourself, after you have heard my story, whether I, in your estimation, as an 'owner' of 'property' received 'fair treatment' and as to whether I had any cause to complain of a lack of receiving 'suggestions' and 'information.' In other words, at the time that I received two letters that I will read this order happened to be before me on my desk and I simply marked those words as being applicable, as words, to the contents of the letters.

"You may have heard me speak of a young nephew that I have living near the coast. I think I told you once about his flying a kite and sailing a boat. However that may be, I have such a nephew. He is my sister's boy, and anything that either she or he wants out of 'Brother' or 'Uncle Rambler' they can have. Their methods of getting at things sometimes, however, tickles me mightily; and possibly helps my disposition toward them as just outlined. But this is the story."

"I am so pre-occupied in mind at times that I am apt to forget to do things at the right moment that I ought to do them. At least, such used to be the case. That does not refer of course, to business as much as it does to social matters, such as sending birthday cards and Xmas presents. I got pretty bad in this last way at one time, but largely broke myself of the habit by anticipating. Hence, even today, which you know is spring house cleaning time, were I to see in a store or elsewhere anything that struck me as being a good thing for a Xmas present, specially for that coast bunch, I would buy it on the spot and put it away. Undoubtedly I take a chance of forgetting that I have it when Xmas time comes round (I have been known to do such things in the past), but, of late years I have protected myself by listing each purchase as it is made. Last season I followed my habit in this respect, and not later than the last of November I had my Xmas gifts all rounded up for the sister and her family; and, owing to railroad conditions on the 1st of December forwarded my package

by express, advising that I had done so and receiving in due course an acknowledgment of the arrival of the packages. So I was feeling very comfortable in the matter and greatly relieved that all my Xmas responsibilities in that direction were over when I received a couple of letters which I am going to read to you." Going to a certain desk drawer he immediately put his hand on what he wanted and with the happiest expression on his face read as follows:

"December 9th.

"Dear Brother Rambler:

"Harold's Xmas list has arrived from _____ and I nearly expired with laughter.

"He is just moving into his new Freshman room and asks for curios, swords, guns, statues, a mummy, a razor, a typewriter, a gold watch and sofa pillows. He ends by saying he has joined the Rifle Club, the Mandolin Club, the Dramatic Club and the Thursday Bible Club. Charles and I will give the watch and I wonder if you would give what he wants, most of all, telling me if you don't want to do it.

"As Harold can never go in for athletics, Charles and I have encouraged his activities in other lines. He has real talent for acting (I don't know as you know this), and unusual talent for shooting. He won the medal for the high school gun corps, and lately broke a record at the big Government rifle range. He wants a 32 calibre Colt automatic pistol and asks me if you would give it to him for Xmas. I don't know how much these things cost, but I know nothing on earth will please him more.

"Affectionately,
"Jeanette."

"By the way," said the Rambler, as he laid the letter down and picked up another one, "It might be in order to explain that Harold, my nephew, is not quite 18 and that he has just entered college. This last will account for some of his apparently strange wants in connection with the fitting up of his room."

"Those pistols were expensive and hard to get, weren't they?" I asked eagerly.

"They had raised about 30 per cent in price, I learned on inquiry, and they were hard to get. Most of the gun stores didn't have them at all, and I was told when I began looking about, that I probably would be unable to find one. However," Rambler continued with a sly look, "What would you have done on receipt of such a letter as that?" "Well," I said thoughtfully, "That would depend somewhat. But you were rather up against it, weren't you? All presents purchased and their receipt acknowledged and then asked to start all over again. What did you do?" Instead of replying to my inquiry he took up another letter and said, "Oh, the plot is just beginning. Listen to this, and note its being written on special paper having his college coat-or-arms at the top.

"_____ Hall, _____ College,

"December 14, 1918.

"Dear Uncle Rambler:

"When are you coming for Xmas. I hope you can stay longer than you usually do. I am crazy over _____ College and think its the greatest college in the world. There certainly are a fine bunch of boys down here. I am rooming with a boy from the home town. I had not met him until I got down here as he went to the Academy and I went to the high school. He is a peach of a fellow with lots of nerve. The kind I like. There is an ancient custom here of stealing the clapper from the great bell which rings for classes. Only freshmen may do it. My roommate and I tried it the other night. At 3:30 a. m., armed with dark lanterns, hack saws (the bolts that fasten the clapper are burred so that one has to saw through a shank which is two inches thick) and with 50 feet of rope we started out to get it. We climbed the vines on the outside of the building for several stones then over the roof and shinned up the lightning rod to the belfry. There are about four college police who are detailed to guard the bell. We pulled up the ladder in the belfry and piled it on top of the trap door so that they could not come up. We started to saw and then one of us hit it and it gave forth

a loud boom. A few moments later we heard them trying to get at us from below. Knowing that it was too late to capture the bell we decided to make good our escape. We tied our rope to a water spout and dropped over the edge, then we started to slide down. As I went over the cornice my sweater caught and I had to use one hand to get it free. There I was dangling by one hand 60 feet in the air. Well, we got down and were not caught. We will have better luck next time.

"Please write right away and tell me what you want for Xmas. I want a silver cigarette case; a 32 Colt automatic pistol, all sorts of antiques and curios for my room.

"Lots of love,
"Harold."

The Rambler laughed heartily as he threw this second letter aside and said, "You see now, don't you, where those words come in—'information' and 'suggestions' are clearly not lacking; but in view of what was already waiting for that bunch in the express parcel, for the period of a flash only the question of 'fair treatment for the owner of property' (meaning what little money I had left) I presume did naturally arise."

"But," I exclaimed eagerly, "you sent him the pistol, didn't you?" "Surely I did," he emphatically drawled. "Don't you think it had been earned? However," he added with a laugh, "I could not resist sending a letter about a half hour after the receipt of the first I have read, my message saying in effect: 'Will get pistol, but in the future no Xmas lists will be considered that reach me after October First.'"

"Good old Rambler, I knew you could not turn down a thing of that kind." "Certainly not; but wait and see how I have been rewarded. That is, while this last letter that I will read has nothing to do with the pistol, it makes me glad that I so pleased that youngster. This letter is to his father and was sent me by his mother. It was evidently written from his dormitory in March sometime. Listen.

"Dear Papa:

"Quite a number of exciting things have happened since my last letter. First there was the Meet. We all went over in special cars. After the Meet we filled up with cheese jiggers at the historic jigger shop. We could do this you see, as it was our last Meet and we did not have to keep training any more. The diving board was the darndest thing I ever struck. It had no spring at all. The first time I tried a 1½ I went into the water turning like a mill-wheel, and as for my flying dutchman I almost knocked all of the water out of the pool. However, we got on to it after a while. I got Second and another one of our lads a Third. It did make me sick though, as I beat the boy who got First place when they swam in our pool. The season is over and we have our numerals. They sure do look classy on our silk swimming suits. I played in the first mandolin concert the evening of the Junior Prom. Everybody said the concert was unusually good. I played once in ——— but certainly won't be taken on the trip. Only ten freshmen made the club and all but one are sure to be left.

"On the same night Jack and I had another try for the clapper, only this time we went up and came down inside the building. After sawing for three hours and using up five hack saw blades and about a quart of oil we succeeded in getting it. It is now hanging in our room over the fire place by a silk cord, the envy of the whole school. Next to winning the cane spree this is the greatest honor which can come to a freshman. Of course, we are a seven-days wonder now but it won't last long. You see this is the first time it has been gotten by this year's freshmen. I will send you one of the little watch charm clappers we are going to have it melted up into. It is a thing to keep all one's life. I am going to hand mine down as a family heir-loom. After our adventure we jumped into our tux and went to the Prom. It was the most wonderful dance I ever went to. Only not having a girl kind of cooled it for us. Half the dances were in the dark with

colored searchlights playing on the dancers. The most wonderful butterfly decorations and a thirty-piece orchestra helped to make it a regular Arabian Nights Dream. Sister sent me some fudge the other day and it was great. The mid-years are next week. I shall pass in French, English and Trig, and I may pass in Chemistry, and I shall surely flunk in Latin. I got a tailor's bill of \$10.00 the other day and a laundry bill of \$10.00 too. So you see there is not much left now of the twenty-five.

"'Lovingly.
Harold.'"

Both the Rambler and myself laughed heartily at the climax of this last letter, and expressed our kindred feeling with the boy at his elation on having accom-

plished the mischief that he had set out to do. Of course we theoretically condemned the wrong doing part of it, but having been boys once ourselves we—well, we enjoyed hearing of the episode.

It had now gotten very late and I was obliged to leave the Rambler to work out his own salvation as to the confusion that still existed in his room. But as I shook hands with him on parting I remarked, "Of course Uncle, you have already sent or are going to send a little check of twenty or so to help out that lonesome five."

"Nothing doing," was the quick response, "I have been broke ever since Liberty Bonds came into fashion, and now the 'Victory Loan' is on."

Notes of Interest to the Service

The following changes of schedules and car service of interest to our agents have taken place since the last issue of this magazine, and are in addition to changes concerning which special circulars have been sent out:

Lake Tahoe: The Lake Tahoe Railway & Transportation Co. announce that beginning with Saturday, May 3, 1919, passenger and freight service will be resumed between Truckee and Tahoe City, and that the following train schedule will be in effect on Tuesdays and Saturdays only until May 15th: Leave Tahoe City 5:30 a. m.; arrive Truckee 6:30 a. m.; arrive Tahoe City 8:45 a. m. Leave Tahoe City 3:00 p. m. Leave Truckee 5:00 p. m.; arrive Tahoe City 6:00 p. m. After May 15th a daily train and steamer service will become effective, schedules covering which will be duly announced.

Great Lakes Transit: The Great Lakes Transit Corporation announce their "Great Lakes Cruise" on Steamers Tionesta, Octorara and Juniata as follows: The season of 1919 opens with sailing from Buffalo to Duluth, June 23rd at 6:15 p. m. (Eastern time) and from Duluth to Buffalo, June 28th at 8:30 p. m. (Central time). Ports of call: Buffalo, N. Y.; Cleveland, Ohio; Detroit, Mich.; Mackinac Island, Mich.; Sault Ste. Marie, Mich.; Houghton, Mich.; Duluth, Minn.

P. & O. S. S. Co.: Steamships of the Key West-Havana Line now leave Key West on Sundays, Mondays, Tuesdays, Thursdays

and Fridays at 10:00 p. m. Steamships of the Port Tampa-Key West-Havana Line now leave Port Tampa on Sundays and Thursdays at 9:30 p. m.

Wabash: Through passenger train service of this road between St. Louis, Kansas City and Des Moines is now as follows: Trains leave St. Louis for Kansas City at 9:03 a. m.; 2:00 p. m. and 10:30 p. m.; for Des Moines at 9:03 a. m. and 8:00 p. m.

Hudson Navigation Co.: Navigation has been resumed on the Hudson River Night Lines, steamer leaving Albany at 8:00 p. m.

Atlantic Coast Line: Train No. 85 now leaves Jacksonville for Tampa at 4:15 p. m., instead of 4:00 p. m.

The following is an editorial from the *Chicago Herald and Examiner* of April 24, 1919. It was entitled "Thirty Years in Canada," and there is so much in it that is in common with the development of our own great West that it is thought of interest to railroad readers here "in the States."

"Today, in Winnipeg, old timers of the Red River Valley are holding a reunion and the wonder stories of the world will be told at that gathering. Smoking the pipe of peace will be voyageurs who made the vain effort to save 'Chinese' Gordon; mounted police whose beats covered thousands of square miles; Strathcona's Horse, who fought the Boers in Africa, and all that grand army of pioneers who not only blazed the trail through the wilderness,

but endured the rigors of the Northwest winter that civilization might go on its onward and westward sweep.

"Thirty years ago Alberta, Athabasca and other Canadian provinces were on the edge of the world, uninhabited save by half breeds, the venturesome and the factors of the Hudson Bay Co. One railway, the Canadian Pacific, was then pushing its single track through Pile-o-Bones, where Regina now stands, a metropolitan city. Louis Riel had been captured by General Middleton and Canada's last internal strife was ended by his execution soon after.

"Today railroads cross and recross that vast stretch of the continent. Far points are linked by bands of steel to the great centers of Winnipeg, Brandon and Calgary. Millions upon millions of acres of land responded to the plow and the harrow with abundant harvests, and a multitude was made rich and happy. Canada has acreage enough left to feed the world. Schools and colleges followed the van of the pioneer, and there has appeared as if by magic a people so independent, so intelligent, so courageous and so well grounded in citizenship that Bolshevism and the Northwest are never mentioned in the same breath.

"The Overland Limited of 1870 was an Indian cart and a range pony. Hundreds of miles apart were the log huts. The Overland Limited of 1919 crosses and recrosses a region where the sight of a home, a barn, an orchard is certain evidence of a stalwart citizenship. Through the deepest valleys and over the highest mountains the iron horse has traveled to connect the oceans and to facilitate and speed the commerce of the world.

"Those who love the West would fain 'listen in' on the brave men who with eyes front faced the dangers of the forest and river, unafraid. What a heritage is theirs!"

The "Bureau of Service" has announced the following opening and closing dates of National Parks for the season of 1919:

Crater Lake: July 1 to September 30.
 General Grant: May 24 to October 10.
 Glacier: June 15 to September 15.
 Grand Canyon: Open all the year round.
 Hawaii: Open all the year round.
 Hot Springs: Open all the year round.
 Mesa Verde: May 1 to October 31.
 Mount Rainier: June 15 to September 15.
 Rocky Mountain: May 1 to November 1.
 Sequoia: May 24 to October 10.
 Wind Cave: June 1 to September 30.
 Yellowstone: June 20 to September 15.
 Yosemite: Open all the year round.

The Petrified Forest National Monument is open all the year round. Zion Canyon National Monument will be open

from May 15 to November 1. No special opening dates have been fixed for the other national monuments as travel to these reservations is unrestricted.

The announcement is made that the "Bureau of Service," National Parks and Monuments, is prepared to furnish for entertainment and educational purposes, sets of colored lantern slides and reels of motion picture films featuring the most prominent national parks. These slides and films are sent to responsible persons without cost, excepting the express charges in both directions. Applicants are requested to name two subjects; first choice, and a second choice.

The slides sets with accompanying lecture notes include the following subjects: Glacier National Park, Grand Canyon National Park, Mesa Verde National Park, Mount Rainier National Park, Rocky Mountain National Park, Yellowstone National Park, Yosemite National Park, with views of General Grant and Sequoia National Parks.

In the motion picture films are shown: Crater Lake National Park, Glacier National Park, Grand Canyon National Park, Mesa Verde National Park, Mount Rainier National Park, Rocky Mountain National Park, Yellowstone National Park, Yosemite National Park.

There have been sent to this bureau several reels of films featuring Alaska, Columbia River Scenic Highway, Dawn of the Electrical Era in Railroading, Central Wyoming, Idaho, Portland Rose Festival, Royal Gorge and California scenes, which are available for exhibition purposes. Apply to Howard H. Hays, manager, Bureau of Service, National Parks and Monuments, 646 Transportation Building, Chicago, Ill.

Daily organ recitals in the Mormon Tabernacle, Salt Lake City, Utah, beginning at 12:00 noon, are now being given and will continue through the summer season.

Seated one day at a movie
 I was anxious and ill at ease,
 For the villain was slowly creeping
 In the shade of the lilac trees.

In his hand was a villainous dagger,
 In his eye was a murderous glare,
 As he stealthily crept toward the hero
 And the hero was unaware.

A few more steps and the dagger
 Would sink in the hero's neck;
 A few more steps and the hero
 Would be rendered a total wreck.

A few more steps and the villain

Would have captured the hero's goat—
And the man in the seat before me
Stood up to put on his coat.

He blocked my enraptured vision,
So, all my remaining life,
I am destined to ponder and wonder
How the hero escaped that knife.

—George E. Phair.

The above "Lost Scene" by Mr. Phair, reminds us of the many "wonderments" we experience from the car window at "what is doing" as our train speeds too quickly by some scene en route in which human activity is glimpsed for but a moment.

I could not do without you, Pipe o' Mine!
Tho' others often flout you, Pipe o' Mine!
For you start the heart a-dreaming,
And the shadows mark your gleaming,
And there's naught can make me doubt
you

Pipe o' Mine.

You're the conjurer of much pleasure, Pipe
o' Mine!
You favor without measure, Pipe o' Mine!
You're a solace in a sorrow,
You're dictator for the morrow,
You perfect each hour of leisure,
Pipe o' Mine.

I could not do without you, Pipe o' Mine!
I care not how they flout you, Pipe o' Mine!
For your art is more than magic
And dispels all vapors tragic,
And there's naught can make me doubt
you,

Pipe o' Mine.

—Daniel Delaney.

When eggs go high and butter soars
And milk goes up a dozen floors

And old John Public stands and roars
In righteous indignation;
The legislators rise and sing:
Leave that there stuff to us, by jing!
And then they gather round and spring
Old Man Investigation.

Old Man Investigation comes
With martial air and roll of drums
And for awhile the nation hums
With noise and agitation,
And presently the noises die
And no man stops to make reply—
He is a grand old alibi,
Old Man Investigation.

—Clipped.

Because the newly commissioned major looked like ready money the porter had been very active in his attentions. His movements were of the "hot-foot" variety whenever the officer appeared to require service. Also he was careful to address the major as "gin'ral." And when the train neared the Union depot and, following the assiduous use of the brush, the sable servitor discovered himself in the possession of a dime, he was equal to the emergency. He clicked his heels together, saluted and remarked: "Corp'ral, Ah t'ank yo', sah."—*Argonaut.*

Real Railroad Sacrifice is expressed in:
Their meeting it was sudden,
And, oh, but it was sad;
She sacrificed her sweet young life,
The only thing she had.

She sleeps beneath the daisies,
In peace she is resting now;
There's always something doing,
When the freight meets prexy's cow.
Milwaukee Employes' Magazine.

Appointments and Promotions

Effective April 10, 1919, Mr. O. M. Suter, Superintendent of Bridges and Buildings of the Chicago Terminal and Illinois Division will be assigned to the position of Supervisor of Bridges and Buildings of the Chicago Terminal, with headquarters at Chicago.

Effective, April 1, 1919, Mr. W. J. Ormsby, is appointed Master Mechanic of the Wisconsin Division, with headquarters at Freeport, Illinois, vice Mr. E. Lawless, deceased.

Effective March 25, 1919, Traffic

Service Agents are appointed as shown below:

They will travel the Northern and Western Lines of the Illinois Central Railroad, and their territorial assignments and headquarters will be as indicated, until further notice.

The Traffic Service Agents will, among other duties, assist the shipping and traveling public in obtaining information and in all matters of service pertaining to freight and passenger business.

They will also furnish information to representatives of connecting and other railroads in response to requests therefor.

The Traffic Service Agents will also assist the Agents at stations in their respective territories in service to the public and in other matters as instructed.

Chicago, Ill., 607 Merchants Loan & Trust Building; H. M. Metz, City Freight Agent; J. W. Rhodes, City Freight Agent; C. L. Netherland, Traffic Service Agent (Eff. 4-1-'19) Chicago; Chicago Industrial District.

Chicago, Ill., 135 East 11th Place; C. J. Ryan, Traffic Service Agent; Richton, Ill., to and including Centralia, Ill.

W. L. Connery, Traffic Service Agent; Hillside, Ill., to and including Evarts, Ill., Tracy District, Irwin, Ill., to and including Barnes, Ill.; Griswold, Ill., to and including Spires, Ill.

P. J. Mottz, Traffic Service Agent; Ridgeville, Ill., to and including Birkbeck, Ill.; LeRoy, Ill., to and including West Lebanon, Ind.; Staleys, Ill., to and including Lanes, Ill.; Monticello, Ill., to and including Green's Switch, Ill.

J. S. McLaughlin, Traffic Service Agent; Jones, Ill., to and including Evansville, Ind.; New Harmony Branch; Evers, Ill., to and including Lenora, Ind.

Detached for service with United States Railroad Regional Administration.

F. E. Wallace, Traffic Service Agent; Carbondale, Ill., to and including Cairo, Ill.; Paradise Mine, Ill., to and including Eldorado, Ill.; Reed Junction, Ill., to and including Brookport, Ill.; Texas Junction, Ill., to and including Mounds, Ill.; Mound City Branch; Benton Southern Branch; Christopher Branch; Golconda Branch; Sand Ridge Branch;

Johnston City Branch; Dew Maine Branch.

B. G. Day, Traffic Service Agent; LaSalle, Ill., to and including Glenridge, Ill.

M. J. Hanley, Traffic Service Agent; Eleroy, Ill., to and including Menominee, Ill.; Sciota Mills, Ill., to and including Madison, Wis.; McConnell, Ill., to and including Dodgeville, Wis.

C. E. Wharton, Traffic Service Agent; Julien, Ia., to and including Waterloo, Ia.; Cedar Rapids, Ia., to and including Ryan, Ia.; Cedar Falls, Ia., to and including Albert Lea, Minn., Staceyville Branch.

J. J. Clark, Traffic Service Agent; Benson, Ia., to and including Gypsum, Ia.; Fort Dodge, Ia., to and including Council Bluffs, Ia.

L. L. Eicholtz, Traffic Service Agent; Tara, Ia., to and including Sioux City, Ia.; Larrabee, Ia., to and including Sioux Falls, S. D.; Quimby, Ia., to and including Onawa, Ia.

Dubuque, Ia.; C. C. Kunz, Freight Agent; Dubuque, Ia.; East Dubuque, Ill.

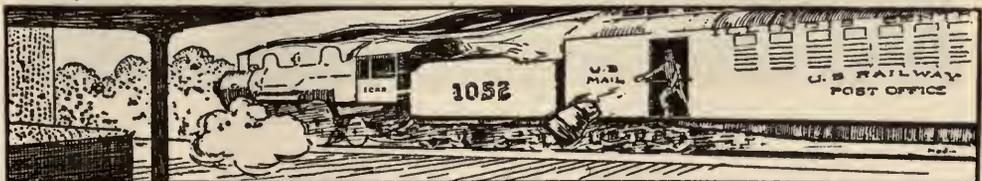
Indianapolis, Ind., 512-513 Merchants National Bank Building; B. W. Fredenburg, City Freight Agent; Indianapolis, Ind.

Omaha, Nebr., 407 South 16th Street; C. E. Stailey, Division Freight Agent; Omaha, Nebr.; South Omaha, Nebr.

Peoria, Ill., 1001 Lehman Building; G. A. Smith, City Freight Agent; Peoria, Ill.; Pekin, Ill.

St. Louis, Mo., 1304 Central National Bank Building; M. S. Beals, City Freight Agent; St. Louis, Mo.

G. R. Buttles, Traffic Service Agent; East St. Louis, Ill., to and including Murphysboro, Ill.; Pinckneyville, Ill., to and including DuQuoin, Ill.; DeSota, Ill., to and including Irvington, Ill.; East St. Louis, Ill., to and including Litchfield, Ill.



FROM THE LAW DEPARTMENT



Judge Robert V. Fletcher

Goes to Washington As Assistant General Counsel

JUDGE Robert V. Fletcher, General Attorney of the Illinois Central, has been appointed Assistant General Counsel of the Railroad Administration, with headquarters at Washington, D. C., effective May 1st. Judge Fletcher succeeds Hon. R. Walton Moore, who resigned the position of Assistant General Counsel to enter politics in his home State of Virginia. In this change the Illinois Central loses and the Government gains. Judge Fletcher is universally recognized as one of the foremost railroad lawyers of this country. He is particularly well known and much beloved in the South, where he lived until he came to Chicago as General Attorney of the Illinois Central in 1911.

Judge Fletcher was born in Grant County, Ky., September 27, 1869. He was educated at Spencer Institute, Taylorsville, Ky., and the University of Mississippi at Oxford. He was admitted to the bar in 1899 and entered upon the practice of law at Pontotoc, Miss. He was made Attorney General of Mississippi in 1907, and on November 27, 1908, he became Judge of the Supreme Court of the State. In May, 1909, he reentered the practice of law at Jackson, Miss., as a member of the firm of Flowers, Fletcher & Whitfield, repre-

senting the M. J. & K. C. R. R., and continued in the practice of law as a member of that firm until he came to Chicago in 1911. Since Judge Fletcher came to Chicago, he has formed a wide acquaintance throughout the North and Middle West. As a resident of Washington he will now have the opportunity of extending his acquaintance in the East.

General Counsel Payne may well congratulate himself upon having made a wise selection in filling the position of Assistant General Counsel. If he had combed the country with a fine tooth comb, he could not have found an abler lawyer or better man for the position than Judge Fletcher.

Judge Fletcher's many friends on the Illinois Central are delighted over the well deserved honor that has been conferred upon him, but they regret exceedingly that it will be necessary for him to leave Chicago and move to Washington. This regret, however, is somewhat lessened by the general understanding that at the close of the period of Federal Control, Judge Fletcher will resume his position as General Attorney of the Illinois Central and his friends will then no doubt have an opportunity to renew their acquaintance with him.

COMPANY MATERIAL—MANNER OF BILLING—In the case of *Tuckerton Railway Co. vs. Penn. R. R. Co.*, 52 I. C. C. 319, it appeared that coal intended for the use of the Tuckerton Railway was shipped from a point in Pennsylvania to Barnegat, N. J. and there held by the Tuckerton Railway Co., the consignee, for twenty-four hours and then forwarded as company material by its own line to Tuckerton, N. J., over an intrastate route. The Pennsylvania Railroad Co. contended that the shipment was a through shipment to Tuckerton, N. J. The complainant, the Tuckerton Ry., contended on the other hand that the rate to Barnegat was legally applicable and that the transportation in interstate commerce was completed at that point. The Commission said:

"Upon the facts presented in this record we find that complainant may lawfully avail itself of the joint rates to Barnegat, provided the shipments are in good faith billed to and hauled to Barnegat, and may thereafter distribute its fuel coal from Barnegat to other points on its line as company material. *In the Matter of Restricted Rates*, 20 I. C. C., 426, 431.

"The 'ceremony,' as counsel termed it, of setting out the car for 24 hours at

Barnegat was performed as an overt act of delivery in order to indicate that there the service by complainant as common carrier ended, and that the movement thence to Tuckerton would be made by it as owner handling its own material. The law does not require a vain thing. Delivery in this case would have been indicated as effectually by proper notation on the waybills that the movement beyond Barnegat was to be deadhead as company fuel leaving Barnegat as the billed destination at which the service of common carriage ended and to which the joint rate applied."

DELIVERY TO CARRIERS—COMMENCEMENT OF LIABILITY—PRIVATE OR OTHER SIDINGS.—In the case of *Bers vs. Erie R. R.*, New York, 122 N. E. 456, the Court held that a track placed by carrier on its own land for use and convenience only of shippers whose warehouses were adjacent thereto was a "private or other" siding within Uniform Bill of Lading, No. 3, providing that property when received from or delivered on, private or other sidings, etc., shall be at owner's risk until cars are attached to trains, the words "or other" following word "Private," including not all other sidings, but sidings like private sidings.

The judgment in favor of the defendant carrier was affirmed.

EVIDENCE—PRESUMPTION REGARDING FILING OF RATES BY CARRIER.—In the case of *Kennedy vs. A. T. & S. F.*, 179 Pac. 314, the Supreme Court of Kansas held that in the absence of evidence to the contrary, it will be presumed that the schedule of rates and regulations in use by a carrier have been properly filed with the State Public Utilities Commission.

FREIGHT CHARGES—LIABILITY OF CONSIGNOR TO PAY TRANSPORTATION CHARGES—CONSIGNEE ACTING AS COMMISSION MAN.—In the case of *Boston & Maine v. National Orange Co.*, 122 N. E. 313, the Court said, in part:

"It appears from the record that under an arrangement with one Crimmins, the consignee in the bills of lading, the carloads of fruit in question were to be sold by him at auction, and after deducting the freight charges and his commissions the proceeds were to be remitted to the defendant the owner and consignor. While the consignee from time to time submitted statements in which apparently he accounted for what had been received on all shipments except the last, and a portion of the shipment immediately preceding the last shipment, he uniformly had failed to pay any of the freight charges, and since the present action was brought he has been adjudicated a bankrupt. The agreed facts state that no demand on the defendant for payment was made before bringing suit, and the judge on extraneous evidence has found that a clerk of the plaintiff whose duty required him to protect it "as regards freight, demurrage, car service, and storage," must have been aware that the consignee claimed to be acting as an agent, although the clerk did not know who his principal was. The defendant, while conceding that the plaintiff has transported and delivered the goods shipped under ordinary bills of lading in which it was named as owner and that the freight remains unpaid, contends that, even if originally responsible, yet by giving credit to the consignee and not having received any notice that the charges were in arrear, the plaintiff has released it from all liability.

"The shipment was an interstate shipment, and we assume as counsel apparently have assumed, that the plaintiff an interstate carrier had complied with the law by filing with the proper authorities and duly publishing a tariff or schedule of its freight rates the terms of which those who deal with an interstate shipment are bound to know, and to pay the lawful and correct rates thereby established. . . . The clerk had no authority to waive the terms of the bills of lading, "that the owner or consignee shall pay the same before

delivery," and the omission to collect the charges from the consignee before delivery was not a breach of any duty the plaintiff owned to the defendant . . . the delivery of the several consignments although a waiver of its lien did not abrogate the defendant's contract . . . nor does the right to recover depend on what may have been the legal effect or result of the relations between the principal and its agent. *Finn v. Western R. R. Corporation*, 112 Mass. 524, 17 Am. Rep. 128. The defendant as owner still remained the party primarily responsible."

In Memoriam

EDWARD LAWLESS.

EDWARD LAWLESS, master mechanic of the Wisconsin division, died at his home, on State street, a few minutes after 3 o'clock March 9th, 1919, of an abdominal complaint from which he had suffered for many months and which an operation had failed to relieve. He bore his sufferings with patience and fortitude, traits which were characteristic of him.

Mr. Lawless was one of the best known railroad men in Freeport and one of the best liked, both by his fellow officials and by the men under him. He was actuated always by a sense of strict devotion to duty coupled with a sentiment of kindness and justice to others. These qualities won him the regard and confidence both of his superior officers and the men under him. He had served the Illinois Central for nearly thirty years beginning as a machinist, and had been promoted until some of the most responsible duties of any officer on the division had been committed to his care. These duties were discharged always with efficiency. The repeated advancement that Mr. Lawless obtained in the line of his profession came to him entirely unsolicited, as self-seeking was entirely foreign to his nature.

Mr. Lawless was a son of Mr. and Mrs. Thomas Lawless, early residents of Freeport, now both deceased. He was born in this city on April 20, 1868. After completing his education he learned the machinist's trade in the shop of the Freeport Machine Company, which was located in the building now occupied by the Guyer &



EDWARD LAWLESS.

Calkins Company. He entered the Illinois Central shops June 1, 1890. After serving two years as a machinist he was made an assistant foreman and after a number of other promotions was appointed general foreman of the shops, which position he held for a number of years. A year ago last October he was appointed master mechanic of the Wisconsin division.

On November 28, 1893, Mr. Lawless was united in marriage with Miss Nellie Brennan, who survives him, as do also one son and daughter, Edward and Anna Victoria. He is also survived by one sister, Mrs. Mary Montgomery of

Washington, and two brothers, John P. Lawless of Chicago and Thomas J. Lawless of this city. Mr. Lawless was a member of St. Mary's Catholic Church.

Funeral services were held from St. Mary's church at 9:30 a. m. Wednesday. The church was filled with friends who came to do honor to their esteemed friend and employer. Every employe who could possibly leave his duties was present. The floral offerings were beautiful and many in number. Mr. J. F. Dignan, division superintendent, had

charge of the funeral and the following officials acted as pall bearers: Mr. V. U. Powell and Mr. L. A. North of Chicago, Mr. N. Bell of Waterloo, Mr. J. Branton of Centralia, Mr. H. L. Needham of Clinton, and Mr. W. J. Ormsby of Freeport. Mr. J. H. Nash, Superintendent of Machinery, of Chicago, attended the funeral.

Mrs. Lawless and family received many telegrams of sympathy from friends and from officials of the Illinois Central.

**EMPLOYEES ARE REAPING THE BENEFIT OF THE HOSPITAL
DEPARTMENT AND ARE VERY APPRECIATIVE
OF ATTENTION RECEIVED.**

Louisville, Ky., December 23rd, 1918.

Dr. G. G. Dowdall,
Chief Surgeon, I. C. R. R.,
Chicago, Illinois.

Dear Doctor:—

I have been in the Illinois Central Hospital at Chicago twice since June, 1918, the first time for one month and the second time for two weeks, and I wish to thank the entire Hospital force for the kind attention and splendid service that I received.

I could not have received better service and attention anywhere, and it is certainly a pleasure for me to be able to express my appreciation of the services rendered me by the Hospital Department.

It only took me one visit to the Hospital at Chicago to make a life-long friend for you and the Hospital Department.

Very truly yours,
(Signed) Guy M. Ashmore,
Secretary, Supt. Kentucky Division.

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

Dear Doctor:—

I beg to own receipt of your kind favor of the 5th inst. and wish to thank you very much therefor.

It is my pleasure to say that I am still improving and will soon forget that I was ever operated upon, except to know upon reflection that I am in better shape and feeling better than I have for a long time. I wish to express a wish for everything that is good and pleasant for those at Illinois Central Hospital at Chicago and for the entire Hospital Department Staff.

Yours very truly,
(Signed) Phillips Jay,
Claim Agent.

Memphis, Tenn., March 24, 1919.

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

Dear Sir:

I am writing you to thank the Illinois Central Railroad for their kindness and tenderness shown me while in the Illinois Central Hospital at New Orleans.

I was in this hospital for four weeks and was treated royally by every one connected

with the institution. The doctors, nurses as well as the servants were as nice to me as they possibly could have been, and I thank every one connected with the hospital department staff, and feel sure they all deserve to be mentioned in my thanks. They were all so nice to me.

The company hospital at New Orleans will always be recommended by me to the employes of the Illinois Central Railroad. It is indeed very gratifying to know that the railroad company has provided for their employes such a nice place and such competent physicians and nurses to administer to the unfortunate sick and injured in their employment.

Very truly yours,

(Signed) W. B. McNulty,
Assistant Boiler Foreman,
Memphis, Tenn.

BROTHERHOOD OF LOCOMOTIVE ENGINEERS

New Smyria, Fla., April 1, 1919.

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

My dear Sir:

Your letter of March 5th received and beg to apologize for not answering promptly. but have been very busy trying to get well. I am very thankful to say that I feel that I almost accomplished it. I am feeling fine and have improved a great deal in health and strength since leaving the Illinois Central Hospital at Chicago.

I have been following your advice and appreciate the interest you have shown in me very much; also the kind treatment I received by all while at the Illinois Central Hospital at Chicago.

I will start home within the next few days and expect to report for duty shortly after I arrive. I wish to thank every one connected with the Hospital Department for the kindness shown me and will say I can recommend the Hospital Department very highly.

Very truly yours,

(Signed) R. A. Brown,
Engineer,
Indianapolis, Ind.

Chicago, Ill., March 4, 1919.

Dr. G. G. Dowdall,
Chief Surgeon,
Illinois Central R. R.
Chicago, Illinois.

Dear Doctor:—

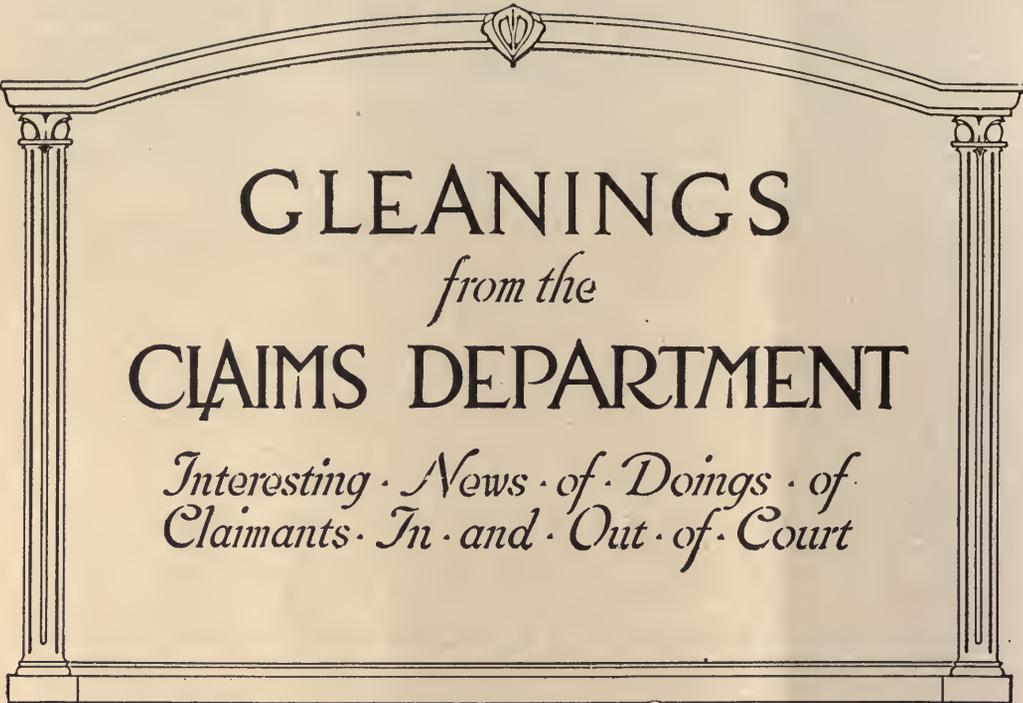
On December 28, 1918, I entered the Illinois Central Hospital at Chicago, to have a growth or loose cartilage removed from my left kneecap by an operation. The operation was successful and I was enabled to leave the hospital at the end of eleven days and resume my work shortly thereafter.

I wish to convey to you and the Hospital Staff my sincere appreciation of the treatment and care accorded to me from the time I entered the hospital as a patient until I was discharged as a convalescent.

Respectfully,

(Signed) Ezekiel A. Collins,
Chef, Office Car No. 1.





CLEANINGS

from the

CLAIMS DEPARTMENT

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

Assistant General Counsel Patterson Attends Claim Conferences at Jackson, Miss., and St. Louis, Mo.

Judge Charles F. Patterson, Assistant General Counsel of the Railroad Administration, in charge of personal injury claims and litigation, with headquarters at Washington, attended a meeting of the Mississippi Claim Agents' Association at Jackson on the 18th ult. He also attended a similar meeting of claim men at St. Louis the following day. He said the principal purpose of these visits was to form the personal acquaintance of the men in the field with whom he is transacting business, which is undoubtedly a very desirable and necessary thing to do.

Judge Patterson made a very fine impression upon the claim men, both at Jackson and St. Louis. If they had grown to feel that Washington was a long way off, and that the man who was directing the claim business from that point was so much occupied that he would never be able to pay any atten-

tion to them, and what they were doing, they were most agreeably surprised, because Judge Patterson had not only left Washington and made a trip out to see them, but he had shaken hands with each and every one in such a wholesome and hearty manner as to leave no doubt in their minds that he would remember them.

The claim men found Judge Patterson to be a most delightful gentleman, democratic to the core, enthusiastic and genuinely interested in claim work. The enthusiasm radiated by him was infectious. After talking with him, the claim men felt like taking another hitch in their suspenders and going back to their tasks with renewed vigor. Judge Patterson made them all feel that the Railroad Administration was not so big, after all, but what the individual claim man who did excellent work in the field



JUDGE CHARLES F. PATTERSON.

would receive full recognition and credit.

At the Jackson meeting Judge Patterson made a short talk, which was very much enjoyed by those present. Among other things he said:

"Personal contact in work such as ours is of the utmost importance. Knowledge of the individual with whom I correspond is of large advantage in supervising the work of the field men, and, it is, I think, of equal importance that they should come in personal contact with those of us in Washington who are endeavoring to make our common undertaking a success. Without hearty co-operation between you and myself little can be accomplished.

"The work of the claim men throughout the country, hitherto not fully recognized, is a prime factor in the success of the Railroad Administration as a whole. As closely perhaps as any other branch of railroad work we touch the public, and our attitude toward claims and claimants and the methods pursued by us in a personal way in handling claims has an influence perhaps unknown to us, and oftentimes subtle in operation far beyond the immediate case in hand. To illustrate this far-reaching influence: An employe in a small town on the Rock Island lines was recently killed under distressing circumstances. The claim man handled the case with such speed and tact that the widow was entirely satisfied with her settlement. Some time afterwards the tax attorney of the road upon appearing before the tax commissioners in the same district was greatly surprised at the cordial manner in which he was received by the members of the tax board. Upon inquiring the reason for their somewhat unusual attitude, he learned that the local community had learned of the prompt and kindly manner in which the widow's claims had been adjusted, and that the attitude of the tax board merely reflected the friendly sentiment created in the community by the action of the claim agent.

"It may be cheaper in a single case to absolutely decline all payment in cases of no liability, but a decent regard for the

feelings of mankind on the part of the administration, irrespective of legal liability, will create a friendly sentiment yielding large money returns through favorable verdicts.

"You and I have at the present time an opportunity for public service never before presented. We are fellow workers in the greatest government task ever undertaken. Enthusiasm in the work committed to our charge, be it great or small, is the largest single element in the successful accomplishment of the work under our hand. Personal enthusiasm is what puts 'pep' in the motor, puts zeal into our work, keeps us tuned up to the highest pitch of efficiency, and in the last analysis is the vital thing that brings success.

"Let us each and every one feel that railroad administration as a whole can only be successful through our enthusiastic co-operation with one another. And let us, while federal control continues, make of this great undertaking that success which can only be accomplished through individual and united effort.

"So far as I am personally concerned my aim has been to be of service to the field men. I have necessarily a broad view of the situation. The information which passes through my hands enables me to be of assistance in many cases where a word of advice and encouragement is helpful. I want the field men to know that Washington is not so far away, and we are interested in the personal work of every man in the employ of every railroad."

MISSISSIPPI PRIMA FACIE STATUTE KNOCKED OUT

J. D. Mullins, flagman, was found on the east side of the main line track at Harriston, Miss., about 4:00 a. m., October 14, 1915, with right arm crushed and otherwise seriously injured. He was taken immediately to the hospital at Natchez, where he died at 1:45 p. m. the same day. He was flagman on a northbound freight train which left Harriston at 2:10 a. m. The presumption is that he attempted to

catch this train as it pulled out and was thrown under it in some way and injured. However, no one saw the accident.

Under Mississippi's celebrated Prima Facie Statute, the railroad, in order to relieve itself of liability for an injury done by the running of its locomotives or cars, must produce eye witnesses to the accident and be able to prove that the railroad employes were not guilty of any negligence.

Suit was brought against the Y. & M. V. Railroad for the benefit of the mother, brother and sisters of Mr. Mullins. The railroad had offered \$2,000.00 in compromise of the claim, but this was declined. The case was tried in April, 1916, at Natchez, resulting in a jury verdict against the railroad for \$20,000.00. An appeal was prosecuted to the Supreme Court of Mississippi, where the judgment was reduced to \$12,500.00, and affirmed. The railroad then appealed to the United States Supreme Court, where, on the 21st ult., the case was reversed and remanded, which means that this case must go back to Mississippi and start all over again. It also means that the celebrated Prima Facie Statute of Mississippi does not apply to an employe injured in the course of his duty when engaged in interstate commerce. This is the position which the railroad took from the outset, and the Supreme Court of the United States has now vindicated that position.

HOME TROUBLES OF RAILROAD MEN FREQUENTLY THE CAUSE OF SERIOUS ACCIDENTS

George Bradshaw, the talented safety supervisor of a number of Federal controlled railroads, a man of initiative and probity, who always has his ear to the ground listening to everything that is said about the causes of accidents, to enable him to go out and tell the men how to remove the causes, says that one of the prominent causes of accidents on the railroad, and serious acci-

dents, is the home troubles of railroad men, and he is endeavoring to correct this by appealing to their wives. Here is what he has to say on the subject:

"For a long time I have been thinking about making a little safety talk to the wives of railroad men, but have been putting it off because I didn't know exactly what to say or how to say it—two mighty good reasons for saying nothing. But something happened in our railroad family a short while ago that you ought to know about. The report has just come into the office and after reading it, I said, 'I'm going to tell the railroad women about that, and may be if I once get started, I can write that safety talk.'

"Here's the true story—the name, date, place and full particulars are on my desk: An employe in one of our yards was struck by a car and died shortly afterwards. Apparently there was no reason why he should have been struck by the car; he knew that an engine was switching cars about there, and had he used his eyes or ears could easily have protected himself. In fact, he could just as well have done his work without getting near enough to the track to be struck, but to all appearances he gave no thought to his danger. And the true reason for his abstraction and inattention which cost his life was revealed by him to his friends as they were taking him home. He said: 'I've been having trouble at home, and my mind was on that.'

"Now, this case is unusual only in that the facts happened to be revealed. The homes of railroad men are likely no worse and no better than the homes of any other class of good citizens. But a railroad man's home troubles may lead to more serious consequences than those of other men. An engineer may run by a danger signal or overlook a train order or a meeting point and cause a serious wreck, or a conductor, brakeman or other employe may neglect some precaution in connection with his duties and be injured or killed—

because of family troubles. Poor meals, lack of sleep, social affairs, debts, bad investments and gambling have put trains together or into the ditch and made cripples, widows, and orphans. These causes are no less real because they do not appear on the surface."

SETTLE MORE THAN 95 PER CENT

The Illinois Central Railroad System settled more than 95 per cent of all claims presented against it during the year 1918 before suit. Less than 5 per cent of all claims presented were disposed of after suit. Therefore, it is pretty generally understood when a suit is instituted against the Illinois Central, that the management did not believe in the genuineness of the claim sued on, or that the claimant was not willing to accept a reasonable sum in settlement. This is the reputation the Illinois Central has acquired through years of fair dealing with employes and the public, but, of course, there is no way of stopping some law suits, for instance, suits like the one filed in Cook County, Illinois against this railroad by Ferdinand Hock, which was tried in March, of this year. Mr. Hock hitched up his high stepping horse and started westward from his home. To follow his course made it necessary for him to cross the Illinois Central tracks at 147th Street, Chicago. He had been born and reared near this crossing. He knew the frequency that trains passed over it. As he approached the crossing a train was nearing it. He stopped his high stepper about 100 feet east of the tracks. The horse took fright at the train, turned around suddenly, upset the buggy, and Mr. Hock was thrown out and injured. He had evidently heard that it was easy to get money out of the treasury of the railroad through the medium of the courts, but in this particular case he was disappointed. The jury decided the issue squarely in favor of the railroad. This case will be one of those making up the record of "cases disposed of after suit for 1919."



WAITING FOR THE TRAIN DOWN IN MISSISSIPPI.
PASSING OF "FLEA-BITTEN BEN."
By Claim Agent J. L. Scott.

An old flea-bitten mule, with ancient mouth,
Blocked the main line tracks, both North
and South;

His eyes were dim and his hide was tough,
His teeth were bad and his coat was rough;
With spavined bone and a bum hind leg,
He refused to move one single peg.

Trains must be run to carry the mail,
And to make fixed schedules they should
not fail.

The day was cloudy and the wind was raw,
And George Barnett pulled the Pa-na-ma;
Good-bye Old Ben, I tell you now,
You've had your last hitch to the one-hoss
plow.

But the farmer cares not what the result
may be,

If his mule is struck by number three;
His heated arguments are all one way,
"If you kill my beast you'll have to pay;
The market is off on stock of that sort,
So why should I worry, if one mule short."

Around the curve the train just flew,
The bell kept ringing and the whistle blew;
But George couldn't help, in going down
hill,

From striking that mule when it stood
stock-still;

One two three four five six seven,
That blear-eyed mule has passed into
heaven.

Witness Lulu Becker said there'd be no dispute,
 That the train came along with a toot, toot toot;
 Just where the thing happened lowed we'd take it from her,
 Was about ten rails North from Peacock's Spur.
 Among other witnesses was Cinderella Bell,
 But what she saw isn't fitten to tell.
 They buried the carcass on the right-of-way,
 Where the song birds sing and the chip-monks play;
 And Foreman Sweeney with mournful nod,
 Covered the grave with good old sod.
 But a very slick trick of Farmer Penn,
 Was the way he got rid of Flea-Bitten Ben.

MR. ESTES SETS A GOOD EXAMPLE

Leon Estes and three friends, while out automobiling last fall, attempted to cross the railroad track at a public crossing in Sharon, Tenn., at a time when the crossing was in use, in that an Illinois Central train, drawn by engine No. 1742, was passing over the crossing in the usual and customary manner. As the engine was engaged in very essential employment, it could not very well be said that it had no business on the crossing. At any rate, it was there just at the time that young Estes "driv" up. He kept on going until his automobile came in contact with the side of the engine. When the impact occurred the automobile was seen to stop very suddenly, quiver for a moment and then bound backward. The locomotive remained on the track, but was somewhat disfigured. The eccentric rod was bent and had to be removed and straightened at Mounds. It was estimated that this cost the railroad the sum of \$18.75. A bill for this amount was sent to Mr. A. H. Estes, father of Leon, and the Federal Treasurer of the Railroad almost dropped dead one morning when he opened an envelope and found a draft for the full amount.

If quite a sprinkling of automobilists in each community occasionally had to respond in money damages when they recklessly ran into other people's prop-

erty, and this matter were widely advertised, it would prove the best accident prevention "stuff" ever put out. If the railroad had been compelled to pay young Estes for the damage to his car, in accordance with the usual and customary practice, the chances are that he would have been out looking for another train to run into, but since "Dad" had to go down in his jeans' pocket and pull out the cost of the damage to the railroad's property, the chances are that the cause of "safety first" has been very much advanced with this young man.

Strange that the courts do not more frequently set a higher price upon the cause of safety and human life by discouraging recklessness. The courts could do wonders in this respect by placing responsibility upon drivers and occupants of automobiles for grade crossing accidents, instead of placing the responsibility upon the railroad in so many instances, because placing the responsibility upon the railroad for grade crossing accidents has never prevented an accident, and it never will. It has never prevented an injury, and it never will. It has never saved a human life, and it never will, but placing the responsibility where it rightfully belongs will do all of those things. Mr. Estes has furnished a fine example in assuming the damage done by his son's reckless driving at a railway grade crossing. He has given a real "safety first" lesson.

A LOT OF TROUBLE AND EXPENSE ALL CAUSED BY ONE CHICKEN

Personal injury accidents occur in every conceivable manner, and some way is found to bring a law suit against the railroad in most all of the cases unless a settlement is made. A suit for \$3,500.00 was recently brought against the Yazoo & Mississippi Valley Railroad in the Circuit Court of Coahoma County, Mississippi, at Clarksdale, by B. Rossie, who was not in any way connected with the railway, and who sustained an injury to

his foot at Clarksdale, on August 17, 1917, in the following manner:

A passenger train ran over a chicken and cut its head off. As soon as the train had passed the point, the chicken was seen flopping in the air, like chickens do when decapitated for the frying pan. A motor car, occupied by colored laborers, was following the passenger train. As soon as the colored men saw the chicken, of course, their mouths commenced to water, because colored men are known to be very fond of chicken. They stopped the car, got the chicken and placed it on the motor car. At this point B. Rossie entered the drama. He saw the men get the chicken and ran over to the motor car to take a look at it, perhaps with the view of removing the chicken from the motor car and starting it on its way to his own kitchen and frying pan. In bending over the motor car to get a good look at the chicken, he placed his foot on the rail just as the motor car was starting, and failing to get his foot out of the way in time, it was run over by the motor car.

It is a little difficult to determine just what was the negligence of the railroad in this case, but, nevertheless, there was evidently some negligence, because the case was tried and the jury returned a verdict for \$250.00 against the railroad. Without examination of the file, or questioning the lawyers who tried the case, or interrogating members of the jury, the inference is that it was held that the proximate cause of the accident was the failure of the passenger train to slow down or stop until the chicken had had an opportunity to leisurely cross the track in safety.

PERSONAL INJURY PREVENTION

There is a lesson in nearly every accident involving a personal injury which occurs on the railroad. If we study the accidents which we have and take steps to prevent similar ones, we shall make much progress in the great cause of accident prevention. Take,

for instance, the case of D. F. Murphy, colored, train porter, who lost a leg while attempting to board train No. 132, Leitchfield, Ky., January 25, 1919—one of the cases commented upon in this report. This is a very simple case and many will cast it aside as not being of any importance, because the railroad was not at fault for the accident. The fault was, of course, entirely with Murphy himself, but the fact is that what we are trying to accomplish is to prevent accidents, whether they result from the negligence of the railroad or from the negligence of the injured persons themselves. We want to save our men. We want to make the Illinois Central known as the railroad which has the fewest personal injury accidents of any railroad in the United States. That being true, the Murphy case is an important one and there is a lesson in it just as there is in every personal injury case. Murphy lost his leg between the thigh and the knee and must spend the remainder of his life a hopeless cripple. "But," Division Officers may ask, "what is there for us to do about the Murphy case?" The Claims Committee replies that there is much to do. Every train porter on the Illinois Central Railroad System should be told about this case, should be told about how Murphy waited to board his train until the train had gotten under too much headway for him to board it in safety, should be told that they ought to bear in mind what happened to Murphy and be careful themselves never to let the same thing happen to them, should be told that it would be better to be left at the station than to attempt to board a train moving so rapidly as to make it dangerous to attempt to board it. The important point is to get the information to all the train porters on the railroad about the calamity which befell one of their number. If they know of this case, it ought to have the effect of causing them to be careful and to try and avoid the thing which will cause Murphy to be a sufferer during the remainder of his life. The key to success

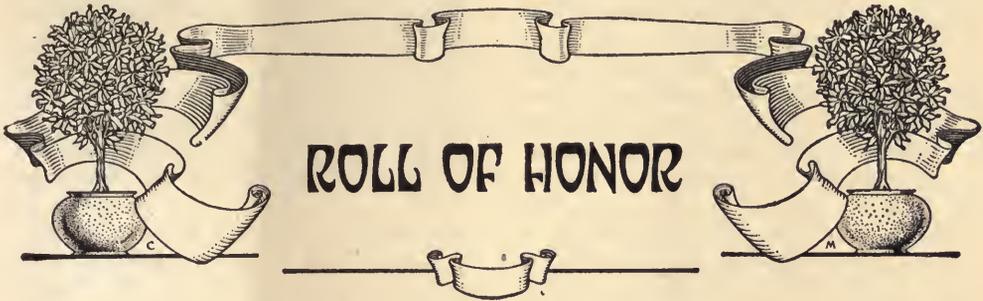
of accident prevention work is to get to the men themselves information about the things that are causing the accidents.—From Claims Committee Report.

BEATING THE TRAIN TO IT.

He approached the railroad crossing, saw the wigwag signal sway,
But was certain that his flier could beat train-speed every day.
So they gathered up the fragments of the man and his machine,

Wiped the blood from off the landscape where 'twas mixed with gasoline.
And they said, "Alas! poor fellow, what a hurry he was in."
But he'd had no need to hurry, for he was on a pleasure spin.
He was only going somewhere, not a bit of difference where;
And upon his getting to it, not a thing to do was there.
He would merely have turned homeward and within his seething brain
Nurtured then a fresh ambition to outrun another train.

Los Angeles Examiner.



Name	Occupation	Where Employed	Yrs. of Service	Date of Retirement
Wm. F. Boyne	Conductor	Chicago, Ill.	21	6/30/18
Edward L. McMillan	Telegraph Operator	Fulton, Ky.	20	12/31/18
Robert F. Phillips	Conductor	Jackson, Tenn.	33	11/30/18
William Beven	Engineman	McComb, Miss.	48	12/31/18
Warren C. Gray	Engineman	Louisville, Ky.	37	12/31/18
James Dyer	Switchman	Chicago, Ill.	28	12/31/18
Thomas Ames	Engineman	Chicago, Ill.	35	3/31/19
George M. Becker	Supervisor	Hammond, La.	47	3/31/19
Wm. R. Turner	Agent	Floyd, Iowa,	27	3/31/19

William Beven Retires on Pension After More Than Fifty-Two Years of Continuous Service

Locomotive Engineer William Beven has just retired on pension, after more than 52 years of continuous service. He was born at New Orleans, August 28, 1849. At the age of 17 he secured a position in the shops at New Orleans and held that position until he secured a place as locomotive fireman. In 1870 he was promoted to locomotive engineer and has been running continuously

ever since. He is one of the best known and best loved men on the Illinois Central Railroad and he will be much missed on the Louisiana Division, where he has been employed so long. He will also be missed by the General Officers, who make frequent trips over the entire system and by whom he was so highly esteemed. Mr. Beven is the father of Mr. J. L. Beven, Assistant to the Fed-

eral Manager, and universally recognized as one of the brightest and most promising of the young railroad men of this country.

Federal Manager Kittle addressed the following letter to Mr. Beven upon his retirement:

MR. KITTLE'S LETTER.

April 8, 1919.

Mr. William Beven,
New Orleans, Louisiana.

My dear Mr. Beven: Your transfer from our active roll to our honor roll, after more than 52 years of continuous service, with an absolutely clean record, and with a record of never having cost the Railroad a dollar in settlement of a claim caused by an act of yours, represents a very remarkable achievement on your part and one which I cannot pass by unnoticed.

You have the satisfaction of knowing that few men have equaled the record which you have made with the Illinois Central, and that few will equal it in the future. There may be instances where employes will serve continuously for over 52 years, but to serve nearly that length of time as a locomotive engineer, pulling high speed trains, running through thickly populated municipalities, over highways and busy street crossings, in all kinds of weather, and at all hours of the day and night, without ever having cost the Railroad a dollar in settlement of a claim, is a record which will always stand out in bold relief as one of the most remarkable ever made by a locomotive engineer.

Your life and your work on the Illi-

nois Central have been deeply impressive. There is probably not a man, woman or child living between New Orleans and McComb, the route which you have traveled so long, who does not know and respect you. Your friends on the Louisiana Division are legion, and you are quite as well known to the general officers here at Chicago as you are to the officers at McComb.

My own feelings about the change in your status are commingled with pleasure and sadness; pleasure, that you have made such a wonderful record and have set such a fine example of what one man can accomplish as an employe of the Illinois Central Railroad; and sadness, that the locomotives drawing trains No. 1, No. 2, No. 3 and No. 4, between McComb and New Orleans, will no longer be graced by your presence at their throttles, and that when traveling on those trains I will no longer enjoy the satisfaction of knowing that "Dad" Beven is on the front end.

Please do not get the impression that because you are retiring from active service, after 52 years, that I think you have grown old. You are not yet 70 years of age, which is considered young nowadays. The greatest men developed by the late war were men whose ages clustered around 70, a little under or a little above, so that I hope there are yet in store for you many years brimful of good health, happiness and contentment, which you have earned and so richly deserve.

Sincerely yours,

C. M. Kittle,
Federal Manager.

J. H. McGuire

Mr. J. H. McGuire was born near Kingston, Ga., Bartow County, September 13th, 1854. The first eighteen years of his life were spent on a farm, and he acquired little education, owing to the limited opportunities of a country boy in those days, due to the destruction caused by the Civil War.

Leaving the farm at the age of eighteen years, he obtained a situation at a saw-mill. He proved to be a good handy-man around the blacksmith's shop. After being there a short while he was put in charge of firing and running the engine.

He left the saw-mill to accept position



J. H. McGUIRE.

with the Ridge Valley Iron Works, nine miles from Rome, Ga. His first work here was the driving of four and six-mule teams, hauling commissary material from Rome to the plant before plant was put in operation. As soon as plant was in operation he was employed in the weighing and grading of iron. The Chief Engineer of the plant, Mr. Beebe, made him second engineer.

His next move was to accept position with Mr. Geo. A. Bernard, who was installing Buckeye Automatic Engines throughout the State of Georgia. After installing engine at J. W. & F. P. Gray's Cotton Mill in Adairsville, Ga., he worked with the contractor installing steam heat and fire extinguishers in the mill.

He started firing on the Memphis & Charleston Railroad in 1878, under Mr. H. M. Bufford, Master Mechanic. He fired a short while, something like eight months, when Mr. Bufford promoted him to engineer for several months, unloading steel rails. He went back to firing when that job was finished and fired until April, 1880, when he was promoted to main line work, remaining with the Company until 1884.

Then he came to the Valley Railroad, which is now the Yazoo & Mississippi Valley, which was being constructed by John A. Grant and Sup't South of Vicksburg, John Bradley, whom he had been working for on the Memphis & Charleston R. R. He joined Division No. 21 of the Brotherhood of Engineers at Memphis, Tenn., and he has been an active member, holding offices as Chief Committeeman, and Second Engineer of Division No. 281, which is located at Vicksburg, Miss.

Dedicatorial Service of Mounds I. C. Y. M. C. A.

Grand Edifice Formally Consecrated for Use of Organization of Noble Men

A Monument to Mounds

Graphic Story of Foundation of Association in Mounds and Its Growth Up to the Present Time—Illinois Central Railroad Prime Factor in Developing

THURSDAY evening witnessed the dedication of one of Mounds' greatest institutions, a monument to an organization that has done, and is today doing, more to elevate mankind than any other element in the world.

The Mounds Illinois Central Y. M. C. A. was formally dedicated to the Master and his children last night with appropriate ceremonies witnessed by several hundred people

from this city and many from all over the state.

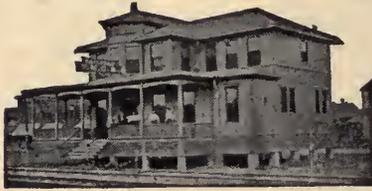
The *News* presents to its readers a graphic story about this grand institution covering the period of time from the day of its promotion as a small club to the present day.

Mounds Y. M. C. A.—About February 26, 1902, a committee of Illinois Central employes and business men of Mounds was formed and arrangements made to fit up

rooms as headquarters for a Young Men's Club.

This committee solicited rooms, and were arranging to put in bath tubs and get periodicals for a reading room, but in the meantime a conference was had with Judge W. S. Dewey, of Cairo, Ill., who recommended a conference with the Illinois Central Railroad Co. and also with the State Y. M. C. A. Committee.

Following this plan the committee wrote the Department State Secretary, A. M. Bruner, who immediately conferred with J. T. Harrah, second Vice-President of the Illinois Central Railroad Co., and later came to Mound and made a thorough investigation.



OLD Y. M. C. A. BUILDING.

He submitted a report to the Illinois Central Railroad Co. showing the need of a railroad branch of the Y. M. C. A. and asking for a building properly equipped. A plan for a building costing \$6,000 was approved by the company, providing that \$1,000 could be raised in Mounds.

A canvass was made and the amount was quickly raised among the railroad men and the business men of Mounds.

In April, 1903, the building was commenced and June 15 Walter L. Hudson was called as General Secretary and took charge of the work. The building was completed about August 25 and turned over to the State Committee for the Y. M. C. A.

The building was formally dedicated and opened for business September 2, 1903.

"This building is erected to the glory of God and the manliness of men." This was a message that Blewett Lee, general attorney for the Illinois Central Railroad Co., asked to be read to the men assembled at the dedication of the new Young Men's Christian Association building at Mounds. It told in few words the purpose for which the beautiful structure was erected.

Secretary Bruner presided over the exercises. The Illinois Central Railroad Co. was officially represented at the dedication by Superintendent King and Agent John D. Ladd.

Mr. Walter Hudson laid well the foundation of the Y. M. C. A. work here. He remained its official secretary until April 15, 1908, when H. A. Jeffries arrived to succeed him. He was a very efficient secretary and remained in that position until his death, which occurred in July, 1910.

At a call meeting of the committee of management of the association, September 23, 1910, a call was extended to J. C. Mench, of Alton, Ill., to become general secretary of the Mounds association, having been recommended by K. A. Shoemaker, State Secretary. He began his work with the association October 3, 1910.

Mr. Mench took up the line of work followed by his predecessors, adding some new features. Shortly after he came here the Illinois Central Railroad Co. repaired and painted the building and the association refurnished the building by putting in new beds and bedding and bath equipment. Later a stereopticon was purchased for the education and entertainment of the members. The library was enlarged and thrown open to the public, since which time the building has been largely used by the school children for reference books, and the public have shown their appreciation by the large number of books taken from the library.

About four years ago an Edison Diamond Disc Phonograph, model A, was purchased. Since then the men have been furnished high class music and entertainment such as a phonograph only can furnish. It has been one of the best features the association has had to keep the men in the building and away from evil.

There is to be found in the reading room of the association forty-five papers and magazines. Many traveling men have come in and inspected the reading room and say that the reading matter is equal to any they have ever seen in any city association.

In the old building we had a large lobby. This was used for office, heating plant, library, game and reading room, and for lectures, entertainments and religious services. There were three shower and three tub baths. In the winter there were from 600 to 800 baths taken. In the summer from 1,200 to 2,100 baths were taken. There were four wash basins, two closets, twenty-one lockers and thirteen bed rooms (one single bed to the room).

Cots were used in the hall when necessary, the largest number slept at any time in these beds and cots, in twenty-four hours, was fifty-seven, twelve hundred and forty-four for the month. The largest membership in the old building was five hundred and sixteen.

Several efforts have been put forth in years that have passed to secure a new building. In the year 1918 the great effort was made by the association and the Illinois Central Railroad Co. of the St. Louis and Tennessee divisions and General Superintendent L. A. Downs. Several times the association sent a committee to Chicago to confer with the officials in regard to the necessity for a new building. Mr. George E. Chance, the energetic chairman of the Board of Management of the Mounds Association, got a favor-

able hearing with F. S. Gibbons, assistant to the general manager, in May and Mr. Gibbons passed it up to his superiors, C. M. Kittle, A. E. Clift and T. J. Foley with strong recommendations.

These men authorized the new addition appropriating \$10,570. Later another appropriation of \$1,000 was made for putting in baths on the dormitory floor.

The building was started in July, 1918. From the time the building was begun until its completion, not one hour was lost on account of weather conditions.

The building was constructed under the direction of J. W. McKinney, Supervisor of Building and Bridges of the St. Louis division, and R. A. Peak, Foreman of Carpenters of this district.

The company spared no pains in making the building comfortable and complete. T. J. Foley made this remark: "We want to do the thing right so that our men can be properly cared for." Thus expressing the interest the company has in regard to their men. Mr. Foley followed with keen interest the construction of the building until his death. We are sorry he could not have lived to see the completion of the work he was so interested in.

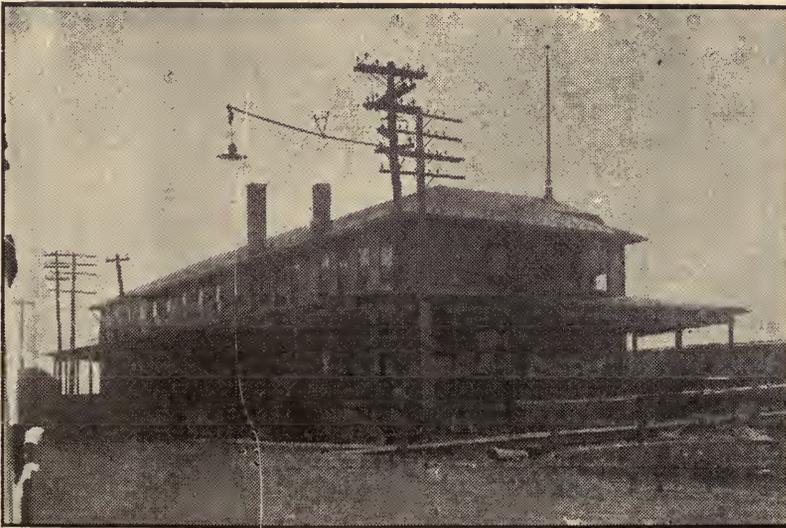
Since the foundation of the new building was laid the membership has increased from 508 to 616 without any special effort. The Mounds Association has the third largest membership in the state, East St. Louis and Decatur both having larger memberships.

The new building has a basement with a

steam heating plant. The first floor has administration office, private lobby, ninety-five lockers, six shower and three tub baths, large wash room, containing eight lavatories and three closets, a store room, large reading room and library, furnished with up-to-date, home-like furniture, and is very comfortable and attractive, an assembly room with a seating capacity of two hundred and fifty, and an emergency hospital well equipped. The second floor contains thirty-one bed rooms, thirteen of which have one bed to the room, nineteen having two single beds to the room, all light and airy and sanitary, two linen closets and one store room, all well equipped.

The dormitory has a sleeping capacity of one hundred men in twenty-four hours. Beds are furnished to the membership at twenty-five cents, non-members, forty cents. There is also on the second floor two shower baths, three lavatories and two closets. The long porch that enhances the appearance of the building extends the full length of the building, across the north end and forty-five feet on the west. For the summer it will be equipped with comfortable porch furniture, which will add very much to the comfort of the men.

The Mounds Association is in touch with every welfare movement of the city and has done much to improve conditions here. The work and influence of this association cannot be told in words, but will try to tell you some of the work it is doing. It provides and promotes sociability and entertainment, lectures and social life talks. It also provides for the physical needs of men.



NEW Y. M. C. A. BUILDING.

Contributions from Employees

Torn-Up Railroads Put Back in Shape Almost in Instant

By F. B. Wilkinson, Agent, Jackson, Tenn.

A VIVID description of the tremendous burdens thrown upon the railroads of this section by the flood of last Sunday night together with a retrospective glance at the even greater problems that would have resulted had this happened two generations ago is given in an article written for the Sun by a prominent railroad official of this city. The flood tore up tracks, washed away bridges and stopped traffic altogether for a few days. But with modern reconstructive machinery the railroads were put back in operation almost as if by magic.

Here is the article by the railroad official and it is well worth reading:

The Jackson Sun, March 23rd, 1919.

"Late Monday afternoon we searched through the attic for the almost forgotten brass candlestick which for many years had been laid away as a relic of an age long past and gone. When we found it and placed it with its waxen taper on the dresser, Grandma sat before it watching its tiny flame as it blew this way and that while across her sweet old face chased the sunshine and shadow of memories of the long ago.

"Thoughts of mother at the spinning wheel, of father drawing water from the moss covered well, of friends and sweethearts, of happy days at school, of fearsome days of civil war and fratricidal strife, of the suffering and privation of reconstruction, of happy wedlock with one she loved, of children prattling at her knee, of sweet days of peace filled with love and contentment, all these and

more passed swiftly, one close upon the other, while softly the evening shadows fell. Soon Grandma was asleep and dreaming of the yesterdays of an almost forgotten past.

"In that past none dreamed of the luxuries which we, of this busy nineteenth century term necessities, and if the achievements of today had then been forecast, all would have scoffed, for like Job of old they would have asked: 'And can man harness the lightning?'

"As Grandma slept a busy world was seeking to undo the damage wrought by the storm of Sunday and to bring about the normal conditions of ease and rapid living which are our modern heritage.

"Before the storm swept waters of the Forked Deer had risen above its muddy banks the coming flow had been anticipated. Puffing switch engines were busy pulling cars from low tracks and hurrying them to places of safety upon the friendly hills while the telephone and telegraph were flashing their warnings for the safeguarding of the flying trains rushing through rain and darkness, carrying their burden of merchandise and precious human freight.

"Anxious men, their faces illumined by the flickering glare of candles and smoky kerosene lamps, sat in the railroad offices or walked restlessly to and fro thinking and issuing orders of curt command as they tried to anticipate the coming conditions and to be prepared for every emergency.

"From time to time trainmen would

call to notify the dispatcher that their trains had encountered washouts which prevented them from moving forward and that they could not back up because of unsafe track. Rapid calculations as to the length of time that would probably be required before the train could resume its journey were made, an inventory of supplies on the dining cars was taken and orders issued to spare no trouble or expense to make the passengers as comfortable as possible.

"It was soon seen that the water was going higher than ever before and that it would carry away many miles of track and trestles in the lowlands.

"Wires were working badly or not at all. By going through a very circuitous route, a wire was finally patched through to Birmingham and orders placed there for steam shovels to immediately commence loading slag. Stone and gravel quarries in Kentucky were instructed to spare no expense to get ballast on cars and special trains loaded with men and material were started on their way from distant points in Louisiana, Tennessee, Kentucky and Illinois to be on hand in readiness to commence repairs with the least possible delay when the waters should sufficiently subside.

"In the meantime the oil mills had been requested to rush hundreds of sacks to the depots where waiting motor cars hurried them and all available workmen to the low places where the sacks were filled with sand or gravel and placed upon the banks and tracks to prevent, in so far as possible, the washing away of ballast and embankment.

"Men stood for hours knee deep upon the trestles and pulled and lifted driftwood above the rails to relieve the structures from the pressure of the ever increasing flood, and where possible, heavily loaded cars were set upon the trestles to keep the trestles from washing away. Without rest and with but little food, these brave workmen battled for long hours with the swirling waters which threatened every moment to engulf them.

"Meanwhile the passengers of the marooned trains fretted and wondered why

the track was not fixed so they could get home, for we modern folks are impatient of delay and if we cannot actually see what is being done to hurry us along we feel that everything is moving mightily slowly.

"While they fretted and fumed, great locomotives were speeding to them with scores of skilled workmen, huge stores of materials of every kind, high speed pile drivers, monster unloading machines, and immense plows which unload the slag and gravel faster than a thousand men could with pick and shovel, huge steam cranes with which to lift and suspend the washed out tracks while the workmen place the ties and stringers to hold it temporarily so cars may pass over it, and as these trains of men, material and machines are hurrying along, an anxious corps of dispatchers and railroad officers watch the train sheets which show their every movement as they pass the lonely way station or the busy switching yards where everything has been cleared for them. Not a moment of the day or night but that the ever watchful eye of the division officers is upon them and this could not be were it not for the telephone and the telegraph and the wonderful organization which we call the railroad.

"This organization watches not only the big things, but the little ones as well. Marooned cars containing perishable freight are kept fully iced, ventilators are put in proper position to insure circulation of air to prevent overheating, live stock is unloaded, fed, watered and rested, workmen by the hundreds are fed, coal and water is furnished the engines, pile drivers and other steam machines and a thousand other details supervised and provision made for taking care of each one.

"The waters subsided as quickly as they had risen, and lo, a miracle! Trestles are rebuilt, rails are cribbed, and waiting trains crawl slowly but safely over the yawning holes which the water had washed under the tracks. Flood and delays are now but a memory.

"How long would it have taken in dear old Grandma's days?"

Repairing Damaged Freight

By Thomas Russell, Foreman, In-Bound Freight House

A FEW days ago a letter was passed around the station, calling attention to a consignment of furniture which arrived at one of the large stations in a damaged condition. The station agent had the damage repaired at a small cost, saving the railroad company a big claim. This letter caused considerable discussion as to the best way to handle broken freight before delivery to consignee, therefore, this article is written in order that the subject may receive further discussion.

A check is made monthly of the number of packages repaired at each station, yet it is difficult to figure exactly just how much money is saved by repairing or cooping broken packages of different kinds. If a consignee upon calling for his goods finds the box or crate in a partially broken condition, he immediately becomes suspicious of the contents, and asks that a bad order notation be placed on his freight bill, which notation is usually the foundation of a claim. There are a great many unscrupulous merchants who do not hesitate to present claims against a railroad company at the slightest opportunity. Some of the smaller stations receive and forward goods in the poorest kind of containers, knowing well that such goods will not reach destination in good condition. Since the fiber box came into use, damaged goods have in-

creased very much, particularly where it is used for return shipments. On the other hand, money may be saved by a clever notation on the freight bill when goods are damaged, i. e., show exactly the specific damage done to the goods, also stating that, had the goods been properly packed, wrapped or crated, the damage might not have occurred, and stating, whenever possible, the damage to be of a slight nature.

A great many consignees are satisfied with the notation, "bad order," placed on their freight bills. Such a notation, from a railroad company's point of view, is bad form, as there is no limit to the claim that may be presented on same. A clerk who is indifferent about his notations on freight bills when delivering goods to a consignee can cause the railroad company to pay large amounts of unjust money in claims. We are informed several times during the year of the sums of money paid out on claims, still the question of repairing or cooping broken freight is not very often mentioned. There is no better way to cut down claims than to repair damaged freight before delivery to consignees.

It should be a rule that all stations repair broken freight whenever possible, as the cost of such repairs is very small compared with the saving in claims. The fol-



RECOOPERING, A MONEY SAVER.

lowing slogan should be adopted: "Repair broken packages of freight at time of unloading and before delivery to consignee."

In order that agents on the line may see the condition in which freight arrives at

Chicago station daily, the accompanying picture is given to show the necessity of stronger boxes, crates, containers, etc. Hence, forwarding agents should refuse to accept poorly packed shipments.

Meritorious Service

Chicago Terminal

During March Gatekeeper Margaret Crotty lifted a sixty-ride commutation ticket on account of being in improper hands and passenger purchased other transportation.

Flagman N. J. Crosby on Train No. 531, March 30th, lifted a monthly commutation ticket on account of being in improper hands; purchaser's name having been erased and collected cash fare.

Flagman W. Hynes on Train No. 118, March 31st, lifted employe's suburban pass on account of being in improper hands and collected cash fare.

Mr. J. M. Klasen, Mr. L. E. Brown, Mr. H. E. Shannon, Mr. R. C. Willoughby, Mr. H. Rennuert and Mr. R. P. Sanders, crew of Engine No. 278, have been commended for discovering fire in Car S. P. 81757, March 25th. Fire was extinguished quickly, thereby preventing possible large loss.

Switchman Joe Clemens, Jackson Street Yard, has been commended for discovering piece of steel wedged at guard rail leading to Track No. 5, West Yard, March 27th, and necessary action taken to remove obstruction, thereby preventing possible accident.

Engineer E. Mertes has been commended for action taken when suburban engine 1402 bursted a flue, Train 314, Blue Island, April 12th, thereby preventing delay to train.

Switchman Walter E. Smith, Fordham Yard, has been commended for discovering brake beam dragging under H. V. 20388 while passing No. 1 interlocking switch at Burnside, March 23rd. Train was stopped and brake beam removed, thereby preventing possible accident.

Special Officer Gilligan, Fordham, has been commended for discovering and reporting broken rail on Track No. 6. This action undoubtedly prevented possible accident.

Illinois Division

Conductor H. B. Jacks on Train No. 10, March 15th, and No. 2, March 31st, declined to honor card tickets on account of having expired and collected cash fares. Passengers were referred to passenger department for refund on tickets.

Conductor D. S. Wiegel, on Train No. 22, March 20th, declined to honor card ticket on account of having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket. On Train No. 25, March 22nd, he lifted employe's trip pass on account of having expired and collected cash fare.

Conductor M. B. Cavanagh, on Train No. 10, March 27th, declined to honor card ticket on account of having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor E. Shroyer, Champaign, has been commended for discovering and reporting broken rail, west passing track, Effingham, March 18th. Necessary action was taken which undoubtedly prevented possible accident.

Conductor H. C. Davis, Fordham, Ill., Train No. 52, February 24th, has been commended for discovering and reporting broken rail south of Buckley. This action undoubtedly prevented possible accident.

Flagman D. G. Grimsley, Central Station, Chicago, Ill., has been commended for discovering and reporting broken rail near Station Street, Kankakee, Ill., February 3rd, while on Train No. 26. This action undoubtedly prevented possible accident.

Brakeman D. Damewood, Fordham, Ill., has been commended for volunteering to fire Engine 1578, extra south, March 7th, from Buckley to Champaign, on account of fireman taking sick. This action prevented delay to train.

Springfield Division

Car Inspector L. H. Moore, Pana, Ill., has been commended for discovering and reporting S. R. L. 10415, Train 195, March 15th, into Pana, with broken arch bar. This action undoubtedly prevented possible accident.

Switchman J. R. Williams, Decatur, has been commended for discovering and reporting broken arch bar under D. M. Car 2661 and S. P. Car 225, March 30th, Decatur Yard. This action undoubtedly prevented possible accident.

Conductor C. T. Anderson, East Grand

Avenue, Springfield, has been commended for discovering and reporting C. B. Q. car improperly stenciled. Arrangements were made to have car restenciled.

Tennessee Division

Flagman H. E. Drewery, Mounds, Ill., has been commended for discovering and reporting broken brake beam on car in extra south, March 1st. Train was stopped and brake beam removed, thereby preventing possible accident.

Conductor Henry Hardwick, Extra 1564 south, March 13th, has been commended for reporting to the chief dispatcher condition of logs in Extra 1700 north, on account of logs shifting. This action undoubtedly prevented possible accident.

Mr. Edward Bryant, McNairy, Tenn., has been commended for discovering and reporting L. W. 22667, Train No. 52, April 4th, with broken flange. This action undoubtedly prevented possible accident.

Conductor T. A. Parham, Mounds, Ill., has been commended for discovering and reporting C. St. P. M. & O. 34256 improperly stenciled, April 4th, Train Extra

1742 north. Arrangements were made to have car restenciled.

Wisconsin Division

Conductor W. D. Ryan on Train No. 28, March 2nd, declined to honor card ticket on account of having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Mississippi Division

Conductor F. J. Hines on Train No. 6, March 14th, lifted annual pass on account of being in improper hands and collected cash fare.

Louisiana Division

Conductor R. E. McInturff on Train No. 23, March 1st, and No. 23, March 20th, declined to honor card ticket on account of having expired and collected cash fares. Passengers were referred to passenger department for refund on tickets.

Conductor L. E. Barnes on Train No. 2, March 21st, lifted time pass on account of being in improper hands and collected cash fares.



General Offices

Mr. Raymond Goldberg, of the Baggage and Mail Traffic Department, has volunteered his services as a salesman for the Victory Liberty Bonds, and we are sure he will make a record for himself and his department.

Miss Margaret Beck, of Harvey, Ill., in a vote of fifteen girls of the Baggage and Mail Traffic Department, was picked as the handsomest, most popular, most courteous, wittiest, and, last, but not least, "the favorite."

Chicago Terminal Local Freight Office South Water Street

Accounting Department

Dan Beglay and Tom Raible were ill and absent for several days, but we are glad to note they are well and on duty at the present writing.

James McLoone was absent for two weeks attending a meeting of the System Board.

We wish to extend our sympathy to Miss Rosa Royster, whose brother died recently, and to Mr. Doorley, who lost his father a short time ago.

The B. of R. C. will soon be installed in fine new lodge rooms in the Masonic Temple, expecting to hold their first meeting there the first part of May.

Claim Department

Frank Squire, formerly of the Claim Department but now in the cashier's office, called to see his old friends in this department and extended an invitation to all to visit him in his office. He will be pleased to show you around.

Ed. Broaderick, of this department, is back at his old position. Now we will be well supplied with his wonderful fish stories, as in the past.

The drawings of the in-freight house and offices of the local in the last issue of the magazine were made by John Keveney, of this department.

Ben Bristow has been at the Illinois Cen-

tral Hospital for the past two weeks. He is recovering from a very serious operation. We hope to see him with us again very soon. John O'Hara has also been at the hospital for two weeks.

Bert Westall visited in Vincennes, Ind. After his return he inquired about the price of rent for a nice flat in Hyde Park.

Fordham Terminal Freight Agent's Office
Car Order Clerk Victor Haninger and wife have returned from their honeymoon through the South.

We are in receipt of a letter from Disposition Clerk E. H. Hohnhaus, who is at Valmore, New Mex., for his health, and are pleased to announce that he is improving rapidly.

Perishable Inspector P. H. Wilzen is spending his vacation in his old home town, Memphis, Tenn.

Yard Clerks Joe Walsh and John Flanagan are again back on the job after being off several weeks on account of illness.

Francis Daly is our new abstract clerk, who was transferred from the transfer platform.

The Misses Anna Gibbons, Katherine Rupp and Sydney Meziere, car record clerks, are very busy these days checking up on erroneous car numbers, issuing correction sheets and etc. They aim to have records 100 per cent.

Yard Clerk Condie Beeman, after having gone through a successful operation for appendicitis, is again back on the job and is feeling fine.

We have noted that March claim payments went over \$200,000, and we are out to eliminate the cause.

Yard Clerk M. P. Boyle is still on the job catching cars moving on wrong bills, or loads moving on empties. He has four or five to his credit in the past few weeks.

Watch us go "over the top" in the Fifth Victory Loan.

Fordham Transfer Platform

Our sympathies are extended to Check Clerk R. B. Fudge and relatives on account of the death of his father who was buried at Oxford, Miss., on March 12th.

M. H. Carrier has returned after a trip to Cario on an interstate case and has fully described to us the scenery of that Southern town, as well as the "meeting of the waters," namely, the Ohio and Mississippi rivers.

Some of our boys are contemplating getting married. As we wished them before, we wish them again, a sincere good luck.

We miss our friend, Francis Daly, who was transferred to the abstract desk in the chief clerk's office. Also Mr. Whealon, who was transferred to the yard clerk's office.

We had a visit from Mr. McCarty a few days ago. He is now out of the hospital and doing nicely.

Mike Leahy is now quite busy planting

his garden and says he will have some strawberry vines. Oh, boys, won't we have some short cake parties this summer.

An inspection was made of our merchandise cars after being switched through the yard and lined up on south and west-bound trains, to see if stowed in such a manner as to avoid breakage in transit. As well as we can learn there was but one exception noted, and that was one car door not cleated. Much credit is due to our stowmen.

We noticed a stamp on the claim files and correspondence from the general and local offices, "March claim payments over \$200,000; eliminate the cause." This is bringing it to the attention, as well as face to face with the freight handler, an evil which he will give every consideration possible.

While it is not our desire to mention anybody out of the transfer in this article, we feel compelled to mention our friend, Joseph P. Frayer, the noted hero from the South Water Street out-freight house. We know he'll be one of the active members to make the Fifth Victory Loan "go over the top," as we have already read some nice things about him. While the Fourth Liberty Loan was on pertaining to his activities at the Morrison Hotel selling bonds, Joe surely did his share over there and will also do it here when our Government needs him.

Last month was our banner month for overhead cars. Why at the Fordham transfer we don't load our L. C. L. shipments for Detroit, Mich., to Gibson transfer any more for rehandling, but load a through car to Detroit. The same applies to San Francisco, Cal., Portland, Ore., and Baltimore, Md., when sufficient tonnage warrants carding the cars through to destination, thereby eliminating second handling on the Chicago or nearby terminals, in this way helping to enlarge the revenues of the United States Railroad Administration.

The contemplated trip to Europe by the Fordham Pleasure Club is cancelled this summer, owing to the passport restrictions.

ST. LOUIS DIVISION

East St. Louis Shops

On March 5th, General Superintendent Pelley, Superintendent Atwill, and other division officials, paid us a visit. Mr. Pelley addressed a fuel meeting, and we hope he was impressed with us.

Barney Oldfield Hawkins, our general foreman, had his motorcycle stolen a few weeks ago, and we thought he had lost his last friend. It was soon recovered, though, and now we occasionally bump down Main Street in that bathtub he calls a side car.

Division Accountant Foley came up the other day to see how we were getting along. Very well, thank you.

Our general car foreman was so delighted with his new raise that he passed manila

hemp around under the guise of cigars. We should be provided with gas masks for such occasions.

Our chief clerk made two trips to Chicago lately. The first time he took his wife, but the second time he left her home. He must have got a look at some of those Chicago girls the first time.

We wonder why we are never able to get the car department on the telephone during noon hour.

We learn with regret that Mrs. O'Donnell, wife of our erecting foreman, is critically ill. We wish her a speedy recovery.

Master Mechanic Kuhns and Storekeeper Phelps got tired of civilization the other day and took a trip to Gale, Ill.

The car department office force took a trip en masse to Springfield recently. All reported a good time.

All the enginemen will be glad to see Miss Mulconery back on the job handling the passes. She was off on a thirty-day leave of absence, because of poor health, but now that her hero has returned from France we note she is wonderfully improved.

We were all very sorry to learn of the death of Mrs. Mary Leonard, wife of Engineer Thomas Leonard, and mother of Accountant George Leonard, who is now in France with the A. E. F. Both of them have our heartfelt sympathy.

We have been anxiously and watchfully waiting for the Illinois Central Magazine to give East St. Louis a write up like they gave other cities, but apparently the smells from the stock yards and Cahokia Creek have disheartened the authors.

Our brainy painter, Bill McAdoo Hiliker, says it takes so much brains to be a painter that the Railroad Administration is figuring on giving them 85 cents per hour. No doubt they are worth it, but Fred, the time-keeper, doesn't think so. How about it, Fred?

If Miss Holloway doesn't stop wearing those bright red waists to work some of the trains will be delayed, due to engineers seeing danger signals when she crosses the track.

Is marriage a failure? Ask Louis Opperman.

We notice Machinist Helper Eltringham is requesting one-way transportation to California for his wife. We thought Reno was the place you sent wifey when you got another on the string.

Mr. A. W. Hackleman, formerly material clerk at Waterloo, has accepted the position of accountant in the office of Division Storekeeper Phelps. Welcome to our city.

Springfield Division

F. E. Martin, of Chicago, was on the Springfield Division recently.

H. M. Gleadall, chief clerk to Superin-

tendent Shaw was a visitor in Springfield recently.

Dispatcher J. A. Vallow and wife returned from California recently after spending the winter there.

Mr. and Mrs. Earl Banks visited with Mrs. Banks' parents Easter Sunday.

Miss Clara Hoyt spent Easter in Springfield.

The War Exhibit Special train passed over Springfield Division, Lincoln to Monticello and Champaign, Sunday, April 27th.

Miss Jennie Gleadall and D. Morrison were Chicago visitors Easter Sunday.

James Elward, assistant timkeeper, spent the week end in Champaign recently.

Miss Geraldine Reynolds was shopping in Bloomington Saturday evening.

L. D. Banks had returned from a visit to Dawson Springs, Ky.

Misses Madeline Bradley, Josephine Young and Elsie Vollrath visited with home folks Easter Sunday.

Brakeman E. H. Hennicker has gone to Buffalo, N. Y., and other points in the East to visit friends and relatives.

F. W. Gabbert, brakeman, is making an extended visit with relatives in Lawrence, Iowa.

Conductor J. W. Potter has gone to Hot Springs, Ark., for benefit of his health.

Conductor V. E. Daniels has gone to Martinsville, Ind., where he will take the baths and treatment.

Conductor E. A. Rambo has been forced to take an extended leave of absence on account of poor health and has gone to Hot Springs, Ark.

Deane Moore, stenographer in train master's office, is in search of a good second-hand tent and stove, so that he may establish his headquarters at Weldon Springs during the summer months. Any one knowing where the above articles can be obtained for a nominal sum will confer a favor on "Opher" by putting him wise, as he believes in saving "gasoline" and is also strong for the out-of-door life.

Road Department

Jerome J. Jordan, formerly employed in the Signal Department, but now in the United States navy at Lackey, Va., is home on a nine-day furlough.

James J. Ryan, formerly employed as water repairman, received his honorable discharge from the army service at Camp Dodge, Ia., and has returned to his former duties on the Springfield Division.

Instrumentman H. E. Shelton and wife recently spent the week end with relatives in Effingham, Ill.

W. Sylvester, clerk to supervisor of bridges and buildings, and daughter Loraine expect to leave this week for a visit with relatives at Goodland, Kan.

Motor Car Repairman B. J. McAboy and

Carpenter Wm. Hastings have safely returned from a visit to Chicago.

Miss Alice Cheek, clerk in supervisor's office, Springfield, recently spent the week end with Miss Clara Hoyt, stenographer in the superintendent's office, Clinton, Ill.

H. Litzenger, formerly employed as water service repairman, has received an honorable discharge from the United States army and will soon resume his duties on this division.

Rodman K. C. Luke has been off duty on account of illness.

H. C. Hayes, assistant engineer at Champaign, was in Clinton on business April 16th.

Clinton Shops

Otto Young, master car builder clerk, is off on account of illness.

Madeline Bradley, clerk in the Store Department, spent the week end at her home in Vandalia.

Master Mechanic H. L. Needham spent three days in Chicago attending to business matters.

Mable Thomas, time keeper in the Car Department, visited friends in Springfield.

Esther Jones, stenographer in the Store Department, visited in Chicago.

C. L. Day, time keeper in the master mechanic's office, was off duty on account of illness.

A. E. Jordan, piece work checker, visited in Springfield.

E. C. Sterling, chief accountant in the master mechanic's office, was called to Maroa on account of the death of his father.

George Botkin, turn table operator, has returned from Los Angeles, Cal., where he visited with his daughter.

Warren Hickman, lead piece work checker, made a business trip to Chicago.

George Howard, day roundhouse clerk, attended the Shriners' meeting in Springfield.

Clinton shops have organized a baseball team for the coming season. An organization known as the "Illinois Central Shop Baseball Club" has been formed and all business will be handled through this club. Master Mechanic H. L. Needham has been elected president of the club, and he will be assisted by an executive committee composed of General Foreman F. J. Holsinger as chairman, Foreman C. C. Carroll, Machinist J. J. Hallihan and General Foreman's Clerk Dan A. Gallagher as secretary and treasurer. Assistant Division Storekeeper A. E. Walters has been chosen captain of the team.

A dance was given by the club April 1st, and a neat sum was raised with which to start the season. The team is practicing nearly every night after the close of the working day, and under the coaching of Captain Walters a fast and winning team will be developed.

The club has not yet completed its schedule and would be glad to hear from other

shop teams with regard to securing games with them. Write the secretary and preparations will be made to meet any team.

Indiana Division

Superintendent Roth, Train Master Odell, Claim Clerk Walker and Agent Rhodes, of Evansville, attended Loss and Damage Meeting in Chicago on March 25th.

J. J. Sekinger has been transferred to Illinois Division. Pete Carlson has succeeded Mr. Sekinger as supervisor of bridges and buildings.

Several of us have had cards from W. L. Stephenson, dated March 22nd, stating they were to sail for home in a few days. Welcome home, "Thirteenth Engineers."

Misses Norienne Quinn and Victoria Gustafson spent an afternoon recently shopping in Decatur.

Division officers spent the entire week of April 7th-12th on Inspection Train, Indiana Division.

Division Storekeeper J. G. Warnecke, of Centralia, Ill., was a visitor on the division, riding the scrap train over the various districts last week.

Division Auditors Laden and Schwartz have departed from Indiana Division.

A. W. Howsen is the new engineering accountant, Maintenance of Way Department.

Albert Bullock, time keeper in office of Master Mechanic Bell, has arrived home from overseas. Mr. Bullock has seen about one year of service "over there."

Miss Harriett Bledsoe, stenographer in office of Master Mechanic Bell, will spend the week end with Miss Margaret Spaulding, who is attending De Pauw University at Greencastle, Ind.

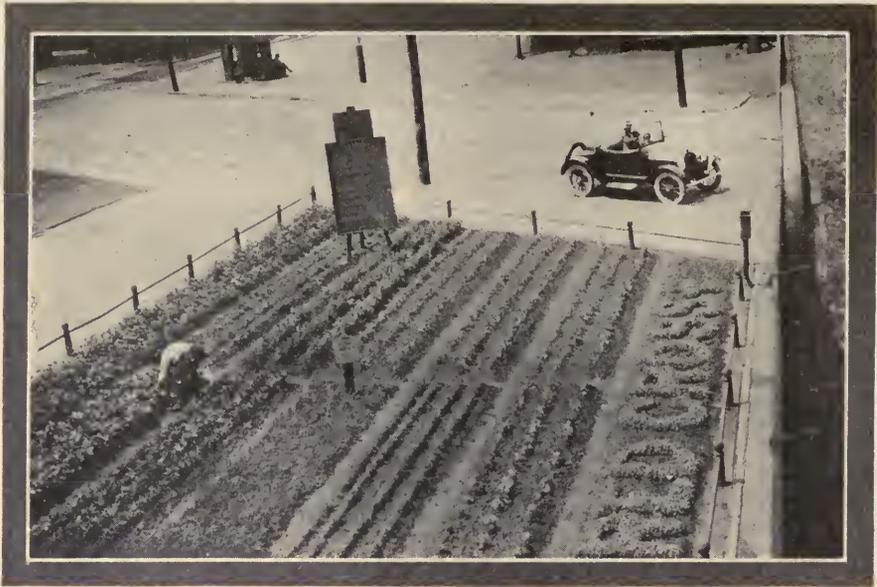
Fireman J. F. Sandefur and G. P. Keenan have returned from military service, and started to work.

Chief Dispatcher C. A. Keene spent a Sunday in Chicago recently.

MINNESOTA DIVISION

The spring inspection trip over the entire Minnesota division has just been completed. Office car No. 7 was furnished for the trip, and four days were consumed—April 14-17—in covering the division. In addition to the division officials in all departments we were glad to have as our guests the following representatives of the Chicago offices: Mr. E. L. Brown, representative of the freight claim agent; Mr. E. A. Barton, of the freight service department; Mr. E. L. Yonts, from the auditor station accounts office; Mr. H. L. Wharton from the freight traffic department; Mr. M. J. Hanley, from the same department, and Mr. F. R. Parsons, of the Express Company. It was also our pleasure to have with us former claim agent, Mr. J. T. Tait.

The Dubuque Station War Garden of



GIRLS IN THE SUPERINTENDENT'S OFFICE, DUBUQUE, IOWA, WILL DUPLICATE THE ABOVE THIS YEAR.

last year has been renamed the Victory Garden for this year, and considerable progress has been made in planting. The young ladies in the superintendent's office are hoping to realize even more than last year from the crops harvested. A picture of the garden, which shows the condition of last year's planting and which especially brings out the "Red Cross," which was planted in red lettuce, is shown herewith.

Mr. E. L. Yonts, traveling auditor, has been temporarily assigned to the Minnesota division, while Mr. O. W. Farnham is doing special work in Chicago.

Mr. Eugene Raw, formerly employed as ticket clerk at Dubuque, has just returned from overseas, after eight months' active service in the Sound and Flash Corps. "Gene" is looking remarkably well, considering the heavy fire and dangerous work he was assigned to, and came through with only a slight gas attack.

Several in the office have recently received letters from Master Engineer E. J. Riley, and he reports himself as being in the best of health, but with the feeling common to all the boys, "I want to come home."

George McNamara, son of Roadmaster McNamara, has recently returned to Dubuque for a visit with his parents after ten months' active service in the 30th Division overseas. Fortunately he came through without any wounds.

Congratulations are in order in the case of Yardmaster J. E. Nihlean at Dubuque. Mr. and Mrs. Nihlean have gone to house-keeping in an apartment on Wilson Avenue.

A complete organization has been effected to handle the subscriptions for the Victory Liberty Loan Campaign on the Minnesota division, and we are hoping to even outclass the showing made in the Fourth Liberty Loan campaign, when this division made an unusually good record.

The employees of the Illinois Central at Galena recently enjoyed a dancing party which was attended by a party from Dubuque and Waterloo.

Major S. J. Jump has been appointed assistant engineer on the Minnesota division.

WISCONSIN DIVISION Bloomington, Ill.

Switchman Richards has resumed work after two weeks absence on account of the "Flu."

Lawrence E. Pilger has resumed his position as night baggageman, having just been discharged from military service.

Harley C. Owen has resumed his position in the warehouse; just recently discharged from military service.

Freight business, both carload and less than carload, is showing an increase at this station.

Yard Clerk Frank Major has just returned from Decatur, where he was called because of the death of a relative.

Mr. McIlroy, of Mr. East's office, visited the station the first week in April.

Engineer F. E. King passed away at Brokaw Hospital, Bloomington, Ill., at 9:30 a. m., April 4th. Remains were taken to Evansville, Wis., for burial. He has been yard engineer at this station for the

past ten years. Our most heartfelt sympathy is extended to his wife and family.

Elinore Moore, freight clerk, visited relatives at Edgeington, Ill., over Sunday, April 6th.

Chief Clerk H. P. Liston and wife have the sympathy of the entire force in the loss of their little daughter, Mary Madeline, who passed away after a short illness.

Messrs. McIlroy and Barton, of Mr. East's office, recently completed a check on the Wisconsin division, and report they have very healthy condition.

Grain cars are scarce on the division. Elevator men at Kerrick, however, believe in moving cars promptly. N. Y. C. 207157 and H. V. 9021 were set out by train No. 196 at 10:30 a. m., April 15th, and were loaded and moved in train No. 195 at 2:45 p. m., the same day.

S. Pierce, formerly section foreman at Argyle, Wis., has been transferred to Eldena. Samuel Michelson has been appointed section foreman at Argyle.

A very interesting meeting of road department employes was held in the roadmaster's office at Freeport, March 22nd.

Engineer of Maintenance of Way Blaess and General Superintendent Williams made a trip over the division the week of April 13th.

We are looking for H. Lichtenberger, formerly tonnage clerk, to return soon. He is a member of the 72nd Coast Artillery, just returned from overseas, and is now at Camp Grant awaiting discharge.

Lieut. Earl Grace, formerly trainmaster's clerk, is expected home this month. Expects to be discharged from military service in the very near future.

Up to date about 70 of our 350 men have returned from military service.

Miss Mary H. Peck, chief clerk to Freight Agent Riordan, Freeport, recently underwent an operation in the Illinois Central Hospital, Chicago. She is reported to be recovering rapidly.

Several members of the division staff have the idea that they can bowl. They will, however, meet their Waterloo, if they take on some of the clerks from the superintendent's office. Would suggest also that they try out some of the alleys at home.

Master Mechanic's Office, Freeport

Mr. W. J. Ormsby, who has been appointed master mechanic at Freeport, expects to move his family to this point within a short time.

Sergeant H. J. Brau, who has been at Camp Knox, Ky., has returned to work on his former position as M. C. B. clerk in General Car Foreman McCloskey's office. We are all glad to have "Heinie" back with us again.

Caller Leo Kappes decided he would like to try life in the Navy, so enlisted at Freeport, but upon arrival at Chicago, found

he was just a little too short. He came back home, but not discouraged, however, as he says he is going to try it again, after he grows an inch or so.

General Car Foreman W. J. McCloskey and Assistant Accountant M. G. Schaub have returned to work, after being home several days with the "Flu."

F. E. King, engineer on switch engine at Bloomington, Ill., died at that point on April 4, 1919. His remains were taken to Evansville, Wis., for burial.

Master Mechanic V. U. Powell, of Burnside, was at Freeport, April 16th, attending the Consistory meeting at the Masonic Temple.

Milton Stevens, an old time railroad office man, has returned to his old love, the Illinois Central, and is now a valuable member of the delivery department at this station. For many years he served faithfully as cashier here, and it was owing to ill health compelling him to seek outdoor employment that he resigned the position he so long had held. Mr. Stevens is familiar with all branches of station work, and the delivery department is indeed fortunate in securing his services.

Robert Williams is the latest attache of the downstairs force, and has been assigned to the platform department of the station. Mr. Williams comes to us from the Rockford & Interurban Railway, where, for a number of years, he was employed as inspector of interurban cars at their terminal shops here. Like all others of our men, Mr. Williams is a high class man, and is a valuable addition to our force.

That there may be a distinction with or without a difference, was demonstrated the other day, when Checker Ed Ray was asked to watch for a particular shipment of nursery stock coming in. "Heck, yes," he replied, as he glanced over his freight tally sheet, "I have it right here, a whole raft of trees." Closer inspection of the tally sheet, however, revealed the fact that it was a big shipment of saddle trees for a local harness factory, which Ed had mistaken for nursery stock, and he remarked angrily that whenever a fall guy was desired "Shorty" was always selected.

Assistant Agent B. F. Williams and Foreman Charles Holmes attended a meeting of the I. C. Western Line Agents, held at Waterloo, Iowa, on April 10th. Mr. Wil-

MURINE EYE REMEDY.

Murine Allays Irritation Caused by Smoke — Cinder — Alkali Dust — Strong Winds. Should be used for all Eyes that Need Care. These suggestions must surely Appeal to Men in all branches of Railway Service. See Murine Eye Remedy Co. Adv. in this issue and write for their Book of the Eye.

liams and Mr. Holmes report the meeting as very interesting and highly instructive and affording no little good to all present.

With the grim prospect of an arid country in the not distant future, there appears to be a sort of epidemic of formulas for the making of cheering beverages of the home grown variety. This station has not been immune to this malady, and with the result that great interest is being taken in chemistry—of the effect of raisins parboiled in cold water and mixed with corn meal and gasoline—whether it would produce deadly wood alcohol or blossom out into a rip-roaring, joy-producing, head-splitting decoction akin only to the proverbial dew of the Ozark mountains. It is said that a few of our boys are experimenting with this kind of chemistry—not that they care particularly for the beverage itself, but merely to prove or explode a theory that raisins contain heart gladdening ingredients.

Not long ago Sealer George Wells asked Assistant Foreman Collins what day was the next legal holiday. After consulting the calendar in an earnest manner, Collins reported that April Fool's day was it. Acting on this joyous information Mr. Wells commenced planning for its proper observance. A trip to Polo and a day's visit with the lady of his choice were among the arrangements made by this trusting young man. However, his dream of a holiday was of short duration, for some of his lady friends informed him that while such a day might be observed down at Polo, and no doubt was, yet generally speaking, April Fool's day was not recognized as a legal holiday elsewhere.

Chief Billing Clerk Earl Smith infested the downstairs office one day recently claiming that some of the things said about him in the April number of this magazine were not true. A jury consisting of Dad Wallin, Carl Grey and Vern Lundberg, was appointed to hear the case, and a real old fashioned kangaroo court was in session, Assistant Foreman Collins acting as attorney for Mr. Smith, while Chief Delivery Clerk Evans entered defense for the magazine. In the evidence produced it was proven that the references made to the plaintiff in the magazine were all true, with one exception, that in borrowing tobacco he had purloined from Dad Wallin and Hank Johnson, old timers, and not new men. The jury was not long rendering a decision against Mr. Smith, and in doing so Dad Wallin cited a parallel case occurring in Iowa, in which the indictment was, as he termed it, "Squashed." Dad's masterful speech proved his undoing, however, for he was promptly haled into court and a charge of distortion lodged against him—distortion of the truth, and sufficient evidence was produced to convict Dad on

every count of the fifteen appearing in the indictment. Owin to Dad's previous good conduct he was allowed to plead guilty of unintentional lack of care in handling the truth when railroad reminiscences were involved, and so the case was dropped.

Mr. Ekeberg, of the East Rockford station, paid us a visit and also a dime, which he had extracted from us one day last summer, and which we promptly squandered on street care fare. "Ekie" is always a welcome visitor at this office, for he wears a contagious smile—he sees the bright side of things, and has a good word for everyone. Unless in later years he shall win higher promotion with the I. C. it is not unlikely that state politics will gather him to its bosom, for that is the kind of a chap he is.

Charley Blewfield, who for years has had charge of both the freight and passenger station at East Rockford, is a real good old scout. One peculiarity about him, however, is that while he has a mild temper and a heart filled with human kindness, yet in conversation over the telephone one would imagine him to be a grouch of the savage, man eating type. Of course, Charley knows who he is talking to, for when speaking with patrons of the road, and especially with lady patrons, the wire itself is mellowed with softly spoken words, but when conversing with his own kind at this station, things are different. More than once has the heart of the writer quaked and his knees smote together when conversing over the wire with Charley, but that was at a time when he did not know the man personally, did not know that his face was always wreathed in smiles, that his honest eyes had a twinkle of humor, and that no better or kinder man can be found in a day's travel than this well liked old scout, Charley Blewfield, of East Rockford.

Special Agent Charles Lentz had an exciting adventure one night recently, but in which he captured what is believed to be a real live Russian Bolshevik of the simon-pure vintage. Officer Lentz discovered this savage looking individual in an empty car, and single handed marched him down the dark yards to the passenger station, where the kit box carried by the Russian was opened and was found to contain books, pamphlets and leaflets, all printed in the Russian language. The man was turned over to the city authorities, and the report is that a Government man has taken him in charge, and an effort is being made to determine just who he is and what his literature represents. Officer Lentz is always on the alert, and has made the local yards and station premises unpleasant places for law breakers and loafers.

We believe that we have at this station one of the best informed rate and route men on the Illinois Central system, in the

person of Mr. Elmer Rightor, who for over twenty years has held that position here. Mr. Rightor entered the service years ago, when the Illinois Central was an infant in arms as regards Rockford, and has witnessed the steady growth of the station and the patronage from what it was to what it is at present. It is a far cry back to the old days, when with a mere handful of men and a two by four check office, Mr. Rightor handled all the incoming and outgoing freight alone. But he improved his time, and learned rating and routing, and today there is not a railroad station, or for that matter, an inland town in the country but that he knows where they are. Mr. Rightor is a quiet, unassuming man, and goes about his work in a methodical and unerring manner. His judgment is always relied upon, and his decisions are the final words in routing. Mr. Rightor will no doubt seek to assassinate the writer of these lines for so doing, yet these words are due him, and we are taking the chance.

A near riot occurred in the lunchroom the other day, in which Mike Kelley and Ridgeley Fisher were thrown out bodily, and Jud Wells got out under his own power, closely followed by Vern Lawson and Sam Northal. Particulars are meager, but it is rumored that Kelley goaded a little too far one Charley Kehoe, who serving as extra Rear Admiral on the milk train to Chicago, was unused to the rough and ready banter of his new associates. It is said that Kelley and Fisher are barred from the lunch room, and there is not much wonder, for to guy and torment innocent fellows is a part of their lives.

Chief Clerk Stanley Howard is back at his desk again after some strenuous days of moving and getting settled. Stanley is comfortably settled in a commodious home in the fashionable section of the city, but says he is off the moving business for life.

La Salle, Ill.

A. E. Gubler, cashier in the local freight office, announces that there is a possibility of another member of his family seeking a place on the Illinois Central Railroad staff sometime during the ensuing twenty years. "Congratulations, Gust."

Sergeant-Major F. F. Confrey has resumed his duties as chief clerk at La Salle, after spending a strenuous eight months with Uncle Sam.

P. H. Swain, traveling auditor, loomed up and spent a couple of days with us quite recently and incidentally left smiling—strange how the auditors vary isn't it?

The Misses Margaret Confrey, "Libby" Keys and Mary Cawley, of the local freight office, attended a Liberty Loan meeting in Dalzell last week.

Corporal J. V. McDermott writes that things are stacking up fine "over there" and he is giving a good account of himself in a cavalry detachment—why wouldn't he? He's a switchman on the "Gruber."

H. K. Gilman, ticket agent, attended a

meeting of the O. R. T. at Minonk last Sunday. Why is it that the O. R. T. always pick on the Sabbath for their conflabs?

Frank Barclay has returned from overseas and resumed his duties at second trick operator, relieving Dave Strand, who is now located at Kerrick.

(Must o' been in the army)—A gentleman called up the other day and asked for the rate officer.

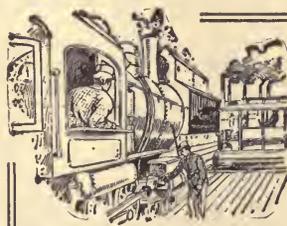
(This way out)—One of our best customers bolted into the office the other morning and reported that the switchmen had pulled the tongue out of the car he was loading.

B. L. T. of the Chicago *Tribune* says that the present slogan of the newspaper men may be changed to "no booze—no news." From all appearances the La Salle County farmers are going to adopt for their cry "no schnapps—no crops."

Kentucky Division

Train Master Downs and Conductor D. B. Osborne are just back from Texas, where they visited J. W. Jewell and the holdings of the Van Steed Oil Co. While there they visited Burk-Burnett Fields, Ranger Fields and a few other large oil fields. They were delighted with the prospects and say it will be only a matter of a short time until "we all get rich."

Chief Dispatcher J. W. Taylor is quite sick with the "flu" this week.



**Railway
Employes
Eyes are
Exposed to
Wind, Dust
and Alkali
Poisons**

The Rush of Air, created by the swiftly-moving train, is heavily laden with coal-smoke, gas and dust, and it is a wonder that trainmen retain their normal Eye-sight as long as they do.

Murine Eye Remedy is a Convenient and Pleasant Lotion and should be applied following other ablutions.

Murine relieves
Soreness, Redness
and Granulation.

Druggists supply Murine
at 60c per bottle.

The Murine Eye Remedy Co.,
Chicago, will mail Book of
the Eye Free upon request.



Switchman K. L. Martin, E. H. Layman and Conductor R. C. Scott have been attending court at Louisville this week.

Sudie Cash is in receipt of a letter from Traveling Engineer Ryan. He, at that time (March 20th) had been in the hospital for a month with the "flu," but was improving and hoped to be out within a very short time.

Advice from Claim Agent Brooks Livingston, under date of March 22d, states he would, if present instructions and plans did not miscarry, soon be back in the U. S. A.

Operator G. R. Newman has been on the sick list for the past week.

Dr. J. M. Moore has just returned from a business trip to Chicago.

Miss Gertrude Maxwell was sick a couple of days last week.

Thomas Amoss, of the Water Works Department, was in Indianapolis a few days last week on business.

W. B. Morgan, clerk to Supervisor Wilson, has resigned and leaves the first for Akron, Ohio, where he has a nice position with the Goodrich Rubber Co.

Supervisor W. C. Waggener is out again after a few days of illness.

Twelfth and Rowan Streets, Local Freight Office, Louisville, Ky.

Thomas Finnegan, car service clerk here, in company with our chief claim clerk, H. E. Rose, and Switching Clerk Richard Daniels, visited Toledo, Ohio, where Mr. Finnegan took part in the bowling tournament.

E. E. Troyer, traveling auditor, was with us on March 25th in the interest of General Order No. 30 of the Accounting Department.

On account of ill health John Silk, weight inspector here, has resigned. We wish him a speedy recovery and hope he may soon be restored to good health.

J. M. Egan, general superintendent, New Orleans, made us a visit on March 25th.

L. A. Downs, assistant general manager, held a meeting in Chicago on Saturday, March 22nd, to discuss accounting features, Louisville agency being represented by Chief Clerk E. M. Shaughnessy.

Our cordial friend, W. V. Millikin, chief clerk to auditor of freight receipts, visited here on March 31st.

The wife of our porter, Matthew Warren, died Thursday, March 27th, and remains were taken to Lexington, Ky., for burial. We extend sympathy to the bereaved husband.

On April 1st L. A. Downs, assistant general manager, J. M. Egan, general superintendent, and T. E. Hill, superintendent, inspected our station.

On account of the decrease in revenue and business generally our force was reduced by three clerks and one messenger. We contemplate further force reduction the 16th instant.

Peter Sandbach, freight handler on our platform, was promoted to check clerk.

On April 10th Divisional Rate Revising Bureau was abolished at Louisville.

A. J. Mason, agent at Central City, and W. S. Thomas, general yardmaster there, paid us a brief visit on April 11th.

On April 1st the Southern Freight Inspection Bureau transferred to its rolls our inspectors and weigh masters, two in number

TENNESSEE DIVISION

Engineer J. R. Gaffney attended the dedication of the new Elks Home in New Orleans.

G. B. ("Punk") Butterworth, the efficient tonnage clerk, superintendent's office, Fulton, is enjoying his annual vacation. It is not known where "Punk" is spending it, but it is presumed by his friends that he has gone to Cairo.

Miss Blanche ("Rosey") Workman, one of the "pets" in the superintendent's office at Fulton, is spending a few days' vacation riding the street cars in St. Louis. Before she left her friends pinned a "Home Route" card on her.

Timekeeper Charles H. Glisson is back at his post of duty, quarreling with the engineers, after being absent several days on account of illness of his wife.

"Daddy" Valentine recommends walking the floor at nights, as good exercise for office men.

Timekeeper Joe Albritton made his usual trip to Union City, Tenn., Sunday to "court" some young dame.

Chief M. of W. Clerk Paul Pierce Perseverance Progressive Pickering, Chief Timekeeper Paul Murphy Newhouse, Chief Yard Clerk Marshall Cole and Rodman L. Hardeman Howard, from the superintendent's office, attended the dedication of the new Elks Home in New Orleans last month. They report the water looks and tastes different from that in Fulton. Seems that it is put up mostly in "bottles."

Accountant Herman O. Cole is back at work, after being absent for several days on account of sickness.

The following members of the superintendent's office force went to Memphis the other Sunday to welcome the return of the soldiers and to see the "boats" swim in the air: Herbert Rankin and wife, D. C. Ligon and wife, J. I. Williams and wife, Carlton Linton, Mrs. W. R. Hales, Miss Blanche Workman, J. S. Willingham and wife, Engineer G. C. Wells and wife and daughter, Sarah Woods, L. B. Ryan, Joe Albritton, Operator L. L. Rowe and wife.

General Superintendent J. M. Egan and his chief clerk, W. Busenbark, paid the division office a brief business visit the other day.

R. C. Pickering, chief transportation clerk, superintendent's office, Fulton, was in Chicago several days last week on business.

The writer enjoyed a very pleasant trip

to one of our neighboring cities last Sunday in Chief Clerk Evans' new "Essex." My only regret is that more of my friends haven't autos or "Fords," that such trips would be more frequent.

Mrs. A. R. Sykes, wife of the general foreman, is visiting relatives in Cowan, Tenn.

Master Mechanic Grimes attended a meeting of the master mechanics in Chicago last week.

Division Storekeeper Mr. W. E. Hoyt was in Jackson on the 15th on company business.

W. B. Lashley is back at his duties as fireman on the Cairo district, after being in active service in France for the past year. Mr. Lashley is looking fine, in spite of the fact that he spent two months in the hospital on account of being gassed and wounded.

Miss Katie Patterson and mother spent Sunday in Memphis.

Blacksmith Foreman T. O. Martin made a flying trip to St. Louis, Mo., last week.

D. A. Rhodes, former accountant in the master mechanic's office, paid the office a visit on the 14th.

Mr. R. E. Parrish and wife and Fred Young went to Memphis on the 6th to assist in welcoming the soldiers who have returned from France.

Miss May Ranson visited relatives in Water Valley, Miss., Sunday.

Miss Mabel Green, agent at Hickory, Ky., visited the office one day this week, and from the number of boys that have asked for the position of agent there, we judge she will soon be promoted from agent to housekeeper.

Miss Helen White, supervisor's clerk, Covington, went to Memphis Saturday to see the aeroplanes.

Miss Ethel Smith, stenographer, road department, is about as good a weather prophet as stenographer. She always warns us of rain by going to Memphis.

E. E. Mount, clerk, M. of W. department, tells us the reason he makes frequent trips to Bradford is to get the ride on the train. However, the majority of us believe that the young lady that was so anxious to see him return from the army is trying to talk him in a still greater army.

Mr. Over Time Howard is planning on spending his vacation in Texas.

E. E. Goodrich and wife spent the week end in Memphis, having made the trip cross country in their car.

Conductor Collins has moved his family to Haleyville.

Conductor J. W. Baker continues quite ill at his home in Jackson.

Mr. Charles Hutchison spent Sunday with his family in Water Valley.

Hal Aldridge and Charles Schmuck have returned from New Orleans, where they attended the dedication of the new Elks

HAWK BRAND



BUCK BRAND



Overalls and Union Suits

Full Cut, Roomy Union-made Railroad Overalls and Jumpers. Every garment guaranteed to give absolute satisfaction or purchase price cheerfully refunded.

Our Auto Mechanic Khaki Union Suit is unexcelled in Material, Design and Workmanship.

Miller Manufacturing Company

Five Factories: Dallas and Fort Worth, Texas—
Memphis, Tenn., Little Rock, Ark., Kansas City, Mo.

Home. They reported a fine trip, also that they drank New Orleans dry.

Mr. Thomas O'Donnell attended the Elks meeting in New Orleans.

Mr. W. H. Purcell, supervisor, spent the day in Jackson.

Miss Alva Mae Price, stenographer in the superintendent's office, Fulton, was in Paducah, Ky., the other day. She also passed through Mayfield and Hickory, Ky., a very interesting part of the country "to her."

Miss Ruï Brooks has severed her connection with the Illinois Central Railroad on account of return of one of the soldier boys. Miss Brooks was formerly record clerk in the superintendent's office, Fulton.

Herman Cole, accountant, superintendent's office, Fulton, left a few days ago for the hospital at Chicago to undergo a slight operation. His many friends hope the operation will be successful and he will soon be back at his post of duty.

L. Boone Ryan has recently returned from the army and re-entered the service of the Illinois Central Railroad as record clerk in division office at Fulton.

R. C. Pickering, assistant chief clerk, has returned on a business trip to Chicago.

Mr. Valentine, statistician, division office, Fulton, is the proud "daddy" of a new born girl, which arrived at his home recently. Mr. Valentine has already developed his vocal chords materially in singing the young lady to sleep. "Da-da-da-y."

Coke B. Carlton, special accountant of the Southern Railroad, was a pleasant visitor in the superintendent's office, Fulton, last week, mingling with old friends whom he formerly worked with while joint accountant for the Illinois Central Railroad.

Shirley Willingham, accountant, division office, Fulton, has recently returned to work after being absent several days, due to sickness.

Roy E. Pickering, accountant, division office, Fulton, and Robert H. White, chief clerk to General Foreman Huddleston, Fulton, have returned from a sight-seeing trip to Chicago.

F. B. Barclay and C. H. Smallwood spent March 26th at Jackson shops.

Mrs. V. J. Vogeli and children spent last week with relatives in Memphis.

E. E. King, district foreman from Birmingham, and W. H. Wright, general foreman at Haleyville, spent the 26th at Jackson on company business.

We received a short, but welcome, visit from General Superintendent Egan on March 21st.

V. J. Voegeli, chief clerk in the master mechanic's office, spent Sunday, March 21st, in Chicago. He reported the weather not quite so spring-like as in "Sunny Tennessee."

Superintendent Hevron spent several days at Jackson looking after the damaged caused by the high water in Frogmoor Yard.

Mrs. L. Grimes and daughter, family of Master Mechanic Grimes, were caught at Medina by the high water and forced to remain there for several days.

Several of the Mechanical Department employes took conspicuous parts in the minstrel put on by the Elks Lodge at Jackson recently, foremost among them being our general foreman, A. R. Sykes.

Conductor S. E. Matthews, Cairo District, lifted trip pass No. 470742 while in charge of train No. 5, March 9th, on account of being in wrong hands and collected cash fare.

Engineer F. G. Briley, while breaking in an engine between Frogmoor and Perry, about 7:00 a. m., March 9th, discovered P. R. R. box car 56293 on fire, and personally extinguished the flames and in addition separated this car from others on the J. & S. E. wye. No doubt Mr. Briley's alertness in this matter saved the company a very heavy loss. We are proud to see such loyalty displayed by the employes.

Joe Albritton and Enloe West made their usual trip to Cario Sunday.

For the benefit of any of our neighbor employes when stopping over at Fulton, if you will communicate with G. B. "Punk" Butterworth, tonnage clerk, superintendent's office, Fulton, he will make necessary arrangements for the conveyance of your baggage to and from the depot. "Punk" is the official "satchel toter."

Mississippi Division

W. M. Blankenship, who has been employed as an engineman on the Aberdeen District since September 7, 1885, was pensioned on March 31, 1919, having attained the age of 70 years. Mr. Blankenship was in continuous service, both as freight and passenger engineman, since entering the service and has a record that but few men working for a railroad this length of time could enjoy. His having to leave the service is regretted by the officers and employes on the Mississippi Division and we wish for him in his retirement many years of happiness and prosperity.

W. H. Law, son of Engineman A. J. Law, who volunteered in the marines, during the war period, has returned to his former position as flagman on the Grenada District, after having been honorably discharged.

J. E. Carr, cashier at Ackerman, has returned to his former position after having been discharged from military service. Mr. Carr was one of the railroad boys who saw service in France, having been wounded while serving his country.

G. H. Crawford has returned to his former position as clerk at Aberdeen, after having being released from military service. Mr. Crawford has just recently returned from France.

R. J. McDermott, former clerk at Holly Springs, has returned to that position, having

been released from military service. Mr. McDermott was a member of the famous "Thirtieth Division," who with the "Twenty-seventh" was the first to break the "Hindenburg Line."

Wm. Crickman has been released from military service and resumed his former position as clerk at Bolivar.

News has just reached this division of the sailing of the "Thirteenth Engineers" from Marseilles and they are expected to arrive in New York April 21. Following Mississippi Division employes in Company A of this regiment: W. A. Hoover, C. E. Ingram, H. E. Pullen, P. R. Reed and H. G. Rosser.

O. E. Hollman, timekeeper in the superintendent's office, spent several days in New Orleans helping celebrate the opening of the Elks' new home at that point.

Misses Gladys Sissell, Hortense Baker and Christine Adams, clerks in division office at Water Valley, spent Sunday in Jackson, Miss.

W. L. Atwood, out of Mr. Thompson's office, has been on the Mississippi Division the past month assisting in getting out D. V. Form 142-R. His assistance was very much appreciated and we hope this will not be his last "visit."

Louisiana Division

McComb is getting to be a regular city. Just imagine, we had *three* fires in one week. Always something exciting. If you don't be-

lieve us, come and spend some Sunday with the bunch.

Mr. J. E. Cope, Jr., assistant accountant in the superintendent's office, made a flying visit to Brookhaven last Friday. It must have been very important business that took him.

Miss Leta Stewart, for some time trainmen's timekeeper, tendered her resignation, effective April 15th, and on Tuesday, the 22d, will be married to Mr. F. J. McGuinness, who has been employed by this company for many years, is well known at this point and is now employed as warehouse foreman in the agent's office at McComb. The entire office force regretted to see her leave the ranks and wish both of them much success in their new venture.

The position of timekeeper, made vacant by Miss Stewart's resignation, has been filled by Mr. Winfred C. King, a graduate of the L. S. U. at Baton Rouge, who has just recently been released from military service.

Mr. W. Busenbark, chief clerk to General

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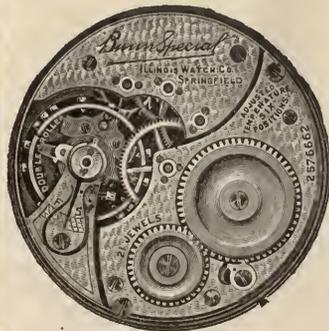
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Superintendent Egan, paid a visit to McComb, but was only here over night and all of the clerks who have heard so much about him were disappointed in not having an opportunity to form his acquaintance. However, we hope in the near future he will come again to McComb and spend a day with us, as we feel he will be able to give us some good pointers about reducing clerical work, which we are now making a strenuous effort to do, as well as eliminating the use of telegraph wires by resorting to the telephone, writing mailgrams, and cutting out superfluous words.

Mr. J. A. Fleechas, formerly chief clerk to roadmaster at McComb, and now secretary to General Superintendent Egan, also paid us a short visit. Joe always reaches the office with a smiling face and we are glad to have him call on us, especially as we know he likes to chat with some of the girls employed in this office, with whom he is well acquainted.

Some of the clerks from Brookhaven and Canton attended the Aerial Squadron in Jackson, boosting "The Fifth Liberty Loan."

The telephone circuit has been in use on the Louisiana Division one year April 13th. It cost a great outlay of money to equip all stations on the Louisiana Division with this telephone circuit, but the service has been so beneficial we hardly know how we could get along without it now.

Miss Mary Reeks spent an afternoon with us last week checking over service records of foremen on the Canton District. This is the first time she has paid us a visit since her appointment as clerk to Supervisor Graham at Jackson. Following her visit, we had a big rain.

Miss Beulah Clendinning, one of our car record clerks, was a recent visitor to Oxford, Miss., where her brother is a student at the state university. Oxford must not be much, as she says she is glad to get back home.

Miss Katie Brown, chief clerk to train masters at McComb, accompanied Train Master Campbell to Brookhaven one day last week to take an investigation covering matter in which Mississippi Central crew was concerned. The funny thing about it, she also had the pleasure (?) of taking a second investigation the same day for Road Master Desmond. Several of the board who were at the investigation were much concerned when taking a statement from a negro, about a motor car accident, who tried to use such high-toned words and when questioned about the accident said he heard the "mirations." Since Uncle Sam has taken control of the railroads and is paying colored laborers such high wages, we are certainly getting some high-toned colored folks.

Miss Lois Williams, formerly employed as stenographer with the T. & P. R. R. at Dallas, Texas, has accepted employment in the superintendent's office at McComb.

Miss Della Mae Dougall is still pounding her "Ford-Burroughs Comptometer." However, we are pleased to note that she has removed that red feather from her hat, as it was very annoying to people and on several occasions got hooked on posts.

It has been noted by all concerned, especially in the society line, that Mr. Tycer, chief timekeeper, opened his pocketbook by taking Miss Dougall, our chief statistician, to the picture show. He further showed his generosity in buying her some ice-cream. No wonder Mr. Tycer is working overtime.

Who was the lucky girl? Louis (Wop) Billar, our most distinguished society bud, was seen leaving the McComb City Drug Store last Saturday night sporting a red rose and a box of candy.

Alas! The tonnage desk suffers a very serious misfortune. One of their very enthusiastic clerks, Mr. Worth McKnight, has decreased in his efficiency lately. Some say it is due to our new "steno." Very probably that is the reason, for oftentimes he is caught with his head turned in an easterly direction.

Miss Mildred Whitworth and Mr. Wiley (High) Wilkinson are still having their fusses. We are still expecting a "rough and tumble bout" soon between these two young aspirants.

Last, but not forgotten, Miss Altha Day, one of the hardest workers on the statistician desk, is still having her Saturday night parties, and is still enjoying the picture show, being chaperoned by the Mrs.

"Ignorance is bliss," that's an old saying, and it is what our esteemed clerk, Miss Katie Browne, thinks about it. However, she cannot escape the "all seeing eye." Admit it Katie, who took you to the show the other night?

Miss Ruby Railsback, file clerk in the superintendent's office, has tendered her resignation, to take effect May 15th. It looks like matrimony is in the air in these parts, as this will be the second member of our force to leave us in the past thirty days.

Miss Railsback will be succeeded by Miss Marie Wardlaw, who is now employed as record clerk and who is taking great interest in learning the filing system, as she is well informed by her predecessor that one who is in charge of the filing system in the superintendent's office has no little job to take care of.

Our chief car record clerk, Miss Beulah Middleton, visited Jackson Sunday and the insane asylum not being very inviting, she came back to work this morning.

ILLINOIS CENTRAL MAGAZINE



*13th Engineers (Railway) U.S. Army,
parade on Michigan Av.*

Courtesy Chicago Tribune

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JUNE, 1919

No. 12

UNITED STATES RAILROAD ADMINISTRATION

WASHINGTON INFORMATION

Financial Results of the Railroad Administration

Walker D. Hines, Director General of Railroads, today authorized the following statement:

I believe it is highly important to keep the public as fully informed as practicable as to the financial results of the Railroad Administration. Practically complete accounting for the calendar year 1918 has just been accomplished and tentative results for the months of January, February and March, 1919, have become available. I take advantage of the first opportunity after an extensive trip in the West to put a summary of these results before the public.

The results for the calendar year 1918 show that at December 31, 1918, the deficit incurred by the Railroad Administration for that year after deducting the rental due the railroad companies amounted to \$226,000,000. This included the operations of the inland waterways under control of the Railroad Administration as well as the incidental and miscellaneous items which must be taken into account in a complete statement. There remained comparatively small amounts of back pay for the calendar year 1918 which were not charged into the accounts for that year but which have largely been charged into the three months ending with March, 1919.

For the months of January, February and March, 1919, the aggregate deficit

incurred, after deducting the rental due the railroad companies, was approximately \$192,000,000. This figure includes not only the Class I railroads, but all other railroads under Federal control, the expenses of the Central and Regional Administrations, the operation of inland waterways under control of the Railroad Administration as well as some incidental and miscellaneous items. In arriving at this figure there has been charged against each of these months one-twelfth of the annual rental for the railroads. Generally speaking, these three months have always earned much less than three-twelfths of the return for the year so that a substantially less charge of rental into these months would not be inappropriate. Still it seems preferable to charge a full one-twelfth of the rental into each of these months rather than to run the risk of an impression arising that there is any disposition to under-state the actual results. To a large extent the unfavorable results for January, February and March are due to the fact that business has fallen off and that expenses could not be correspondingly readjusted so that the loss largely arises in connection with the period of readjustment through which the country is going. Industrial enterprises generally have suffered embarrassment on account of the fact that business has been curtailed so much

more rapidly than expenses could be curtailed. The railroad business is probably in its nature less elastic than any other business and shows more unfavorably the embarrassments of readjustment.

Since the first of the year I have conferred repeatedly with the Regional Directors and I have also conferred with nearly all the Federal Managers in the United States on the subject of costs. The entire railroad organization has been and is working most earnestly to readjust these costs to meet the present conditions, but the nature of the railroad business whether under private or public control is such that to a very large extent it is impossible to offset loss in business by a corresponding reduction in costs. On the other hand when there shall be a substantial increase in business the revenues therefrom will be largely reflected in the net because the costs will not be correspondingly increased. It is believed that this improvement will be considerably emphasized by reason of the fact that maintenance work has been carried forward during the favorable weather of January, February and March, on a liberal basis despite unfavorable business and this should be reflected in a saving in maintenance costs later in the year.

While passenger business for the three months was only slightly less than last year, the loss in freight business was much more pronounced, as is shown by the following table:

Total Net Ton Miles in Thousands
(Revenue and Non-Revenue)

	1919	1918	1917
January	30,383,169	27,619,867	32,652,616
February	25,681,943	29,678,260	28,386,351
March	28,952,925	37,706,100	31,674,619

The figures for 1919 are strictly comparable with those for 1918, but the 1917 figures do not include all the large roads in Federal operation. In order to put all three reports on a conveniently comparable basis, the net ton miles per mile of road per day are given in the following table:

Net Ton Miles Per Mile of Road Per Day Revenue and Non-Revenue

	1919	1918	1917
January	4,275	3,878	4,770
February	4,002	4,591	4,511
March	4,059	5,273	5,192

It is impossible on the basis of these three months to predict the results for the year as a whole, although it is believed the results will be very much less unfavorable if as seems to be generally anticipated there shall be an important resumption of business later in the year, especially if the great crops now in prospect shall be realized.

On the trip in the West which I have just completed I have found the most pronounced optimism on the part of business and agricultural interests generally which gives a reasonable basis for hoping for an enlarged business that will be relatively profitable to the railroads since handling it should not correspondingly increase their costs. But while it is proper to mention these factors, it must be admitted that in the midst of the present period of post-war readjustment it is impossible to make any confident statement as to the results of railroad operations for the remainder of this calendar year.

The present unfavorable results naturally lead to agitation of the question whether there ought to be an increase in rates. My own judgment is that the present conditions are too abnormal to serve as a basis for any general change in the level of rates and that it is preferable to defer action on that subject until there shall have been a fuller opportunity to get a more reliable, and possibly a more normal, measure of the conditions, meanwhile resorting to every practicable economy, studying the situation with the greatest care, and keeping the public fully informed as to developments.

There has not been included in the months of January, February and March the sum of approximately \$6,000,000 per month for back pay on account of wage orders recently issued to

put into effect recommendations of the Board of Railroad Wages and Working Conditions which were made upon proceedings pending before it during the war, such wage orders being necessary as heretofore explained to complete the war cycle of wages to which the Government was necessarily committed during the war. These amounts of back pay will appear in the next few months and of course will result in diminishing operating income for those months.

One other item needs to be mentioned. Under the contract made between the Government and the American Railway Express Company in the summer of 1918 the Government undertook to assume any operating deficit which the Express Company might incur during Government control. Such operating deficit for the first year will not be ascertainable or technically chargeable against the Railroad Administration until the end of 12 months from the effective date of the contract, i. e., July 1st, 1918. The amount of this deficit however, should be borne in mind. For the six months ending December 31, 1918, such deficit was approximately \$9,500,000 and for the

months of January and February 1919 (including allowance for back pay to be hereafter paid on account of those months) it is roughly estimated that such deficit will be approximately \$5,040,000, making the operating deficit now in sight for the first eight months of the year which will end June 30th, 1919, approximately \$14,540,000. It can reasonably be assumed that this additional expenditure will have to be incurred by the Railroad Administration on account of the eight months in question although it will not appear in the accounts until after June 30th next. No estimate can yet be made for the month of March.

It is not anticipated that the conditions for April will be more favorable than the conditions for January, February and March. In many parts of the country the effects of business readjustment were more pronounced in April than in the earlier part of the year.

It is my policy to give the public the facts and, where the inference to be drawn is doubtful, to resolve the doubt in such way as to avoid the risk of making a statement more favorable than the ultimate facts will justify.

**DISTINGUISHED SERVICE MEDAL POSTHUMOUSLY AWARDED
TO MR. GEORGE HODGES, FORMER MANAGER TROOP
MOVEMENT SECTION OF THE DIVISION OF
OPERATION**

May 16, 1919.

Announcement was made today by Walker D. Hines, Director General of Railroads that the Distinguished Service Medal has been posthumously awarded to Mr. George Hodges, former Manager of the Troop Movement Section of the Division of Operations of the United States Railroad Administration.

The information was contained in a letter from Newton D. Baker, Secretary of War, to the Director General, under date of May 13, 1919, reading as follows:

"My Dear Mr. Hines:

"It is with sincere regret that I learn of the death of Mr. George Hodges, Manager of the Troop Movement Section of the Division of Opera-

tions of the United States Railroad Administration.

"The services of the railroads during the great war are gratefully remembered, and I thank you for the suggestion that some suitable recognition of the work of the man who was largely responsible for their success, might be made by the War Department. I take pleasure in advising you that, by direction of the President, and under the provisions of the Act of Congress of July 9, 1917, the Distinguished Service Medal has been posthumously awarded to Mr. George Hodges, for especially meritorious and conspicuous service as Manager of the Troop Movement Section of the Division of Operations of the United States Railroad Administration. Mr. Hodges arranged

all the details of the movement of troops from local draft boards to mobilization camps, between camps, or from mobilization camps to the ports of embarkation for shipment overseas. Troops in large numbers were moved on short notice and he was responsible for the successful co-ordination and carrying out of these movements."

Mr. Hodges was born in Newark, N. J. He entered the railroad service in 1886 with the Erie Railroad and remained with that road until 1903, when he went with the Baltimore and Ohio. In 1908 he was appointed assistant agent for the receivers of the Seaboard Air Line. At the expiration of the receivership in 1910 he took up the work of the Special Committee on Relations of Railway Operations to Legislation, which was then under the Chairmanship of F. O. Melcher, Vice President of the Chicago, Rock Island and Pacific,

and in 1912 he became secretary and treasurer of that committee, and also assistant general agent of the American Railway Association with headquarters at Chicago. In April, 1916, he was elected chairman of the Committee of Relations between Railroads.

At the beginning of the trouble with Mexico he was placed in charge of the special committee for co-operation with the military authorities. With the declaration of war against Germany in April, 1917, he was appointed assistant to the Chairman of the Railroad War Board. On the acquisition of the railroads by the government in 1918, the organization under Mr. Hodges was made part of the United States Railroad Administration. On May 24, of the same year, he was put in charge of the Troop Movement Section of the Division of Operations.

He died very suddenly in this city on March 14 of this year.

Little Things That Count

RECENTLY the Stationery Store-keeper examined a quantity of typewriter ribbons that had been forwarded from various division headquarters and reported that 90 per cent of them were in such good condition that they should not have been scrapped. Typewriter ribbons are expensive. It seems quite reasonable to suppose that had those employes who turned in that 90 per cent of serviceable ribbons been required to buy new ones, they would have found that there was a lot of good service still left in the old. Uncle Sam is the wealthiest individual in the world, but he cannot afford to waste any more than a poor man. It is not a question of doing without typewriter ribbons, but making them give full service.

This naturally calls to mind that every employe in the service of the United States Railroad Administration has an opportunity every day to save something. If everyone was to under-

take to save even one per cent a day, the annual result would run into the millions of dollars. This being true, it follows that with a wastage by every employe of one per cent daily we have an appalling total.

Long before Government operation of railroads, officials, through The Bulletin and other channels, appealed to employes to conserve supplies and practice thrift. Most employes responded readily, and large sums of money may be credited to this willing and sincere effort on the part of all to avoid waste. But where tremendous quantities of material are being used by those to whom the material does not belong, it is easy to understand that some employes may grow lax and thoughtless unless the matter is repeatedly called to their attention.

The United States Railroad Administration employs the most labor, uses the most capital, and purchases the most material of any industry in the

United States. There is, therefore, the greatest chance of wastage and the greatest opportunity for thrift.

Look about you today and suppose that this were your own and that you had to pay for all the supplies that were being used. Isn't it a fact that you could find a hundred ways of avoiding needless expenditures?

Wouldn't that sheet of carbon paper render a little more service before you crumpled it up and threw it into the waste basket? Wouldn't it be better to save that wrapping paper and twine for re-use tomorrow? Don't you think it would be advisable to save the rubber bands and keep a closer watch of pens, pencils, stationery, envelopes, bolts, screws, lumber, material of all kinds? Would you let that water run if you were paying the bill? Would you burn up electricity if you really didn't need the light. If you owned that car would you let it lie idle a day if by telephoning or personal interview you could get a man to use it? If you were paying the salaries of those under you would you permit them to remain idle by not properly mapping out their work for them? If you are an agent would you order an excessive amount of printed forms if you were paying for the printing, or would you order only what you needed? If you were an engineer would you let the oil cup run over, or if you were a brakeman

would you light the lamps before they were needed, if it was your money that paid the bill?

The answers to these questions are so obvious that none can fail to heed the lesson they teach. Wastage is a bad habit and a mark of the careless man or woman. Thrift is a distinguishing characteristic of efficiency. It marks a man or woman as a good manager—a thinker. The railroad is looking for those who show that they know how to get full use out of time and material. It has better positions for them to fill. Those who hold responsible offices in the transportation field are those who have learned that waste is an unpardonable offense. If they had not learned it they would not have risen.

Materials and supplies are still difficult to obtain and cost more than ever. The Director General of Railroads has called attention to the subject, indicating its full importance. Nothing can be accomplished unless the rank and file of railroad workers will bear in mind all that has already been saved and is being saved today, and will redouble their efforts tomorrow. We have been granted liberal increases in pay. An effective way of demonstrating our worth would be to practice thrift as though the business was our own.—*From the Southern Pacific System Bulletin.*

Congratulatory Telegram from Director General Hines

Washington, May 23rd, 1919.—Walker D. Hines, Director General of Railroads, today sent the following telegram of congratulations to all regional directors: "I desire to congratulate officers and employes of railroads under government control for the splendidly patriotic response made by them in the Victory Liberty Loan campaign. Out of a total of one million eight hundred forty-one thousand two hundred sixty-

seven employes, one million four hundred seventeen thousand and forty-two or seventy-seven per cent, subscribed for Victory Liberty Loan notes, a total of one hundred thirty-eight million six hundred and twenty-seven thousand two hundred and fifty dollars. Employes of sixteen roads showed subscriptions of one hundred per cent. This is a renewed demonstration of the loyalty of the railroad man of America."

UNITED STATES RAILROAD ADMINISTRATION, WASHINGTON.

May 20th, 1919.

Officials and employes on Railroads under Government control throughout the United States subscribed a total of \$138,637,250 to the Victory Liberty Loan. The returns from the seven Regional Directors were made public today by Walker D. Hines, Director General of Railroads.

Out of a total of 1,841,267 employes on the roads under federal control, 1,417,042 or 77 per cent subscribed to the Victory Loan. Employees on 13 roads showed subscriptions of 100 per cent.

With a total of 20,235 employes on the Lehigh Valley Railroad in the Eastern Region, the figures show 100 per cent subscriptions.

Railroad officials and employes subscribed a total of \$184,868,300 to the Fourth Liberty Loan. This is a decrease of \$46,231,050 in subscriptions to the loan just closed.

The following figures show the returns of the various regions according to classifications:

General Offices of Regional Directors of Southern, Pocahontas, Allegheny, South Western and Northwestern have subscribed 100 per cent, General office of Central Western Region 99 per cent and General Office of Eastern Region 96.8 per cent.

REGION	Officers and General Office Employes		Agents and Station Employes		Engineers and Firemen		Conductors		Other Trainmen	
	%	Amount	%	Amount	%	Amount	%	Amount	%	Amount
Eastern	96.8	\$ 5,793,200	95.9	\$ 5,094,150	77.9	\$ 2,505,750	87.6	\$1,416,750	70.4	\$1,734,150
Southern	88.9	2,368,750	83.2	1,957,500	83.9	796,400	57.9	581,450	41.4	644,700
Pocahontas	83.5	3,918,850	84.38	3,039,250	85.7	1,833,200	70.82	160,650	45.0	1,332,900
Allegheny	85.4	2,604,050	79.7	1,562,400	68.1	809,650	68.9	482,900	57.9	571,900
South Western	97.	3,126,850	92.	2,923,200	72.1	1,709,600	91.	960,550	73.	1,325,550
Central Western	99.	4,695,200	89.	3,703,880	80.	1,991,750	89.	949,050	81.	1,437,550
Pullman										
Coastwise Steamship Co.										
Mississippi Warrior Waterways										
St. Louis and St. Paul										
St. Louis and New Orleans										
Railroad Administration (Shipping Board Fund)										
Railroad Administration (Washington Office)										
Central Administration (Regional Office)		\$23,024,250		\$18,662,930		\$9,901,550		\$5,550,650		\$7,157,700

REGION	Mechanical		Roadway Department		Miscellaneous		Total Amount		Total No. Em- ployes on 2011		Total Sub- scribing		Percentage	
	%	Amount	%	Amount	%	Amount	Total Subscribers	Amount	No. Em- ployes	%	Total Sub- scribing	Percentage		
Eastern	80.5	\$ 9,486,900	83.2	\$ 5,223,700	87.1	\$ 2,353,450	\$ 23,594,050	400,219	344,715	86.1	344,715	86.1		
Southern	58.5	3,458,300	29.9	1,520,250	57.1	1,259,400	15,236,700	264,804	128,387	48.48	128,387	48.48		
Pocahontas	62.3	1,238,550	62.3	450,050	78.3	239,000	3,236,700	50,365	34,598	68.69	34,598	68.69		
Allegheny	77.6	7,676,150	79.36	3,627,300	74.07	2,595,150	12,245,700	382,445	294,417	76.99	294,417	76.99		
South Western	81.2	3,488,450	80.	1,935,800	70.5	2,800,750	20,504,350	248,067	119,673	68.9	119,673	68.9		
North Western	80.	5,281,050	84.	3,635,450	90.	1,542,700	27,951,050	390,380	266,001	85.5	266,001	85.5		
Central Western	91.	8,186,110	84.	4,762,240	83.	2,315,250	1,696,300	21,091	2,584	98.4	2,584	98.4		
Pullman							18,150							
Coastwise Steamship Co.							14,300							
Mississippi Warrior Waterways							863,000							
New York-New Jersey Canal Section							605,250							
Railroad Administration (Shipping Board Fund)							168,700							
Central Administration (Washington Office)							\$12,851,050		1,287	100.	1,287	100.		
Central Administration (Regional Office)		\$38,905,510		\$21,154,890		\$12,851,050	\$138,637,250						77	

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

Victory Liberty Loan Subscriptions
for Final, 1919.

Illinois Central Railroad
Yazoo & Mississippi Valley Railroad.
Chicago, Memphis and Gulf Railroad

	Through Railroad				Through Local Banks				Total System				
	Subscribers				Subscribers				Subscribers				
	Number		Amount		Number		Amount		Number		Amount		
	This Day	To Date	This Day	To Date	This Day	To Date	This Day	To Date	This Day	To Date	Pct. sub-scrib-ing	No. of Emp.	This Day	To Date
B—Officers & Gen. Ofc. Emp. (Including Div. Officers & their forces)	40	3,315	10,300	476,500	20	619	7,200	158,850	60	3,934	97.95	17,500	635,350
C—Agents & Station Emp.	462	3,896	13,650	295,500	260	1,524	30,700	252,050	722	5,420	79.76	44,350	547,550
D—Engineers & Firemen	321	1,096	22,550	85,800	162	795	28,800	132,300	483	1,891	57.35	51,350	218,100
E—Conductors	110	498	7,400	42,100	74	490	11,050	74,500	184	988	86.21	18,450	116,600
F—Other Trainmen.....	309	1,302	18,050	84,250	100	756	9,800	62,350	409	2,068	52.92	27,850	146,600
G—Mech. Dept. Emp.....	339	8,963	23,550	597,200	758	3,634	70,450	305,050	1,097	12,597	87.50	94,000	902,250
H—Roadway Employees...	1,225	6,918	73,150	420,100	172	1,267	18,600	116,850	1,397	8,185	67.60	91,750	536,950
I—Miscellaneous Emp.....	76	2,713	21,900	219,450	496	354	46,950	36,000	420	3,067	88.23	25,050	255,450
J—Total	2,882	28,701	190,550	2,220,900	1,050	9,439	129,650	1,137,950	3,932	38,140	77.64	320,200	3,358,850

PLEASE TEAR OFF AND POST IN A CONSPICUOUS PLACE

ATTENTION!

SOLDIERS! SAILORS! MARINES!

At the recent session of Congress proposed legislation was favorably reported by both House and Senate committees providing for the construction by returned soldiers, sailors, and marines of soldier settlements in practically every State. Owing to the congestion of legislation, the bill did not come to a vote. It is expected, however, that similar legislation will be introduced and passed at the coming special session, which will give you work almost immediately and the chance to secure one of the



FARMS WHICH WILL BE AVAILABLE.



In order to ascertain, for the information of Congress, the attitude of the men in the service toward the plan, the Department of the Interior wishes to hear from every soldier, sailor, and marine in the United States or overseas, who is interested in the plan. Already thousands of inquiries regarding the plan have been sent in to the Department from men about to be discharged who wish work and the chance to secure a farm home.

If you are interested, write to-day, giving your name, home address (street, number, city, and State), age, occupation before enlistment, whether you have had previous farming experience, and where you would prefer to work, whether in your own or in some other State.

**DEPARTMENT OF THE INTERIOR,
WASHINGTON, D. C.**

Nation-Wide Approval of Secretary Lane's Soldier-Settlement Plan

Up to the time of going to press over 35,000 inquiries regarding the soldier-settlement plan have been received by the Department of the Interior from soldiers, sailors, and marines, both in the United States and overseas, representing every state in the Union, the District of Columbia, Alaska, and Canada, and these inquiries are still pouring in at the rate of five or six hundred a day.

Many of the state legislatures have enacted soldier-settlement legislation in anticipation of similar action by Congress at the coming special session.

The American Federation of Labor has indorsed the plan in its reconstruction program.

Scores of chambers of commerce, boards of trade, and similar organizations have placed the stamp of their approval on the plan.

Hundreds of newspapers have indorsed the plan. Owing to lack of space only a few of the expressions of approval of the plan can be shown here, but those given in the following pages are typical of thousands on file in the department.

State Action

Action of state legislatures on soldier-settlement legislation so far reported is summarized in the following statement:

Alabama.—Bill for soldier settlement has become a law and the legislature has passed a memorial urging the state delegation in Congress to do everything possible to secure the enactment of Federal law. A committee working under the post-war council of defense, consisting of six state officials and three others, are officially in charge of the matter.

Arizona.—An appropriate bill for co-operation with the United States has been enacted carrying an appropriation of such sums as are necessary for

soldier-settlement work in the state. The legislature has also memorialized Congress in favor of the plan.

Arkansas.—Gov. Brough has appointed a committee of 11, with himself as ex officio member, to represent the state, and has wired President Wilson urging his active support of the congressional legislation. A joint resolution has been passed by the legislature urging the Arkansas congressional delegation to do everything possible for Federal legislation.

California.—The Breed bill was introduced January 21 for referendum to the people of the state to carry a \$10,000,000 bond issue. It carries also a \$10,000 appropriation. Another bill has been introduced by Senator Breed permitting co-operation with the United States and carrying a direct appropriation of \$1,000,000. The legislature passed a joint resolution urging the adoption by Congress of soldier-settlement legislation.

Colorado.—A bill has been enacted providing for a bond issue and an appropriation of \$1,000,000 for soldier settlements in co-operation with the Federal Government. A resolution indorsing the soldier-settlement legislation before Congress was adopted by both Houses.

Florida.—A bill has been enacted authorizing the internal improvement board to use state lands for soldier settlement and to co-operate with the United States.

Georgia.—The governor has appointed a committee of seven to represent the state.

Idaho.—The legislature has passed a bill carrying an appropriation of \$100,000 for soldier settlements. This law is effective only in case of favorable congressional action along soldier-settlement lines.

Illinois.—A bill has been introduced carrying an appropriation of \$1,250,000.

Kentucky.—Gov. Stanley, now Senator-elect has appointed a soldiers' land settlement committee, composed of Dr. Franklin L. McVey, president of the University of Kentucky, chairman; Harvey Chenault, of Richmond; Owsley Brown, of Louisville; W. A. Wickless, of Greenville, and W. F. Bradshaw, of Paducah, to represent the state in co-operative work, the legislature not being in session.

Louisiana.—Gov. Pleasant has wired President Wilson asking his active support of congressional legislation, and has appointed a committee of five to represent the state.

Maine.—The governor's message to the legislature urges co-operation with the United States in soldier settlement. Bill introduced calling for an appropriation of "so much of the reserve-land fund not otherwise appropriated as may be necessary."

Maryland.—The legislature is not in session, but the agricultural committee of the state council of defense is acting as a co-operating agency for the state.

Massachusetts.—A bill has been introduced providing for a commission for independent state settlement work and for co-operation with the Federal Government for soldier settlement. The bill carries an appropriation of \$500,000. The governor has appointed a committee to represent the state.

Michigan.—A bill has been introduced for co-operative soldier-settlement work; also a bill for a holding corporation designed especially for co-operation with the United States. The governor has appointed a committee to look after the interests of the State in this matter, the committee being affiliated with the Lake States committee, including representatives from Wisconsin and Minnesota in soldier-settlement work.

Minnesota.—A bill has been introduced for co-operation with the United States in soldier settlement; also a bill for a land-holding corporation for action with the United States. The

governor has appointed a committee to look after the interests of the state in this matter, the committee being affiliated with the Lake states committee, including representatives from Michigan and Wisconsin.

Mississippi.—The Mississippi Legislature does not meet until 1920, but a committee of eight has been appointed to represent the state as the result of a state-wide meeting to formulate a policy.

Missouri.—Bills have been introduced for the creation of drainage, waterways, and conservation commissions and for the utilization of moneys derived from the sale of sand and gravel from Missouri rivers, and providing for co-operation with the United States in reclamation matters; also a bill for soldier settlement has been passed.

Montana.—A bill for co-operation with the Federal Government on soldier settlements and carrying an appropriation of \$50,000 has been passed. A bill also passed appropriating \$200,000 for relief of soldiers, containing provision that soldier-settlement act board may use such money as may be necessary from this appropriation in addition to above \$50,000

Nebraska.—Soldier-settlement bill (short form) introduced and passage urged by Gov. McKelvie.

Nevada.—Bill passed providing for borrowing \$1,000,000 by sale of bonds for reclamation and settlement fund and co-operation with United States.

New Mexico.—A bill has been enacted for co-operation with the Federal Government on soldier settlements. Another bill provides for an appropriation of \$400,000. The legislature has also memorialized Congress in favor of the passage of soldier-settlement legislation.

New York.—A bill has been introduced providing for co-operation with the United States in soldier-settlement matters. This bill carries an appropriation of \$250,000.

North Carolina.—A resolution has been passed to memorialize Congress to pass a soldier-settlement bill. The gov-

ernor has appointed a committee of three to represent the State.

North Dakota.—A bill has been passed providing an appropriation of \$200,000 as a soldier-settlement and immigration fund. A referendum vote may be taken on it.

Oklahoma.—A bill has been introduced calling for co-operation with the United States for soldier settlement, and the legislature has passed a joint resolution memorializing Congress in favor of the enactment of legislation.

Oregon.—The legislature has passed and late Gov. Withycombe approved a bill creating the Oregon land settlement commission, appropriating an emergency fund for immediate activities, and also referring to the people at a special election to be held June 1 an act authorizing the sale of bonds of approximately \$3,000,000 for general reclamation and land settlement in co-operation with the Federal Government. Mr. William H. Crawford, secretary of the commission, says: "The Oregon commission has the most enthusiastic support of the people and much is expected from the efforts toward land settlement urged during the past few months."

South Carolina.—A joint resolution has been passed urging action by Congress to carry out the soldier-settlement program. A committee of three has been appointed by the governor to represent the State. A bill for co-operation with the United States and providing for a commission has been introduced.

South Dakota.—A bill has been enacted appropriating \$100,000 and permitting a bond issue of \$1,000,000 for co-operating with the United States in soldier-settlement work.

Tennessee.—A joint resolution has been passed memorializing Congress to enact soldier-settlement legislation. State legislation for the same purpose is pending. The governor has appointed a committee to represent the State in the soldier-settlement matter.

Texas.—The legislature has passed a bill referring to the people a constitutional amendment so that the State may

lend its credit for land and settlement purposes. This amendment will be voted upon May 24. The attorney general is preparing a measure for State and Federal co-operation. A committee of five has been appointed by the governor to represent the State in soldier-settlement matters. A joint resolution has been passed by the legislature memorializing Congress in favor of soldier-settlement legislation.

Utah.—A bill has been enacted creating a soldier-settlement commission for co-operation with the United States, authorizing a bond issue of \$1,000,000 and an appropriation of \$25,000.

Washington.—A bill has been enacted (State reclamation act) providing for a tax of one-half of 1 mill annually until 1928 to be covered into a revolving fund which will eventually attain a total of \$5,000,000. The bill also appropriates \$3,000,000 from such fund. Also enacted a bill (land-settlement act) providing for soldier settlements in cooperation with the United States and appropriating \$260,000.

West Virginia.—Legislation for co-operation with the United States has been introduced and action advocated by the governor. The legislature has memorialized Congress in favor of soldier-settlement legislation.

Wyoming.—The legislature has passed a bill for co-operating with the United States in soldier-settlement work, creating a land settlement board and authorizing the loan for the purpose of the sum of \$200,000 from the State school funds.

Wisconsin.—The governor has appointed a State-wide committee to act in soldier-settlement and reclamation matters, and the State committee is affiliated with the Lakes States committee representing Wisconsin, Minnesota, and Michigan.

Virginia.—The governor has appointed a committee of 11 to represent the State.

MICHIGAN LAND-SETTLEMENT COMMISSION

The plan of Secretary Lane strikes right at the very vitals of the principal

causes of the movement from the country to the cities, when it is proposed to set up "community centers" in which the social and educational advantages shall be of first consideration. Efficient and economical crop production, coupled with improved market facilities are of course prime elements and are specifically covered in the general plan. In other words, folks have left the farm because their net earnings were less than obtained in the city and because the rural social and educational advantages have been vastly less appealing than in towns. Scientific group settlement will go a long way in correcting these conditions.

Secretary Lane has already officially declared that though his plan was lost in the last Congress, he will continue the campaign and that a similar measure will be introduced promptly when the next Congress convenes. Therefore, it behooves Michigan to be prepared to officially and actively co-operate with the Department of the Interior in the preliminary work, and, moreover, for us to be fully prepared to look after our interests when the measure is enacted into law. From all reports it seems that the last Congress would easily have passed the bill, and there is every reason to believe that the next Congress will be similarly disposed provided it is properly educated in advance.

Today we are in the very midst of many and momentous reconstruction and readjustment problems. Their satisfactory solution is a matter of hours and days of the immediate future. Speed in bringing about tangible, working results is as vitally essential to the continued prosperity and contentment of this country as it was during the process of whipping the Hun. Your committee believes that few, if any, problems are of more pressing importance than the subject herewith discussed. We believe that our leading agricultural, banking, development, legislative, industrial, and other authorities will concur in this opinion.

The American Federation of Labor

The American Federation of Labor

makes the following recommendation in its reconstruction program:

Legislation also should be enacted which will give the Nation's defenders the opportunity for easy and ready access to the land. Favorable inducements should be provided for them to enter agriculture and husbandry. The government should assume the responsibility for the allotment of such lands, and supply the necessary capital for its development and cultivation, with such safeguards as will protect both the Government and the discharged soldier and sailor.

The Kern County Service Men's Association

A letter from this association is as follows:

We inclose herewith a petition which was drawn up and circulated by this organization, and to which are affixed 300 signatures.

By this petition we aim to express our willingness to accept the opportunities that will be presented to service men when the Lane land-settlement bill is passed.

In addition to these signatures, our organization has circulated 250 of the card applications issued by the Department of the Interior, which were forwarded to us at our request. We understand these cards are being filled out and returned to your department.

The Kern County Service Men's Association, representing Kern County's former service men, would be appreciative of any information or advice with which you might wish to favor us in connection with the proposed land-settlement act.

The petition is as follows:

The undersigned, each of whom was inducted into the United States service and who holds certificate of honorable discharge therefrom, the respective dates of which appear following our respective names, together with our respective ages and whether single or married, hereby declare our desire to secure the soldiers' homestead privilege and elect to exercise such privilege on unoccupied, idle, undeveloped, and un-

reclaimed lands in Kern Delta, Kern County, Calif., which said lands, however, we are advised, are in private ownership and we respectfully seek the privilege of selecting a body of land as nearly as may be in compact area and in sufficient area to enable allotment of 60 acres to each applicant, the price and terms of purchase to be fixed by the State on a basis that will enable, with intelligent and industrious application, the acquisition of title within a reasonable time and a substantial livelihood from the beginning.

We further express our desire and willingness to join the State and Federal authorities on a reasonable wage basis, pending reclamation, to construct and install the necessary irrigating canals and other water-supply facilities, drainage facilities where required, installation of electrical service agencies, building of permanent roads to trade centers, and the doing of such other work in the premises as the Government policy may require, prior to allotment.

We further signify our desire to secure a range homestead from the public lands of the United States to be operated in connection with the valley holding.

(Names of 300 signers to the petition.)

The Washington Committee, Agricultural Section, Division of Traffic, U. S. R. R. Administration

This committee heartily indorses the plans as suggested by Secretary Lane for the purpose of furnishing occupation to the returning soldiers and for the preparation by reclamation or otherwise of farms or ranches to be sold to soldiers and selected settlers upon the most favorable terms and conditions. Resolution carried.

The Oregon Committee of the Same Organization

Resolved, That this committee desires to indorse and offer its co-operation to the plans as suggested by Secretary Lane for the preparation of homes for the returning soldiers by means of reclamation or other methods of development

and further indorses those portions of Secretary Lane's plans which offer an opportunity for the employment of returned soldiers in the development of these reclamation or other projects fostered by the Government for the purpose of preparing the land for such use. That this committee further approves the ideas of Secretary Lane that any homes prepared by the National or State Governments shall be sold to these returned soldiers and other selected settlers upon the most favorable terms and conditions.

Boise Council No. 899, Knights of Columbus

Whereas it is fit and becoming that a grateful Nation, looking to the welfare of its returning heroes from the field, the camp, and the high seas, should provide in a substantial manner for the recognition of the noble services of our soldiers, sailors and marines: Therefore, be it

Resolved, (1) That it is the sentiment of Boise Council No. 899, Knights of Columbus, that there is no more fitting and appropriate way of achieving this most meritorious result than to follow the suggestions of the Hon. Franklin K. Lane, Secretary of the Interior, in the reclamation of the arid lands of southern Idaho and the logged-over lands of northern Idaho, for settlement and ultimate acquisition by our returning soldiers, sailors, and marines, upon such terms and conditions as will enable them to reclaim and bring to a high state of cultivation the lands thus settled upon, without exacting conditions that would deter the ordinarily prudent man from assuming the obligations incident to settlement on those lands.

(2) That it is our opinion that no more suitable lands can be obtained than the potentially productive lands of southern Idaho and the rich logged-over lands of northern Idaho to bring about the greatest and most beneficial results to returning soldiers, sailors, and marines to the State of Idaho and to the United States of America.

(3) That we indorse the proposal that all work incidental to the reclamation of

these lands wherein man power is required be allotted to soldier, sailor, and marine applicants for land and to men who may be displaced from their usual occupations in civil life by the preferential employment of former soldiers, sailors, and marines.

(4) That we believe that the reclamation of the arid and logged-over lands of Idaho under the wise and careful administration of the Secretary of the Interior will not only relieve the situation with respect to employment, but the development of these large areas of land will contribute to national prosperity and the beneficial influence thereof will be felt by all the people of the United States.

(5) That a copy of these resolutions be sent to the honorable Secretary of the Interior, to both Houses of Congress, and to each member of the Idaho delegation in the House of Representatives and the Senate of the United States.

**Arizona Cattle Growers' Association,
Phoenix, Ariz.**

Whereas the Arizona Cattle Growers' Association desires the largest possible extension of the irrigated area of Arizona and the full conservation and utilization of all the water resources of the State, both surface and underground, including the complete control of flood waters, and the protection of farms and grazing lands from soil wash and erosion, and the channels of rivers and canals from the silt resulting from farm-land destruction: Therefore be it

Resolved, That the Arizona Cattle Growers' Association in convention assembled at Phoenix, Ariz., February 11, 12, and 13, 1919, heartily indorses the plans of the Secretary of the Interior for the reclamation of large areas of land in Arizona for settlement by returned soldiers, sailors, and war workers, as well as by others who may desire to settle upon such reclaimed lands, and urges that the appropriations recommended by the Secretary of the Interior for that purpose should be made without delay; and be it further

Resolved, That this association urges

the appointment of the commission created by the Newlands river regulation amendment enacted by the Congress of the United States on August 17, 1917, and the immediate preparation by and through such commission of a comprehensive plan for flood control and river regulation on every watershed in Arizona; and be it further

Resolved, That this association urges the construction, without delay, of the Upper Gila, San Carlos, Camp Verde, Horseshoe, Charleston, Sentinel and Parker Reservoirs, and all other practicable irrigation projects and reservoirs for flood-water storage in Arizona to the end that the benefits to the manufacturing industries of the United States resulting from the work of the Reclamation Service may be extended at this time to the fullest possible extent, to create employment for labor and home markets for manufacturers, and thereby check the tendency to disemployment and business depression resulting from the cessation of war industries; and be it further

Resolved, That in the selection of lands for soldiers, sailors, and war workers we believe the State land commission should safeguard the rights of those who have served the Nation, assist them in the selection of desirable lands, and enable them to locate on such lands without being subject to unnecessary expense.

The National Service Legion, New York

Resolved, That the National Service Legion indorse the reclamation project ("land for the soldiers") adopted by the Department of the Interior and, furthermore, that the speaking staff of the legion be placed at the disposal of the Government to assist in procuring a successful outcome of the proposed plans.

The Engineers' Club of Baltimore

Whereas information from reliable sources indicate that there are now out of employment in the United States about 500,000 workers, many of whom have but recently laid aside the uniform of their country; and

Whereas competent students of social and economic conditions inform us that the country is in great need of the addition of a million homes owned by the occupants, to insure us properly against the evils of social unrest; and

Whereas the growth of population in the United States is greatly exceeding in celerity the growth in the production of agricultural crops; and

Whereas the men who have borne the arms of the United States are particularly entitled to receive at the hands of a grateful country every reasonable opportunity for advancement that may properly be extended to them; and

Whereas the Secretary of the Interior, Hon. Franklin K. Lane, has proposed a plan to provide both employment and farm homes for soldiers, sailors, and marines, through the reclamation by and for them of undeveloped lands throughout the country and the division of such lands into communities of farm homes fully improved with fences and buildings, and equipped with stock and farm implements, for immediate use, the cost of which shall be returned to the United States in small payments over a term of years; and

Whereas this plan received the approval of Woodrow Wilson, President of the United States, in his message to Congress, December 2, 1918, and of Theodore Roosevelt, in his article "Eyes to the Front," appearing in the February, 1919, number of the *Metropolitan Magazine*, as well as that of thousands of other thoughtful citizens from all parts of the land; and

Whereas there is pending before Congress a bill (H. R. 13651) providing for an appropriation of \$100,000,000 to put this plan into effect: Now, therefore, be it

Resolved, That the Engineers' Club of Baltimore, Md., hereby expresses its earnest approval of the plan of Secretary Lane, and urges the passage of the bill above referred to; and, furthermore, be it

Resolved, That we call upon our Senators and Representatives in Congress from the State of Maryland to do all

in their power to further the passage of said bill and its enactment into law.

Conference of Southwestern States

At a conference by the Hon. Simon Bamberger, governor of the State of Utah, to meet at Salt Lake City, Utah, on the 18th day of January, 1919, for the consideration of plans for soldiers, sailors and marines' settlement along the lines suggested by Hon. Franklin K. Lane, Secretary of the Interior, the States of California, Arizona, Nevada, New Mexico, Colorado, Wyoming, and Utah were represented by delegates duly appointed by the governors of said states.

The conference met, pursuant to call, at the Utah State capitol; and as a result of its deliberations adopted the following resolution:

"Whereas the world is just emerging from the greatest war in history; and

"Whereas it is of prime importance to the people of the United States that the returning soldiers, sailors, and marines of the country be given profitable employment, with the opportunity to acquire homes throughout the United States upon lands which it is possible to reclaim by the concerted action of the Federal Government and the various States of the Union; and

"Whereas the Hon. Franklin K. Lane, Secretary of the Interior, has suggested the co-operation of the United States with the various States looking to the reclamation, redemption, and improvement of lands throughout the United States and the settlement thereon of soldiers, sailors, and marines under terms which should prove attractive to them: Now, therefore, be it

Resolved, That this conference heartily approves the general principles suggested by Secretary Lane and urges upon the legislatures of the various States of the Union and upon the Congress of the United States immediate action looking to the crystallization in the form of laws of such provisions as will make possible at the earliest moment the furnishing of employment to the soldiers and sailors of the country on projects looking to the reclamation

of all such lands as may be made productive by the construction of irrigation works, the drainage of swamp lands, and the clearing of cut-over timberlands, with a view of placing upon such lands such soldiers, sailors, marines, and citizens as may desire to avail themselves of the opportunity so offered."

In this connection we call attention to the experience of our country in various completed reclamation projects throughout the land and point out that it is not sufficient merely to place the men upon the land. We therefore urge upon those in authority that lands which may be reclaimed by any of the methods above suggested should be brought to a point where the settler going upon them can immediately enter upon actual farming with a promise of results at the end of the first season of his occupancy. He should be offered lands ready to plant and equipped with the necessary buildings, implements, and live stock to make it a going concern, all of these to be paid for on long-time deferred payments bearing a low rate of interest.

As representing States lying within the arid region of the West, we call attention to the fact that in such region there are vast areas of land which only need the application of available water to make them productive and capable of supporting hundreds of thousands of inhabitants. As an illustration of this condition we call attention to the great drainage basin of the Colorado River, in which there are in excess of 3,000,000 acres which can be reclaimed by the construction of reservoirs for the conservation of the flood waters of the stream, which would do away with flood damages on the lower reaches of the river and bring into productivity an empire which in its richness would rival the lands of the far-famed Delta of the Nile, an empire which when fully developed would add to the wealth of the country by a variety of crops ranging from those of the North Temperate Zone to those semitropical products of Arizona and California.

In the treatment of projects such as

are to be found on the Colorado River and its tributaries, those in authority should bear in mind that the stream should be treated as a whole in order that the greatest duty of its waters will be obtained. The history of irrigation throughout the world has shown that the greatest duty of water is had by first using it upon the upper reaches of the stream and continuing the use progressively downward. In other words, "the water should first be captured and used while it is young," for it can then be recaptured as it returns from the performance of its duties and thus be used over and over again. Attention is further directed to the fact that many of these irrigation projects, of a magnitude to be developed only by the Federal Government, can be properly carried on without interfering with smaller developments which should be undertaken by individual and corporate initiative, and we therefore urge upon the Interior and Agricultural Departments the adoption of a liberal and sympathetic policy in the granting of rights of way for reservoirs and ditches upon the public domain where the same are essential to the development of such private projects. We further urge the liberal administration of all of the land laws of the United States, looking to the end of placing the lands of the United States in the actual possession and occupation of its citizens in order that the citizens may have a home and that the lands may go upon the tax rolls of the various States in which they may be located in order that they may bear their just proportion of the expense of State administration.

Along the lines set forth in these resolutions we pledge ourselves to a hearty co-operation with the representatives of the Federal Government in order that the desired end may be attained at the earliest possible moment consistent with a wise administration of the affairs of the Nation and of the States.

While the States here represented are but slightly concerned in the reclamation of swamp lands or cut-over timberlands we express our hearty approval of legis-

lation looking to the redemption and proper utilization of such lands, for it is to the home-owning class that our country must look for the preservation of our traditions and our institutions.

In the carrying out of all reclamation projects in which the Federal Government may become interested its activities should ever be in conformity with the laws of the State in which the project under development is located. In the arid States of the West the irrigation projects undertaken by or with the aid of the Federal Government should in every instance be based upon a full compliance with the laws of the State wherein the projects are located so far as the appropriation of water and other matters of purely State control are concerned.

William Spry,
Chairman.
Otis J. Baughn,
Secretary.

A Few Letters Out of the 35,000 from the Boys Themselves

2122 Summit Avenue,
Everett, Wash., March 10, 1919.
Honorable Secretary of the Interior,
Washington, D. C.

Sir: Will you kindly inform me what this country is doing toward making it possible for returned soldiers to obtain farms and make the necessary improvements?

The Canadian Government is making a very attractive offer; also some of the railways up there; and I believe a good many United States soldiers will take advantage of them if this Government does not take some action also.

Will appreciate any information you can give me as I intend to locate on a farm as quickly as possible.

Yours truly,
Arthur G. Sorenson,
Formerly Sgt. Hq. Det., 13th Div.

Clotten on the Mozel, March 25, 1919.
Department of the Interior.

I am returning the card and I must say that everybody with whom I have talked is interested in farms for soldiers. Last year we trained in Camp Shelby, Miss., and there are hundreds of acres

of good land going to waste. In 1916 I was on the border near Mercedes, Tex., and it is the same good land laying useless all for the want of the farmer, a little capital, and labor.

It is a shame, a loss to the Government and humanity, in that this ground is idle—not producing. Why not help the returning soldiers, those who desire it, to own this land? We have made it possible that the world will be fit to live in. Then why don't our Government make it possible that we may live on it?

Surely we are not asking much. Think what we have given—our business or jobs, etc. Now, all we ask is that we may purchase this waste, idle land, with funds loaned by the Government, by small payments over a number of years.

William H. Gracue,
2 St. 4 Division Trains, A. P. O. 746,
Germany.

Chicago, Ill., March 14, 1919.
Department of the Interior,
Washington, D. C.

Gentlemen: I have just read a magazine article on the pending legislation now before Congress for providing work and farms for men honorably discharged from military service, and reference is made to a booklet on the subject being issued by the Department of the Interior and being distributed to men at the Army Camps.

I did not get one of these booklets at the time of my discharge, and as I am very much interested in the project am making this request for as much information as it is possible for you to give me at this time.

The plan as outlined is indeed one that should, and I believe it will, appeal to the majority of men who have taken part in this war, and I sincerely trust that the bill will pass at the next session.

May I hear from you further on this subject at your convenience?

Thanking you, I remain,

Yours truly,
Hugh M. Frew,
3445 W. Madison St., Chicago, Ill.

205 Walnut Street,
Harrisburg, Pa., March 12, 1919.
Department of the Interior,
Washington, D. C.

Gentlemen: I would like to make application to enter the farming industry for discharged soldiers now under consideration by your department.

Kindly let me know just how I may proceed.

Any information or literature on this subject will be appreciated. Also if this work is not to start in the very near future is there anything I could do in the work leading up to it? I believe in this program thoroughly, and if you can find a place for me I assure you I will appreciate it.

Thanking you, I am, respectfully,
Rob't M. Snyder,
Formerly Pvt. 1st Class, 14th Amb. Co.

Culpepper, Va., March 12, 1919.
Secretary of the Interior,
Washington, D. C.

Dear Sir: Please consider me an applicant for one of the farms as proposed by Secretary Lane for men discharged from the military service. Excepting such time as I have been in school and in the Army, I have always lived on the farm, and wish to return there now. I was honorably discharged from the service December 14, 1918, and have been without permanent employment since. If any choice is given the applicants I should prefer a farm in the West. I am 24 years old and unmarried; am ready to take up my duties on one of the farms immediately.

Very truly yours,
Chas. H. Bolen.

Camp Stuart, Va., March 12, 1919.
Department of the Interior:

I am greatly interested in Secretary Lane's reclamation project.

I have sent in a card given me by Secretary C. F. Southard, of the Y. M. C. A., but I want to say a little more.

I can see that it will be the best thing that has ever been offered to thousands of us soldiers who came from the farm, as well as many more who the outdoor

life of the Army has turned against office work.

It will also do more to develop co-operation among the farmers than anything that has ever been done.

I have seen some of the Government reclamation work in the West and know that what they do they do thoroughly.

Hoping that the bill will be passed in the very near future, I am,

Yours, very respectfully,
Mech. Walter K. Russell,
Battery E, 53d Artillery (C. A. C.),

Vale Oreg., March 11, 1919.
Secretary Interior,
Washington, D. C.

Dear Sir: I should like information relative to the proposed scheme to reclaim arid lands, swamp land, and logged-off land for soldiers with honorable discharges.

Why is it that there is no action in Congress on the matter? It seems now is the time to get started before hardships, discouragement, and discontent cause trouble.

Yours, very truly,
Allen Rothwell.

Prescott, Iowa, March 3, 1919.
Department of the Interior,
United States Reclamation Service,
Washington, D. C.

Sir: I, Grover C. McPherson, a discharged soldier of the United States Army, after serving six months in the A. M. G. B., Camp Hancock, Ga., I am at home again and would very much like to hear the facts about the land and outdoor work as I don't like to go back to the city again.

Respectfully, yours,
Grover C. McPherson,
Prescott, Iowa, Route 2.

Seven Springs, N. C., March 4, 1919.
Department of the Interior,
United States Reclamation Service,
Washington, D. C.

Gentlemen: I understand the department is mailing cards for soldiers desirous of farming after being honorably discharged, to be filled out showing de-

tails. I was recently discharged after 18 months' service here and overseas and am anxious to get details as to chance of securing some land or employment in connection with same. I have experience in several things, but what I want is a place to go on myself. If the Government requires a period of employment I'll do my bit. Am interested in cut-over lands in Carolina or swamps of Florida. Kindly send me any information to enlighten me.

Wm. B. Dale.

Army of Occupation,
Coblenz, Neuendorf, Germany,
February 8, 1919.

To the Hon. Mr. Lane,
Secretary of the Interior,
Washington, D. C.

Dear Sir: I have noted with interest an article in one of our city papers (Philadelphia) concerning your bill proposing land appropriations to discharged soldiers. This bill interests me because I was born and raised on a farm and long for the opportunity to go back again on a farm. But there are several questions I would like to ask, namely, should these tracts be in scattered locations or should they be run on the community plan? I am strongly in favor of the community plans for these reasons: In unity there is strength; the combination of the labor and wealth would tend to produce more and better returns from the land; they would be better able to combat the railroads on freight charges; it would help to bring the producer and consumer closer together by omitting the commission man; it would bring about a grading of the products and their respective prices and improve the welfare and living conditions of all concerned. My opinion is that the reason for the overcrowding of the cities and the tendency for people to abandon agricultural pursuits is the oppression of the railroads, commission men, and lack of support from the Government. This is a time when it is more necessary than ever before that every means of co-operation should be given to the farmer,

for the needs of our whole world are "food" and "clothing."

Most respectfully yours, your honorable servant,

Sergt. John E. Volkert,
Co. "C", 54 Pioneer Inf., Amer. Ex.
Forces, France.

Clarkedale, Ark., March 10, 1919.

Secretary Lane:

Dear Sir: I am inquiring and want you to aid me in getting some land. I am a farmer and been farming nearly all of my life and I would like to have a farm of my own from the Government. I want to start to work on it now. I enlisted in the war service October 25, 1918, and was honorably discharged December 30, 1918. Now I am farming again, but I want to be on my own land. So please send me one of those cards or booklets. I don't want to be left out. So please help me to get a farm of my own.

And oblige,

Malachi Wilkerson,
Clarkedale, Ark., Box 32.

From One of the Mothers

Phoenix, Ariz., March 26, 1919.

Hon. Secretary Lane.

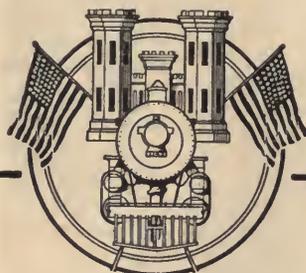
Sir: Will you kindly accept a letter of appreciation from a mother of one of the noblest men you have been representing. First, because he gave up the dearest object of his life, and that was his mother (his all, his idol), next his school, next his life; for he never will be the same boy again; never can he stand before the world with a strong healthy body because of injuries he received while in action; but, Mr. Lane, please don't feel that I am finding fault. Far from it. It thrills my heart with great emotion when I think of him as he lies in that hospital across the sea, when I realized that he is there for democracy. Proud? Most assuredly, even though he had fallen on the battle field, even if it has added years to mother's life, I was glad to give him to his country. While I am writing, there are thousands of other mothers in America that when they saw their son

or sons march away, it was the greatest sacrifice of their life, and it probably was the same as myself, all they had in the world that was dear to them. But now that peace is declared I am sure that every mother that is represented in this land will sanction what I say, that we don't want our boys to feel that they have lost their usefulness as citizens by being rejected as able workmen because of their physical disability received while fighting for their country, which would

be a very discouraging fact, which would be an unavoidable fact, if on return of our boys they were left to shift for themselves, and that is why that every American should appreciate and vote to hold up your efforts to help our returning boys.

I remain yours, for our country's cause,
 Mary L. Hett Kimpton,
 Mother of Victor E. Hett, M 9 Troop,
 15th Cavalry, American E. F., Base
 Hospital No. 208, France.

MILITARY



DEPARTMENT

The 13th Regiment Engineers (Railway) U. S. Army Home

The 13th Regiment Engineers (Railway), United States Army, is home, and as George Pattullo would say, "Boy Howdy,"—they surely had some reception.

That the employes of the railroads of Chicago and elsewhere are proud beyond expression of the accomplishment of every individual soldier or sailor in the Great War, regardless of whether he went to the other side and experienced the thrills and endured the hardships of trench, artillery, air, sea, or cavalry fighting or not, goes without saying.

Those who got into the "thick of it," as they say, were lucky, and those who stayed at home were ready and anxious to participate and do their bit, but due to the sudden collapse of the armies of the central powers, were not called upon.

But among railroad men the feeling toward their own regiments is "different."

They are our own comrades, close to us by reason of their occupations in civil life, and the character of the work they performed on the other side.

There is varying opinion among the laity, and even among the fighting men as to which branch of the service contributed most to the glorious outcome, and while we do not presume to say that the railroad regiments won the war, we do assert without reservation that but for their magnificent untiring, intelligent, and never ceasing labor, the war could not have been concluded favorably.

Amid shot and shell, and showers of bombs from airplanes, they steadily kept at work building tracks and yards, repairing engines and cars, and transporting without cessation supplies and ammunition to those at the front, who with bravery unparalleled were whittling the "boche" down to a state where finally he became impotent.

W. W. WATSON, JR. K.P.O. G. Hughes
 A.E.F. FRANCE. Co. A. 13th ENGINEERS (Ry)
 Signed in the MAR 1917 VERDUN SECTOR 1919.
 G.C. Kennedy Capt. G.F.
 E.E. J. J. Capt. Eng.

W.G. Arr. Major
 H.M.P. Rec
 W.H.C. Chaplain
 C.L. Whiting
 H.M. HARRIS LT. COL. M.C.
 H.C. Col. Eng. USA
 E. Col. Eng. M.C.
 R.C. Col. Eng. M.C.
 E. Col. Eng. M.C.
 J.M. Col. Eng. M.C.
 J.M. Col. Eng. M.C.
 J.M. Col. Eng. M.C.

L.J. Turner Jr.
 L. Turner
 R.C. Col. Eng. M.C.
 J.M. Col. Eng. M.C.
 J.M. Col. Eng. M.C.
 J.M. Col. Eng. M.C.
 J.M. Col. Eng. M.C.

R.H. Upton
 R.H. Carter
 G.J. Larrigan
 ABERGERON
 R.O. Booth
 P. REILLY
 J. BANKS
 W.H. Hunt
 L.J. Ryan
 G.I. Nichole
 M.C. Crystal
 Joe Freshitt
 G.L. Holt
 H.C. Green
 G.E. Musgrave

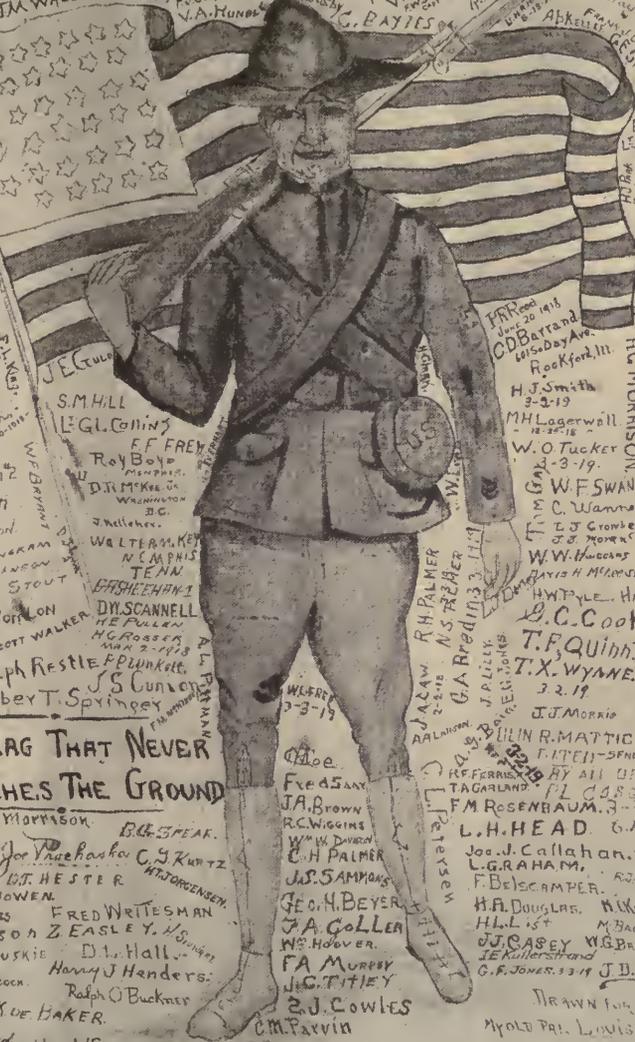
J.E. Gunn
 S.M. Hill
 E.G. Collins
 F.F. Frey
 Roy Boy
 D.J.M. Kee Jr.
 W. Miller
 WALTER KEYS
 N. CAMPBELL
 T.E. N
 G.H. SHEEHAN
 D.V. SCANNELL
 H.E. PULLER
 H.C. ROSSER
 M.A. 2-1918
 R. RESTE
 F.P. Winkler
 J.S. CONROY
 R. ROBERT T. SPRINGER

H.W. Tyle
 HARRY BRENDON
 B.C. COOK 8-3-19
 T.F. QUINN
 T.X. WYNE
 J.J. MORRIS
 BULIN R. MATTIOL
 FITCH SPURDYS HOUSE
 BY ALL OFFICERS
 TAGARLAND PL. CASEROVE, ILL.
 F.M. ROSENBAUM 3-3-19
 L.H. HEAD G.N. Young
 Joo. J. Callahan, Jr. Conn.
 L.G. GRAHAM, R. BANNER
 F. BELSCAMPER
 H.A. DOUGLAS, A. KELLER
 H.L. 1st M. BALDWIN
 J. CASEY W.G. BRITEN
 J.E. KILLERSTAND
 C.R. JOHNSON 11-11-18
 J.B. MURRAY

THE FLAG THAT NEVER TOUCHES THE GROUND
 A.K. MORRISON
 B.G. STEAR
 G.Y. KURTZ
 W.T. HESTER
 W. JORGENSEN
 D.C. BOWEN
 I.D. HOLMES
 FRED WRITESMAN
 JACKSON Z. EASLEY, M.
 R.C. KUSKIE D.L. Hall
 N.E. MOCOON
 Harry J. Henders
 Ralph O. Buckner
 FRANK DE BAKER
 AG. Moody
 Harry W. Schreiber

LOUIS V. DU LUDE.
 ARRIVED LA HAVRE AUG. 17th 1917.
 WITH FRENCH 4th ARMY, CHAMPAGNE SECTOR
 AUG 18 TO SEPT 16th 1917, WITH FRENCH 2nd ARMY
 VERDUN SECTOR, SEPT 18th 1917, TO OCT 15th
 1918, ST MIHEL OFFENSIVE SEPT 12th
 TO SEPT 16th 1918, MEUSE-ARGONNE
 OFFENSIVE SEPT. 26th TO NOV. 11th 1918.

LOUIS V. DU LUDE.
 MYOLD PAT. LOUIS V. DU LUDE
 WITH 501 WISCONSIN INFANTRY
 G. STOKUM, INDEPENDENT, USN
 400 Alton B. Street, New York
 Dec -14 1917
 CORNELL SHARP
 2 WHEELS



We have heard it said that armies "fight on their bellies;" without the food which the railway regiments were constantly supplying, our army could not have stood up under the terrific onslaught to which they were subjected.

Without the necessary ammunition delivered at the proper time and place, they could not have fought at all; so the function of the railroad regiments was to supply both food and ammunition, and who has the temerity to say that they did not do it in sufficient quantities and on schedule?

They volunteered, they worked, they fought, they won; what more could they have done?

On the morning of May 12th occupying three trains they steamed into Chicago, quickly detrained, and marched to the Coliseum where they breakfasted, with the guests of the City.

This mammoth structure was filled to overflowing with mothers, fathers, wives, children, sisters, brothers, sweethearts, and friends, who, with a joy that approximated hysteria, received them. There were tears in the eyes of the boys who had laughed at shell and machine gun fire. At 11:30 a. m. the buglers in various parts of the Coliseum sounded assembly, and the promptness with which they "fell in" indicated the superb education in obedience which discipline had made a part of their daily life.

Michigan Avenue had been cleared, and the weather god in seeming recognition of the wonderful record of the regiment, dried his tears and caused the sun to shine. The assignment of the employes of the various departments of the railroads spoke eloquently of the work that had been done by our Chairman R. J. Carmichael and his associates on the Arrangement Committee.

Preceded by mounted policemen and led by their band, at 11:45 a. m. with the easy swinging stride of veterans, the regiment left the Coliseum and marched north on Michigan Avenue, which had been elaborately and beautifully decorated. The Illinois Cen-

tral Railroad and other lines that boasted units in the regiment had declared a holiday, and from 12th Street to Randolph Street on both sides of the avenue, a mass of cheering, flag waving, humanity was crowded. Spaced at intervals, the Illinois Central Railroad had placed 13 locomotive bells (typifying the number of the regiment) which added to the din. The whistle levers of every locomotive on the Illinois Central tracks was tied down and sounding in unison, if not in harmony, with automobile horns and the cheers of frenzied partisans carried straight to the hearts of the soldiers a welcome that was 100 per cent pure, and had never been equalled in this man's town, except possibly after the armistice had been signed.

As a Chicago paper expressed it, "it was a he-mans welcome," and the writer might have added with "she-woman support."

At intervals young ladies gowned in white were stationed who presented to the captains of each company a beautiful floral wreath.

We have heard a little criticism of the sounding of locomotive whistles, the claim being that the noise deadened the music and destroyed the rhythm of the marching steps; but to our mind this part of the program was very appropriate; for the fellow that did not go across, was talking to the fellow that did in the language that both use while on duty.

In the reviewing stand in addition to the Federal and General Managers were Regional Director Aishton, Major General Black, Colonel Black, Director Felton (who had charge of the mobilization of the railway arm of the U. S. Army), and other prominent railroad officials.

Unfortunately the automobile occupied by Major General Wood was blocked by the crowd and he could not reach the reviewing stand.

One of the most pleasing features of the parade was the music furnished (under the leadership of Director Fraser) by the Illinois Central Shop Band, which was stationed at the reviewing stand. This band was de-

facto if not de jure, a part of the regiment, because they led the regiment in all its parades when the regular band was in a formative stage.

At 1 p. m. after the line of march had been completed, Colonel Whiting led his regiment through Peacock Alley into the Gold Room of the Congress Hotel where dinner was served.

Mr. W. L. Park acted as toastmaster and speeches were made by General Wood, General Black, Colonel Black,

and Director Felton, which were appropriately responded to by Colonel Whiting.

At the conclusion of the dinner, the regiment was allowed to break ranks with orders to report at their respective trains at 3 p. m. to go to Camp Grant for demobilization.

Enroute Chicago to Camp Grant each member of the regiment was presented with a handsomely bound history of the regiment.

The 13th Engineers

By H. J. Schwietert, Assistant General Development Agent

When the war clouds broke for the U. S. A.,

With her Liberty and Freedom at stake;
Determined she entered her part to play

For Old Glory and Democracy's sake.

When civilization must do or die,

And our souls are filled with fears;

There was born of a spirit none may defy,

The 13th Engineers.

As soldiers respond to the bugle call,

They hurried from office and shop;

Vowing Christianity shall not fall

"Till our life blood is spilled every drop."

"The enemy shall not win" they cry

With a vengeance born of years;

Onward they march with hopes set high,

The 13th Engineers.

With pride we watched them swing into line,

Full of pluck determined to win;

Fearlessly facing torpedo and mine,

The conflict supreme they begin.

In the ocean's bosom dangers hide,

We follow with prayers and cheers;

We win! They help to turn the tide,

The 13th Engineers.

From Bar le Duc, Sedan, Verdun,

To Conflans a line they build;

Losing but one to the devilish Hun

Of their ranks for the task quite skilled.

Near the front where the hottest battles rage,

We find when the horizon clears,

With success they did the foe engage,

The 13th Engineers.

So here's to the men who put it through,

Welcome home a million cheers;

The dandy, husky railroad crew,

The 13th Engineers.

We welcome them back as our very own,

With bands and a billion cheers

Back to their homes and the safety zone

The 13th Engineers.



DOING OUR BIT IN FRANCE ON T. I. V. RAILROAD.

Left to right—Pat. Sweeney, C. B. & Q., Casper, Wyoming; T. R. Robinson, I. C. R. R., New Orleans; W. A. Bauman, M. C. R. R., Marshall, Mich.; E. A. Gantner, Southern R. R., Louisville, Ky.; Frank J. Walker, C. & St. P. R. R., Aberdeen, S. D.; C. A. Fuller, Chicago, Trainmaster.

Thrilling Description of Aerial Battle

By Lieutenant E. C. Leonard, 1442 Cameron Avenue, Chicago, Ill.

ON the morning of September 26th we had orders to be ready to leave the ground at 8 o'clock on a bombing raid—two from our squadron, and one from each of the other two squadrons. We were sure this time that a new drive was to start, for we could hear the steady rumble of artillery. Consequently at the appointed hour we were ready. Four bombs were on each plane, the machine guns and motors were tested out. It was a mean morning for a flight. A thick fog covered everything, making it impossible to see any distance along the ground. It looked foolish to attempt leaving the ground at all, but we knew weather would not stop flying on the first day of the offensive. After half an hour's wait the fog did not lift, but we had a good smoke, standing by the machines in our goggles and flying clothes. At last the planes began to take off, but our turn did not come at first. As some of the planes left the ground from farther down the field, they flew directly over us. We could hear the heavier sound of a motor coming nearer, but we could see nothing, until suddenly the machine burst into view through the fog, and flew directly overhead, only thirty or forty feet up. It was a moment of excitement. One could see the fastenings of the bombs hanging underneath the wings. The plane passed on and was swallowed up in the fog with a diminishing roar of the engine.

Soon our turn came. How high did the fog go? We didn't know, but it was important, for over thirty machines were already in the air, and the danger of a collision in the air was great.

Our wheels left the ground at 9 o'clock, and we rose into the fog, straining our eyes for the sight of another plane above, below, on all sides. Our own motor made so much noise that we could hear nothing else. Con-

sequently our eyes were the only guard against collision. The ground faded out of sight, and we were swallowed up in the mist. It was like another world. It lasted but for a minute, thank goodness. The sun began to grow brighter, and suddenly we burst into daylight and blue sky. A mile ahead was the rest of our flight, climbing and slowly closing up in a V formation. Below the fog appeared as a tremendous snow field, and as we gained altitude we could see a larger expanse of country, and that the fog hung only along the river valleys and lowlands. It was a beautiful sight.

It was a long climb with the load of bombs, and once when we climbed a little too steeply, our plane started down sideways, but only for an instant. The higher we climbed, the colder it got, and I began to wish for the sheep-skin flying boots and face mask left at the airdome. There arose visions of a frozen nose and feet.

We had been up nearly an hour, and were at a height of two miles and a half. Perhaps fifteen miles away we could see the lines of trenches and the smoke puffs of artillery and breaking shells. Our formation of eight machines was pretty well closed up by now, and we were slowly circling over the point agreed upon for the several flights to meet, but no other flights were to be seen. Consequently we started over alone. The Germans must have been watching us before we headed for the lines, for we were barely above the trenches when their anti-aircraft batteries began shelling us. I did not see the first shell break, but I heard it—a short, sharp sound as of a muffled piece of linen ripping. My first thought was that an engine part had been thrown back into the plane, bearing the fabric, but I could not locate the tear, and the engine sounded all right. Soon the "woof" came again, and this time I woke up and saw

that the noise was caused by shrapnel breaking close by. The engine made so much noise that the explosions were considerably deadened, but we could see the explosions, lots of them, black and yellow blots in the atmosphere, now a little higher, now in the middle of our V formation. It was thrilling. There was nothing to do but fly straight along, and anyway "Archie" seldom made a hit. One hit in 30,000 shots was considered good shooting. Then there was the comforting thought that we would never know what hit us if we did get hit, so it was good sport, all right, but the fellow on the ground had all the sport about it.

At our altitude of 13,000 feet, we could not see much on the ground but roads, rivers, villages, and here and there the tiny pin point of white smoke, which showed a batter in action now and then. I let them have a few shots from my machine guns, just to keep the oil from freezing and gumming the guns.

We were nearing the objective now, and the machines were flying closer together, getting ready to drop the bombs. I could see a brother observer in the next plane grin as we clasped our hands and shook them to one another. The observer in the leading machine fired a very light signal, telling us to prepare to drop our bombs. I leaned over the side with my hand on the release, watching for the bombs to drop from the plane ahead. In a few moments I saw them fall from the next plane and pulled the lever and marked up 448 pounds more of T. N. T. for the Germans. At the release of weight our plane gave a jump forward, as if glad of the chance to hit the Hun.

I was glad I was not on the ground at that particular point, with the 3,212-pound bombs coming down. We watched the bombs as far as we could see them, and a few seconds later saw a number of black puffs, and then a fire start in the town.

At once we began turning back toward home. I began to get cold again with nothing to do but watch the sky

for Boche and swing the guns every three or four minutes for a few shots at the prettiest village in sight.

It looked as though we were going home with no more excitement than a few anti-aircraft shells. I was beginning to think that it was only a joy ride after all, when I saw the Boche. There they were, tiny specks in the distance, and yet almost before we could think they were on us, five life-size Fokkers, painted yellow and black. They slid around our heavier machines like yellow jackets, swerving up for an instant to let a stream of bullets go at us and then taking a new position. One of them got under our tail and hung there, sending a string of bullets at us. I couldn't shoot at him without shooting away part of our own machine. The tremendous noise from the engine and wind from the propeller made it impossible for me to tell the pilot, so I wiggled the controls from my seat to attract his attention and pointed out Mr. Boche man to him. Promptly he turned, first to the right a little, then a little to the left. At every turn the Fokker under our tail came into plain view about seventy-five yards away. Each time we swung I was waiting and let him have both guns. I could see that the tracer bullets going right into his cockpit and know that one bullet at least must find the mark. And it did. At the third burst, my bullets reached home and Mr. Boche started down in a nose spint out of control, dead, wounded or disabled.

The remaining Fokkers then left us, evidently deciding that the odds were too much in our favor, there being still eight of us. I felt pretty fine at having shot down a Boche and also glad to have a breathing spell with time to put some fresh magazines on the guns. But the breathing spell didn't last very long, for in front and above, strung out across the sky, I counted twelve more little specks. In less time than it takes to read it, they had grown from specks to fire-spitting Fokkers—another nest of angry hornets, they came diving right through the middle of our forma-



The Line of March



tion, shooting a steady stream of fire. The tracer bullets made it look as though it really was fire. It was like a dream. I was so busy that three pairs of hands wouldn't have been enough.

We were perhaps fifty yards below the rest of the formation, having come down to help a brother plane, which had gotten below in the first scrap. Naturally, we offered a very good target for the Fokkers. The guns wouldn't swing fast enough—there were too many Huns; they were all around, above and below. It was a beautiful sight. Eight of our two-seated machines and twelve of the single-seated German Fokkers. Each of us shooting at the Germans with two guns, each gun sending six hundred bullets a minute, and each of the German planes shooting at us with three guns. The air was one huge network of fire from the tracer bullets. It looked impossible for any one to escape that storm of bullets going both ways. It was magnificent. Something had to happen—it couldn't last.

One of our planes rose suddenly higher than the rest and gradually turned nose down toward the ground, leaving a trail of flame and smoke behind it. It was beautiful and yet terrible for two of our friends and pals were in that plane, burning up. I redoubled my efforts to shoot more Huns and took great care in aiming.

We were still below the rest of our formation, and it seemed as though all the lines of tracer bullets were coming in our direction. I worked faster and faster, but had no time to tell whether a Hun that slid away from my bullets was hit or not, for as fast as one moved away, a second took his place for a shot. I knew that I couldn't last forever and was beginning to wonder how long that could last when "blam," I got it in the neck. The shot knocked me down on the mat with the sudden force of a pile driver. I thought my end had come, but it hadn't. The Fokker who had shot me and seen my guns stop shooting was coming up close beside us. I got on my feet, took good aim,

shot at him with both guns from about fifty yards. The tracer bullets went right into his cockpit and he slid out of sight. "Coop" says that he went down in flames. Probably he did. I was too busy to watch him the instant his bullets stopped coming. I was conscious of only one thing—to get rid of three other Fokkers which had begun to close in on us from the other side.

Suddenly our plane dropped into a nose spin. My first thought was that "Coop" had been shot and that in a very few seconds we would hit the ground and be through with everything. I slipped down on the seat unconscious, but only for an instant. When I regained my senses we were still falling in a spin, but "Coop" had unfastened his safety belt and was standing up with one foot over the side in the act of jumping overboard. And no wonder, for his cockpit was a mass of flames from the motor, which was on fire. It was a question of dying an easy death by jumping overboard or of burning to death. His first thought was to escape the terrible agony of the flames. He did not know whether I was dead or alive, but when he saw me open my eyes, he did not hesitate. Rather than desert a wounded and helpless comrade, he stepped back into what seemed, at the time, the certainty of burning to death.

We came out of the spin upside down and went into a side slip in a fruitless endeavor to extinguish the flames. By this time his hands were so badly burned that the stick slipped from his fingers and he had to use knees and elbows to work the controls. Finally by diving straight down with the motor turned on as much as it would go, the impossible was accomplished and the flames put out.

I could do nothing as we came down, but sit in the back seat and wonder when the flames would reach the gas tank. I could look up and see the fight still going on, farther and farther away as we got closer to the ground, until the planes looked like large and small gnats.

We were still over German territory, but with the flames out, there seemed to be a chance of getting back home, but the motor would barely turn over. There was nothing for it, but to land and all we could do was smile at one another when the engine sounded so like a couple of tin cans rattling together.

We landed in a large field, barely missing some telephone wires as we came into the field. "Coop" landed the machine with the control stick between his knees and elbows. Although we hit the ground with force enough to send the plane up on its nose and break the wings, neither of us were thrown out. The machine was pretty well shot up. The motor was a wreck. There were bullet holes all over the plane, sixty or more of them; little round ones and long gashes in the fabric. Surely a Divine Providence must have guided the bullets from the vital parts.

Before we could climb out, a Fokker which had followed us down from the fight flew past about fifty feet up, turned and flew back and forth, motioning us away from our plane with his arm. There was only one thing to do and we climbed out and walked a little distance away, whereupon the Fokker landed and the pilot walked over to meet us.

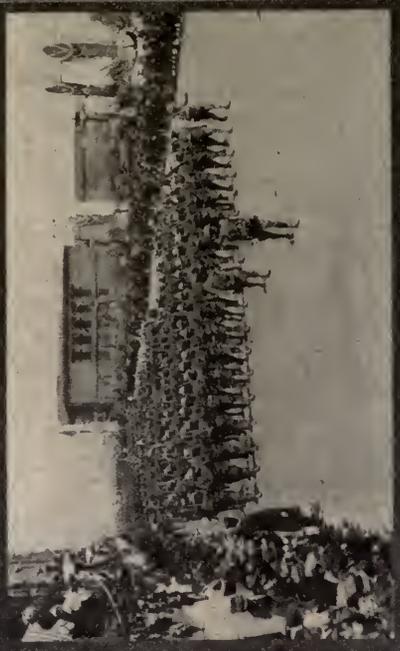
He was a good clean looking fellow with a first class iron cross pinned on his coat with a number of other medals. We had heard so many stories of the cruel treatment given prisoners by the Germans and we did not know what to expect. Imagine our surprise when he saluted just as though he was a brother officer in our own army. Each of us had a pistol which we surrendered to him, handle first, when he asked in English if we were wounded. By this time a crowd of German soldiers had collected around us and an automobile had arrived from the nearby village. A man in the automobile had some bandages and proceeded to tie them around my wound and stop the flow of blood which had pretty

well soaked my clothes, but he could do nothing for burns. I had to take my flying suit off and left it on the field when we came away. That, in itself, was unimportant, but I left my pipe in the pocket, which was very important.

The bullet entered the right side of my neck at the height of the collar and went out my back between the spine and shoulder blade. Luckily it missed all veins, windpipe and bones, although a quarter of an inch variation would have meant death.

While my wound was being tied up, the German Fokker pilot looked the plane over pretty thoroughly. He found a picture which "Coop" had fastened on the instrument board and very graciously took it out and gave it to the pilot asking him if he did not wish to keep it, which made us think we had human beings to deal with after all. We were then taken in the automobile to the hospital in the village, where we had to wait half an hour for a surgeon to come. It was an agonizing wait for "Coop," whose hands and face grew more painful each minute. The suspense was terrible and still we were not sure that the evidence of good treatment we had experienced might not prove to be a trick. Neither one of us could understand a word of German, which did not help matters any. However, the attendants were kind enough and did all they could to help, by getting some chairs and a drink of water for us.

When the surgeon did get there, it was agony to see him cut away the burned skin from "Coop's" hands. Yet he worked as fast as he could and seemed to do a good job. When he finished my comrade's hands looked like two huge white boxing gloves. but the powder and salve which had been applied, eased the pain somewhat. After the surgeon had looked at my bullet hole and tied it up again, we were conducted to a room in the hospital and put to bed.



The Line
... of March



It was then that I discovered that I had put my pipe in the pocket of my fur-lined flying suit and that had been left on the field when we landed. A half can of Prince Albert turned up though and "Coop" had his pipe so we had a good smoke by taking turns on the pipe and a good talk about the scrap.

We had not been long in the room, when an attendant came in with a cup of "coffee" made from acorns, we learned later, and some black bread sandwiches which tasted fine and helped our talk along in great shape. Of course we regretted the fact that we were out of action and prisoners, but it had to be and anyway we had accounted for one German plane, certainly and possibly two, for my pilot stoutly claimed that I shot one down after being wounded. Be that as it may, it was the splendid heroism and nerve of "Coop" that got us on the ground with our lives. We felt that a miracle had that day happened for us. It seems more a miracle than ever to look back on.

The village proved to be about thirty miles from Verdun and twenty-five from Metz in Alsac Lorraine we learned from the attendant who waited

on us. We could hear the artillery very plainly and judging from that we were approximately ten miles from the fighting line.

During the afternoon we were separated. I was moved to a room alone where shortly a German intelligence officer (Lieut. Gertz) visited me. He had flown as an observer on the Russian front in the early years of the war, been wounded and a prisoner in Russia for some months. His attitude toward me was that of one gentleman to another, and he even sent one of the hospital attendants into the village to buy some cigarettes for us. Unfortunately the village was so small that there were no smokes to be had. The first thing was to fill out a form giving name, rank, branch of service, whether a volunteer or not, age, home address and who to notify in case of emergency. He also tried to find out what squadron we belonged to and the location of our airdome, which, of course, we would not tell. He asked why the United States was in the war and what we were fighting for. He said "France was fighting for revenge."

Battle in which David B. Harris was killed, September 26, 1919.

CAPTAIN OF QUARTER MASTERS CORPS COMMENDS PRIVATE E. W. ERICKSON, FORMERLY EMPLOYED AS SWITCHMAN, FORDHAM.

March 31, 1919.

Memo Major Clark,
Captain Hank.

I desire to call your attention to the case of Pvt. 1/c E. W. Erickson, Q. M. C. of this department. This man has never had a promotion that I know of. He was transferred to the Q. M. C. at large along with a number of enlisted men of this depot who were automatically promoted to the next higher grade at the time of transfer, but Pvt. 1/c Erickson was re-made to a Pvt. 1/c, same rank as he had been holding.

This man is without doubt one of the most intelligent and capable enlisted men of this department. He has performed most efficient and valuable



E. W. ERICKSON
Formerly Switchman at Fordham.

service both under Capt. T. C. Kimber and myself. He has acted as chief clerk and disposition clerk for this department. He has always been very energetic and taken a keen interest in his work and has handled all affairs referred to him in a most thorough manner. His conduct has been excellent. To my knowledge, his morals are of the best. This man has been recommended for promotion a number of times, both by Capt. Kimber and myself. It is an unfortunate condition that prevents a man of this type and one who has performed such continued faithful services from receiving some recognition for his efforts.

This man is first class in every respect in every way and I do not hesitate in recommending him to the grade of Sgt. 1st Class, Q. M. C. It is understood, that this man's name has been reported along with others for promotion but that in each case through some unfortunate occurrence the promotion was not ordered.

It is earnestly requested that this man be shown special consideration and that an extra effort be made to obtain his promotion.

Capt. Q. M. Corps.



Corporal George Manos, formerly manager of the retail florist stand in the Illinois Central railroad station, was honorably discharged from the army last week, and is again on duty at the same place in the same capacity.

She Was a Firm Believer in Safety First

Recently "Aunt Caroline," an old negro woman, boarded the motor car which runs between Water Valley and Holly Springs, Miss., holding a ticket purchased at the former station and good for passage to Abbeville.

When the motor car arrived at her destination and stopped opposite the depot, the motor kept going, just as your "Tin Lizzie" does after you pull up to the curb, and then Conductor Harrison announced, from the steps—"Abbeville, Abbeville, all out for Abbeville." "Aunt Caroline" moved up to the door and obstructed the passage of other passengers who wanted to disembark.

Conductor Harrison directed his attention particularly to "Aunt Caroline" and showed some impatience by reason of the delay. Then this conversation followed:

Conductor—"This is Abbeville."

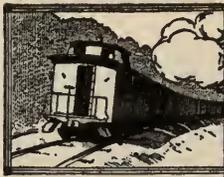
"Aunt Caroline"—"Yes-sar, I knows dis am Abbeville."

Conductor—"Well, are you going to get off here?"

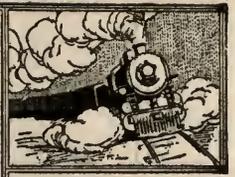
"Aunt Caroline"—"Yes-sar, I'se gonna git off here." (Still she refused to move.)

Conductor—"Well, when are you going to get off?"

"Aunt Caroline"—"Jus' whenever you stops dis here car."



TRANSPORTATION DEPARTMENT



Switchmanship

By Duit Wright, Switchman, Chicago Terminal

BIG men now days tell us that to succeed we must be a good salesman and that we must sell something that we believe in and something that the buyer will not have to put on the shelf or sell at a sacrifice if we are to be a good salesman. If we sell something that the buyer cannot use it won't be long until we have no market for our goods and we will have a poor reputation. When we have run ourselves down in this manner we are not wanted anywhere and even though we are handling another article we cannot get an audience with the prospective buyer. We "done" him once and he doesn't care to take another chance.

What has a switchman to sell? A switchman sells his labor at so much an hour. He must sell his employer the best he has so that his employer can sell transportation. If the employer does not sell good transportation there is no business on the road and both switchman and employer suffer. I leave it to the reader to decide which suffers the most. Suppose you want to make a change from your present location to one where the prospects for you are better. You go to your employer and tell him of your intentions. You have been a good salesman and you have always sold him something that he could use. He likes you for your honesty, so he takes you into his private office and talks to you as father to son and volunteers to write a personal letter to your future employer. If he is personally acquainted with your future employer he will make it a point to look him up and have a talk with him and do all the good he can. He is sorry

to lose you, but he is willing to help you, because you helped him. You leave his office in a happy frame of mind with his personal letter of recommendation tucked in your pocket. If you have been a poor salesman you do not get such a reception. You will go to the office and tell your employer of your intention and he will reply: "All right." He calls in his clerk and tells him to give you an order for your time and a service letter. Your service letter will be something on the order of a prison record. It will give the color of your hair and eyes, weight and height. Your future employer can get nothing out of it except the fact that you were employed as a switchman at a certain place for a certain time and he may not be sure about that because it may be a "fake" letter that you carry. You will probably get a job if he needs men, but the other fellow with the personal recommendation will get a job without any trouble.

Now that we have found out that a switchman has something to sell we want to know how to become a good salesman. The first asset is honesty. Honesty in your dealings with all mankind. When the yard master gives you work to do get it done and when you have completed it report to him for another one. If you happen to be working on a lead keep the engine moving. Don't think that you can stay down in the track thirty minutes each time you go after a "cut" and be a good salesman. You are "skinning" the buyer when you do this and it will come back to you. Better be honest and have the good will of the yard master, because you cannot tell when you will need his

help. One night I was the direct cause of a passenger train "side swiping" some cars and had this train been moving in the opposite direction there would have been a very serious accident. As it was the accident caused but little damage and delay. The damage amounted to about \$500. I fully realize what \$500 means to the average man and that a few \$500 credits on his bank book would put him on "Easy Street," yet it doesn't take much of a wreck to cost your employer \$500. I fully realized the seriousness of my position and I fully expected to be discharged. I knew that the accident was caused by misjudgment and not by gross carelessness, but how was I to convince my employer and how could my employer satisfy the traveling public with my report. I wasn't discharged. I had always sold my yard master the best I had and he showed his appreciation by fighting for me. He was so successful in his fight for me that I did not lose a minute's time. It was some time before I found out why I wasn't discharged and I can assure you that I resolved more than ever to be a better switchman. You very often hear of cases like this and you wonder "How he got by with it." The truth is you are not selling good stuff. You are not broad enough to look at the subject from all angles. Put in a good line in place of the stuff you are selling the yard master and he will help you as he did me.

Switchmen handle commodities representing thousands of dollars each shift they work. The rough handling of these commodities cost your employer a lot of money for avoidable claims. It discommodates the consignee and the men who work for him. It ruins your reputation. Did you ever hear of a job being held up because the material was not on hand? There are many cases of this kind. If we were to follow a car of material from its point of origin to destination we probably would find that it spent several hours on the repair track and if it happened to be in a very bad condition we would find that it spent two or three days on the transfer track while the load

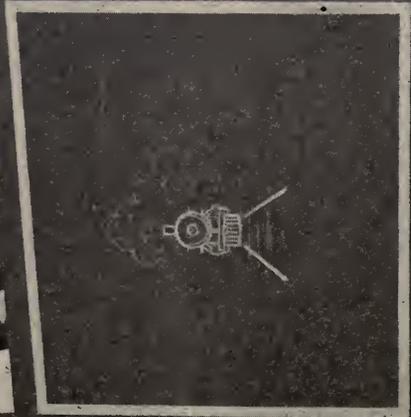
was being transferred to another car. Now, Mr. Reader, if you hadn't kicked that car of lumber so hard the load would not be shifted and the end would not be out of the car. The contractor would have his material on time and the carpenter would not be out of work a couple of days waiting for material. The carpenter would have money enough to buy some things that his wife and children need from the merchant whose merchandise comes to town over the railroad that gives you employment. This illustration shows you how you help yourself by being honest in the quality of "Switchmanship" you sell.

Would you loan your automobile to a friend and would your friend loan his to you? You would have to be pretty good friends to loan an automobile, because automobiles cost money. Switch engines cost lots of money. Your employer has spent nearly \$60,000 for the switch engine he loans you to work with and it is costing him about twenty cents per minute to operate this switch engine. These figures include coal, water, sand, repair parts, wages of shop employes, wages of yard and engine crews and depreciation. It costs our employer not less than \$96 to operate a switch engine eight hours. Are you getting \$96 worth of work out of this engine and are you getting more than \$96 worth of work out of it so that your employer can make money out of the labor you are selling him?

The switchman who does industry work has to deal with the public and he has a better chance to use his qualifications as a salesman than those who work on inside jobs. He is not only selling his labor, but he is in a position to represent his company. If he does his work promptly and cheerfully, he will have no trouble to throw all the shipments from these industries over to his employer. By obtaining this additional business for his employer he is building a reputation for himself and getting more work for his fellow employes to do. Give the public all the help and information you can because it is the public that keeps us busy. The public also pays for the fine pas-



*After the parade
had passed*



senger trains that travel over our line. When you have work to do on these trains do it carefully. If you do not handle passenger trains carefully the public will be afraid to ride on your line and you will be the cause of some "old timer" returning to freight service.

Each railroad company factory, steel mill or any concern employing a number of people has its rules. We railroad employes know it as the "Book of Rules." These rules were drawn up by men who have spent their lives on the various railroads and it is dedicated to us by them in order that we may be benefited by their experiences. We should know this little book from beginning to end so that we will be able to sell our employer something that he can use. I plainly remember when I started my railroad career that I studied the "Book of Rules" just enough to let me slide by in the examination. My next move was to find out what I didn't have to do. I got more information from the fellows regarding what I didn't have to do than I did on the "Book of Rules." Well, it wasn't very long until I told the yard master that I didn't have to do something and he moved those below me one notch higher on the seniority list. I didn't approve of this. I was discharged for something that was unjust, nevertheless, I was away for more than a year and I had plenty of time to think the matter over. The more I thought about it the more I agreed with the yardmaster and I have thanked him since for teaching me this lesson. You see I hadn't been selling him good stuff and he was glad to get me off his list. He gave me enough rope and I hung myself. Each time you study the schedule study the "Book of Rules" and before long you will know them both.

The proper make up of trains is an item that must not be lost sight of. See that each car goes forward in the proper train. When a car of explosives or an inflammable load is on hand see that it goes forward in the proper train and that it is placed the required distance from engine and caboose. It is a good idea to get these commodities to

destination as soon as possible as an explosion or fire from either of them means death and destruction to everything in its path. A train properly made up will reach its final destination on time but if it is simply thrown together it will have to be handled at each division point. This will cause the train to reach its final destination several hours late and also cause your employer a lot of worry and expense. You all know how long it takes to handle the average train of today and as I have before stated that it costs about twenty cents per minute to operate a switch engine you can figure what the expense of re-switching this train will be. Don't forget that a train passes through a number of division points before reaching its final destination.

Coal is one of the most expensive things a railroad company has to purchase but I have never seen an article or heard a lecture on coal conservation in which the switchman was mentioned. It is my opinion that the switchman can save a lot of coal for his employer by making up trains properly at initial terminals thereby eliminating re-switching at intermediate points. He can save coal by handling short "cuts." Most experienced switchmen know they make better time by handling short "cuts" but few realize how much coal and water they are saving their employer when they do it. Short "cuts" not only save coal and water but in addition they save the fireman's back, the engineer's temper and the draw bars. The whole crew is in better spirits when the work runs smoothly. The switchman can save coal by having the trains ready on time and by having a clear track for in-bound trains. When the road crew is standing around the yard the engine is consuming coal very rapidly. The road crew is getting uneasy because of this delay. They want to get started for the other end of the road or home, whichever the case may be. You only work eight hours and the road man very often works sixteen. Make a special effort to get him started either toward the other end of the road or toward home.

He has a family at home the same as we have and he thinks as much of them as we do our family.

All of you have had occasion to use the "frogs" and switch chains but how many of you have left them on the ground when the wreck was cleared up? How many times have you needed the frogs and cursed because there were none on the engine? How many times have you stumbled over a pair of "frogs" laying on the ground and then remembered when you left them there a menace to the safety of yourself and others? These supplies cost lots of money and we must take care of them if we are to be good switchmen.

Have you ever stood before the bulletin board and criticised your superior for putting out such a bulletin? In your mind it is all wrong and you may be right about it because you are probably concerned in it as much as anyone else. I want to say to you that even though you know the condition is wrong you are not doing yourself or employer justice by criticising him. Make it a point to go to him and have a talk with him about the subject. Make a suggestion to him. If you are right the bulletin will be changed but whether you are right or wrong you will be thanked for the interest you displayed. Suggestions made in the right spirit are always welcomed and an official who holds his head too high to listen to a suggestion from one of his men is about done. One of our superintendents told me that a man who couldn't take a suggestion had reached the end of his string. Since then I have not been backward in offering a suggestion and I have always found an attentive ear to anything I had to offer. Some of my suggestions were made use of, many of them were not, but they were all given due consideration by my superiors. Remember, kind reader, that you are a cog in the wheel of a big machine and if you fail the whole machine may stop.

There are many things that I could write about, in fact, I could write continuously on this subject but I am going

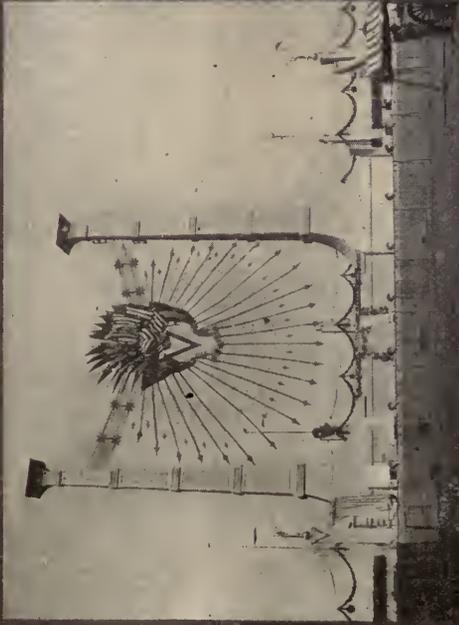
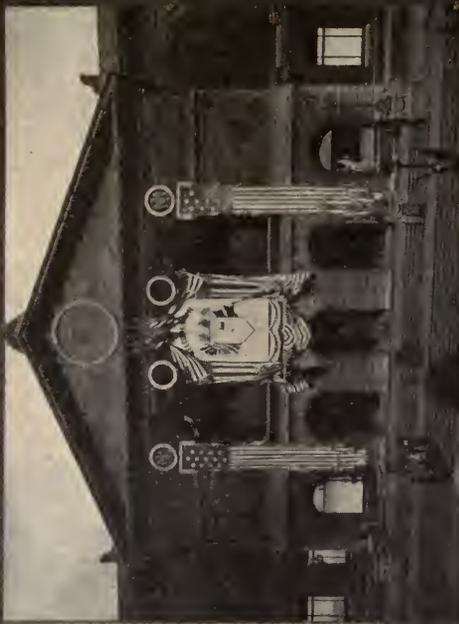
to close this article by mentioning three more items that are on my mind.

Self-education is one of the items. A man these days who has a poor education has no one to blame but himself. Go to night school or take a correspondence course. If you don't feel able to do either of these read some good magazines. Do not read all fiction, but get something that will stick to the ribs. Read such magazines as the Literary Digest and The American. Use your dictionary when you come to a word you do not understand and before many days you will have a number of new words on your list and you will know how to use them. If you are a fellow who thinks he is not doing well read "The American" and finds out why you are not succeeding. There was an article in the American Magazine a few months ago in which Daniel Willard told how he went from a fireman on a little Vermont railroad to president of the B. & O. If he did it you can. Don't be satisfied with your job but work for a better one. A man who is satisfied is "on center" and he has every one behind him blocked. If there is a man ahead of you who is on center try to run around him.

We often wonder why we have been left on the same job so long and many times we think that we are being held up by some one who has a grudge against us. This may sometimes be true but in most cases we are not worthy of promotion. We have been selling our employer the wrong kind of switchmanship and he has not made a fair profit out of the money he invested in the labor we sold him. He has been "done" once and he is not going to be "overdone" by promoting us.

Last but not least I will mention temperance. What is better to look at than a well fed, well clothed and happy family? What is better than a happy family? How can you have happiness and prosperity if "booze" is to be paramount? "Booze" will rob you of your family. It will rob your family of its food and clothes and also take away the love and respect others have for you.

*Decorations
along
Michigan Boul.*



You don't want your son to be a drunkard, yet you set the trap for him. There is a slogan going the rounds that runs on like this, "No Beer, No Work." I will show you how weak it is by adding a few more words. I say it should be "No Beer, No Work—No Work, No Pay—No, Pay, No Beer." Now my friend you were without beer when you started and you were without beer when you stopped. Between beers you had no money to supply yourself and family with the necessities of life. What do you gain? Nothing but a harvest of barren regrets.

A few days ago, you might say yesterday, the switchmen were classed as a kind of beast. Even any "railroader" was looked down on. If some fair lady stooped low enough to marry a "railroader" she disgraced her family. After a long fight we have gained a firmer footing in the world but it has taken

some time. We have always been intelligent but we have not been handling the right brand of goods. Let each one of us try to improve our line so much that our employer and the public will be unable to get along without us. Let us try to make a better place for ourselves in the world now that we have a start. If we stop on center we will be set on the siding and then backed up to the shop. After the repairs are made we will start out again to the other end of the ladder. We may make the top of the ladder this time but we will be late. Perhaps too late because the yard may be blocked by those who run around us when we broke down.

In conclusion let me say that my object in writing this article is to help the switchmen and other employes as well as the Illinois Central. I sincerely hope that my efforts will be of some benefit to both.

Terminals

By E. Bodamer, Terminal Supt., Memphis, Tenn.

A TERMINAL Yard should be adapted to the economical and proper movement of cars for the forwarding and receiving of traffic. This is a vital consideration, but not fulfilled in numerous terminals now in use. The construction should be such that when cars are switched they would move to the destination to which they are carded without side trips or back haul. Commodities that move in train lots should not exceed the time necessary for inspection, switching and changing of crews (two hours). High class freight should move forward on first schedule train that is due out after its arrival.

There has been quite an improvement in the method of handling and switching cars. First, the flat yards—when cars were handled by the push and pull method; and next the poling method, which was considered quite an improvement, but the poling method required an extra track parallel with the ladder track, the two tracks to be tangent, and demands a very

favorable location to make it successful. The improved method is the gravit 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 should be such as to give the cars a quick movement into classification tracks, and with force enough to carry them forward far enough to make room for any other cuts that may be carded for the same track out of the same train being switched. When the business is heavy another engine may be used to shove tracks, throw out bad orders and place cabooses on finished trains while hump engines are running around and getting ready to shove another cut over hump.

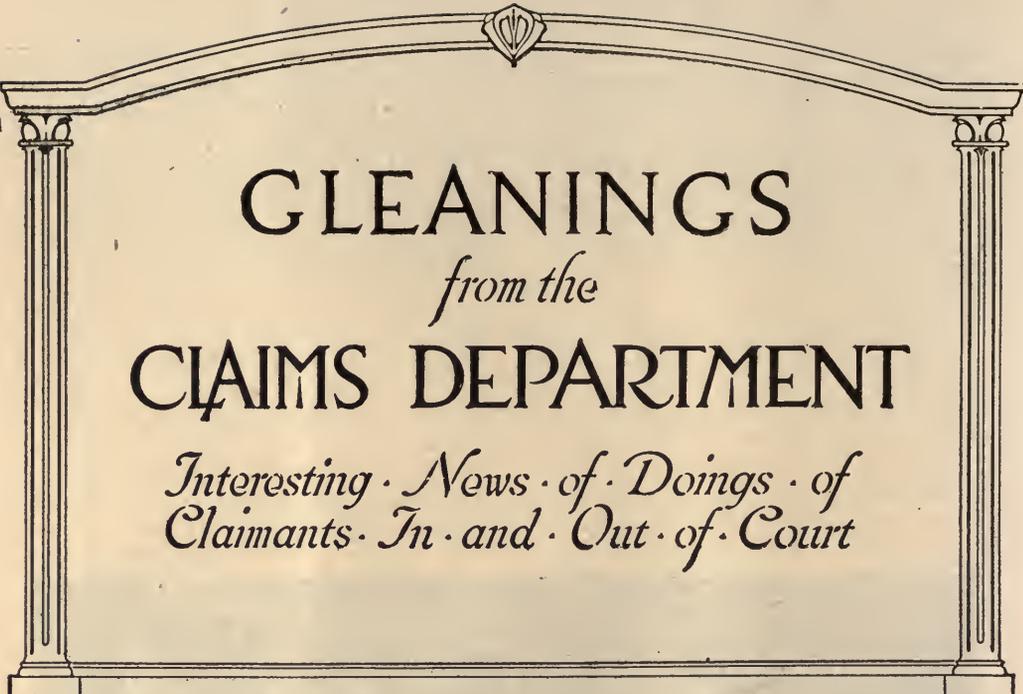
I have heard a good many expressions as to arranging small yards with the gravity hump, and furnishing sufficient riders to accompany cuts in all

forward movements to avoid damage to lading and equipment subjected to excessive strain where a push and pull method is carried on. This would only work where there were receiving and forwarding yards independent of each other and hump in between them, which is not feasible in many intermediate yards.

Where the industrial switching is heavy, as it is in Memphis, where we have 254 industries on our tracks scattered out a distance of several miles, more or less flat switching is necessary, as it would be almost impossible to have classification for each industry, but there should be a classification for each switching territory.



Flower Girls



GLEANINGS

from the

CLAIMS DEPARTMENT

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

Sioux City Takes a Forward Step in Safety Work

The Safety First Division of the Organized Welfare Bureau of Sioux City, Iowa, is composed of the leading business men of Sioux City. Its officers are as follows:

John P. Savage, Chairman; W. J. Hayward, Vice-President, The Pelletier Co.; L. W. Henry, Vice-President, First National Bank; L. L. Kellogg, President, Sioux City Gas & Electric Co.; E. L. Kirk, General Manager, Sioux City Service Co.; M. G. Clark, Superintendent, Public Schools; J. B. Mann, Superintendent, Public Safety, City Council of Sioux City; F. B. Buckwalter, Real Estate; E. B. McClure, Division Superintendent, C. & N. W. R. R.; Fred Austin, Agent, I. C. R. R.; F. W. Seibert, Agent, Consolidated R. R. Ticket Office.

One of the purposes of this organization is to get after the reckless auto-

mobile drivers in Sioux City and vicinity, the reckless drivers that endanger the lives of women and little children, pedestrians and the public generally. There is a fine field for such an organization. Other towns and cities would do well to emulate the example set for them by Sioux City.

If the Sioux City organization succeeds in making that city and vicinity places where reckless auto drivers are not welcome, and places where it will be very uncomfortable for them to exist, it will save some precious lives during the course of every year and it will likewise save the maiming of bodies and a lot of human suffering. It ought to be an easy matter to separate the safe drivers from the reckless drivers of automobiles, and the reckless drivers ought to be treated as if they were afflicted with smallpox, or some other hideous, contagious disease. So-

ciety ought to give them the cold shoulder.

There are "Safety First" organizations in every department of all railroads. They are doing great work in the prevention of accidents, but there is just as much need for such organizations in the cities and towns as there is on the railroads.

The Sioux City Safety First Welfare Bureau has published a pamphlet addressed to owners and drivers of automobiles, delivery cars, trucks and wagons, which has been widely distributed. This pamphlet contains the rules of the road and forty-five suggestions, such as, "When in doubt at railroad crossings, behind street cars taking on or discharging passengers, stop," and "When passing schools, children, vehicles and approaching crossings, go slow."

A pamphlet with forty-five such suggestions as the foregoing, published and distributed at the expense of an organization composed of the most prominent business men in a town, is an indication of the fact that the organization is in earnest, and for that reason it will do a great deal of good.

A SECTION FOREMAN'S DEEP INTEREST.

The following letter written by Section Foreman Minyard, of Coldwater, Miss., to Mr. G. A. Hawk, of Love, Miss., will furnish an idea of the intensive campaign being conducted on the Illinois Central Railroad to prevent the killing of live stock on the track:

Coldwater, Miss., May 16, 1919.

Mr. G. A. Hawk,

Love, Miss.

Dear Mr. Hawk:

I have had to make several trips to Love for the purpose of driving your cow from waylands to prevent passing trains from striking said cow. As you no doubt know it is a violation of law for any stock to be allowed to run at large in Mississippi.

It is not my intention to be contrary and it is not the vegetation that the cow eats, but it is the danger of de-

railing one of our trains and causing big damage and loss to our government that concerns me. Your cow might derail a passenger train and cause loss of life.

Anything that you can and will do to keep your cow off the track will not only be appreciated by me and the Illinois Central Railroad, but it will be appreciated by your government as well. If there is anything I can do to help you, I am at your service.

Hoping you will become interested and let me hear from you, I am,

Very respectfully yours,

M. Minyard,

Section Foreman.

Mr. Minyard is fully justified in his fears for the safety of trains and the lives of passengers and trainmen. Striking stock has caused the death of nine engineers on the Illinois Central System, and it is the greatest hazard to which trains are subjected. Stock owners have never yet realized this situation. They have never yet shown any disposition to co-operate with the railroads in keeping stock off the track. If laws were passed in the States denying the right of stock owners to recover damages for stock killed on the railroads, there never would be any stock killed. Owners would not then permit their stock to get near the track. The stock would be conserved and the nation's wealth increased. Trains would be safe. This is a good subject for some new legislation that would help everybody without injuring anybody.

THE FIRST CASE ON RECORD.

John Malone sued the Director General in the Circuit Court of Muhlenburg County, Ky., for \$150.00, for a mare which he claimed was killed by an Illinois Central train near Hillside, Ky., on the night of February 7, 1918. The case was tried recently, and the proof showed that the animal was old and worn out and had strayed upon the railroad track at a crossing and was found dead at this point.

Jess Long, a coal miner, found the animal and by his own efforts succeeded in pulling it off the track. An examination of the animal showed that there were no marks indicating that a train had struck it. The position of the Railroad was that if a train had struck the animal, the carcass would not have remained on the track. The jury took this view and acquitted the Railroad. This is the first case on record of a horse dying on the railroad track where the death was not ascribed to the Railroad.

HARMONY AND SAFETY.

T. J. O'Kelly, brakeman on the A. T. & S. F., is responsible for the following, which appeared in the *Railway Age of the 2nd ult.*:

"When I went to railroading I was only a boy. I wrote to my relatives in Missouri and told them of my new job. My brother and sister wrote and begged me to quit as it was so dangerous. I did not heed the advice. In less than a year my brother had his eye shot out by a blast and my brother-in-law had let his team run away and his ankle was broken, which made him a cripple for life. I wrote and told them they ought to quit farming as it was too dangerous. My observation is that a man's work is safe or dangerous just to the extent he makes it so.

"A man working on the railroad has more to make him optimistic and happy than in any other occupation on earth. There is more to remind a railroad man of the good than in any other occupation. Every telegraph pole should remind him of the cross on which the Great Teacher was crucified because He taught the Truth. What is more sublime than to look along a freight train as she rounds a sharp curve going down a grade and think of that entire train being under the control of one man, the engineer, and that only by action of his mind, and all he uses to control it is the very air we are breathing. Think of the possibilities when we know all

the truth about the wonderful earth and her resources.

"The engineman who is happy at his work is the most successful. So with conductors. With some conductors you can be sure that when the caller comes trouble begins. If the caller is five minutes ahead of time he gets bawled out, and if he is five minutes late he gets a cussing. The conductor gets on the caboose with a grouch, knows he is going to have a bad trip even before the train is made up. He catches the caboose and begins to complain to the rear brakeman about the head man, and when he gets to the head end he tells the head man the hind man is no good and everything is against him. He carries three kinds of trouble all the time: That which he had last trip, that which he is going to have this trip, and that which is coming after a while. But the man who is happy in his work is the man who will win.

"Harmony among men and officers will make preventable accidents unknown. No train is safe when a brakeman doesn't like the conductor, or vice versa. I have actually known an instance where a brakeman let a conductor pass a meeting point because they were not on good terms. I am sure that most all these unfriendly feelings are the result of misunderstanding. Pardon me for quoting another passage from the old Book. The Great Teacher said: 'The truth shall make you free.' He also said if our brother had aught against us go first to him and talk it over. We can usually adjust all differences in the first conference, and if we have gone in the spirit of real brotherhood we shall have saved a friend. If it should happen that difference arises that cannot be settled at the time, suppose you say to him, 'Now, let us not get mad, but when we get in we will go and ask Mr. Christie (superintendent) about it.' I know that Mr. Christie will take both your hands and cement the friendship closer than ever.

"A few seconds before nine o'clock

each morning, if we are near a telegraph office, we hear the signal for time. If now in this room we were to compare watches we could easily tell who are carrying standard watches. The great master clock in Washington, D. C., is calling for the wire to send time. Everything is hushed, it reminds me of when I was small and father would call all the family together for morning prayers. As that clock beats off the seconds we stand with attentive ears to hear the time signal given. We then announce our differences—but they are not great if we have compared regularly.”

ENLIGHTENING LETTER.

There are some who cannot understand why there are so many automobile accidents at railway grade crossings. To them the following letter from the agent at Arcola, Ill., to Superintendent Patterson will prove enlightening:

Arcola, Ill., April 17, 1919.

Mr. G. E. Patterson,
Champaign, Ill.

Dear Sir:

In answer to your circular letter to all concerned, dated April 16th, regarding comment of Claim Department at their meeting in Chicago March 31st. Only a few days ago when the crossing gates were down while freight train north and No. 7 were passing, an automobile load of young High School boys approached the crossing just as the freight had passed and one of them jumped out, raised the west crossing gate with his hands; the auto ran in on the tracks and waited for gateman to raise the east gate and let them out. When they cleared the track No. 7 was not more than half block away. What should be done if this thing should happen again? Shall I swear out a warrant and have parties arrested, or place in the hands of Mr. Healy for action? Please advise.

Yours respectfully,

C. W. McKnight,

Agent.

LOCAL ATTORNEYS IN APPEAL TO STOCK OWNERS.

The enterprising Local Attorneys of the Y. & M. V. and Southern Railroads in LeFlore County, Miss., Gardner, McBee & Gardner, recently published the following notice, at their own expense, in the local papers of LeFlore County:

Greenwood, Miss.,

May 2, 1919.

To The Commonwealth:

Were it not for the fact that the urgency is so great, we would not presume to undertake to call attention through the columns of your paper, to the great amount of stock that is now being killed by the two railroads operating in this County.

It has become the popular thing to do, in certain sections of the County, to pasture stock on the right of way of the railroad companies, and as a result, an enormous amount of stock is being killed, and of course, a great many claims for damages, are being presented.

The damage has become so great, that it is now alarming, and for this reason, we apologize for calling attention to this fact.

To illustrate, on the Memphis Division of the Y. & M. V. Railroad Company, in the past three months, 298 head of stock were killed, valued at \$22,383.85.

Aside from the loss of stock to the owner, and the resultant damages to the Railroad Company, there is the added danger to passengers by reason of the derailment of trains in striking this stock.

The stock law is in force in every section of this County, through which both railroads operate, and both companies would be justified in taking up the stock and impounding all stock trespassing on the right of way, which, if done, would result in considerable expense and inconvenience to the owners of the stock, but the companies prefer not to do this, but hope that in the future the land-owners through whose land the railroad

runs, will watch and see that their tenants are not permitted to turn their stock out so as to trespass on the right of way.

We hope that the land-owners will give this matter their attention and in the future, see to it that something is done towards stopping this enormous damage and expense.

Yours very truly,

Gardner, McBee & Gardner.

Attorneys for Y. & M. V. and Southern R. R. Co.—The Greenwood (Miss.) Commonwealth, May 3, 1919.

DIRECTOR GENERAL WINS JURY VERDICTS.

John Cole's suit for \$10,000.00 was recently tried at Memphis, the jury returning a verdict for the Director General. John, a colored switchman, swore that he fell from a Missouri Pacific car in Nonconnah Yard in July last by reason of a grab iron pulling off, but it was in evidence that the Missouri Pacific did not have a car of the number and initial of the one John said he fell from. Furthermore, while John insisted that he had sustained permanent and serious injuries, it developed that he had worked many weeks for the Frisco as a fireman following his alleged injury.

Another instance where the plaintiff's testimony was a little too strong for the jury to credit was the suit of Mrs. Edna Shepherd in Bolivar County, Mississippi, for \$25,000.00, for injuries said to have been sustained while boarding a Pullman car at Merigold, Miss. After all the evidence was in it was pretty apparent that the railroad was being charged with troubles which antedated the alleged accident. A pretty substantial sum had been offered in compromise before trial, but as the jury's verdict was against the plaintiff, she is the loser and the Director General the gainer.

THREE TIMES AND OUT.

By Elbert Hubbard II.

I have the satisfaction of being classified by Insurance Companies as a

"preferred risk." That is to say, they would prefer to insure me. Why?

Well, first, because they think my job is not hazardous. And, secondly, perhaps because I have some color in my mug and my blood runs at low pressure; because I crave sleep and get it; because I can run rings around Ali Baba when it comes to appetite; because that appetite is not born of gluttony and false tastes; because I ride horseback, hunt rabbits, fish for trout, and always carry my bait in a tin-can (not a flask); and maybe for some other reasons of their own—1 dunno.

They think they are placing a good bet, in gambling, for a consideration, on whether I croak or don't.

I can buy all the Life and Accident insurance I can scare up the premiums for. And, right here, let me say that I believe the Insurance Companies are one of the greatest benefactors to the community. Any man who doesn't load up with all the insurance he can carry is a chump. It's good business to do it. It shows foresight and good judgment, besides establishing one's credit.

You needn't feel sorry for an Insurance Company when it has to pay a claim. They have lost their bet to be sure, but their business is scientific and they are prosperous. They work on the general law of averages.

But, this isn't a preachment on the wisdom of insuring. I'm not being paid for this. I'm just thinking that one of these days there will be a handsome, rich widow in East Aurora—if the bloomin' railroad trains I ride on don't stick to the rust!

A month ago, I missed my train out of Philadelphia, just so I could catch the one which was destined to bite the dust at the dark hour of four in the morning.

My little jaunts about the country aren't complete, it seems, unless my train does stunts. I'm a hoodoo. When you see me boarding a train, you'd better wait and take the next. Or, if you want the thrill of feeling the bottom drop out of things—while

your car bumps the ties and you wonder where she will land up—why, come along with me, pard. But, take out another block of insurance first. Your wife may need it.

I have had three thrills now. Each was a nasty mess but thanks to the inventor of steel cars, I am yet a good risk.

Three times and out? Well, I hope so.

This last spill was on a Pennsy Flyer. When she stopped, I was pointing forty degrees east by north. I had to roll up the incline to get out of my berth. The lady in the berth opposite just missed making me a hasty visit. There would have been no scandal though, for she was my wife.

My shoes had traveled four berths ahead. While I was still hunting them, a good natured fat man said, "Never mind, kid, let 'em go—you're lucky—I can't find my pants!"

Everybody dressed in the aisle. Nobody cared.

Then came a bit of the usual rescue work. The cars ahead had gone over and almost into the river. In my wrecks there is always a river handy. It adds to the thrill when you think of the cold bath you just missed. The proper stage setting is necessary to satisfy me. If any train ever goes on a bat with me aboard and there isn't a river and darkness and a smattering of the artistic, I'll not write a word about it—so there!

It really isn't so bad to be train-wrecked—unless you happen to get busted up. There is lots of interesting stuff about it all, especially the way it affects the folks. Some are scared stiff, some are mad, but most everyone, even the injured, take it good naturedly.

If one suffers no more than nervous shock, of course, he is lucky. Even so, the delay may be an expensive one and perhaps the relief train will have no Pullmans on. You had bought a Sleeper Ticket and were entitled to a night's rest. The delayed train is slow and the day coach is stuffy. You are tired, too, and no grub. Your appoint-

ments are all shot, and perhaps you lose some business.

The railroad folks are sorry but they couldn't help it. Look at their loss! Gee, it's awful! But, they sold you a ticket which guaranteed safe delivery, prepaid—use no hooks. Yes, they did.

And now look what they've gone and done. No railroad official to offer comfort or to pay you for your losses; only the conductor, who is an old Roy-crofter and married one of our best girls years ago; he's a brick, a regular fellow, and his nose is smashed up some from the tumble he took when the day-coach flopped over. He has sense, and infinite good nature mixed with tact and executive ability.

There is a difference in policy evidently, between the N. Y. C. and the Pennsy, in the way they feel toward their disturbed patrons.

For instance, a claim agent for the N. Y. C. boarded the relief train I was on last spring, at Albany. He was around with checks and receipts. Before we got to Buffalo he had settled with every one of us, the uninjured, I mean. He simply forced us to it. I had no claim and told him so; but he insisted that I had lost some time and all that and he wanted to fix it up. Said he was paying every one. So I let him give me a fifteen dollar check and I signed the release. My kids bought W. S. S. with the fifteen.

Now, wasn't that fine, clever, good business on the R. R.'s part? You bet it was. Settle and get releases, before the lawyers got a chance and before the passenger feels the nervous reaction which is bound to come the next day! Women often suffer very seriously from nervous reaction and have some big claims later. So do some men. The N. Y. C. knows this from experience and they know it pays to settle quickly if they can. They know it pays to force a moderate sum on the apparently uninjured because if they haven't signed one of those half-mile releases, they may find a wrenched back or something in a day or so after their lawyer talks to them.

Do you suppose I would have signed off for a fifteen spot the third day after? Not much! I didn't get any "advice" either. But I had some "nerves," and by golly, I didn't want to see a train for a long time. I wouldn't have sued the R. R., but I would have felt insulted to have them offer me fifteen dollars to "sign here, please."

I am just telling about it all because I congratulate the N. Y. C. on its policy. It accomplishes two things: precludes possible big claims and increases good will. The money it costs is only a small premium for the insurance it buys.

The Pennsy, though, would rather take their chances and wait for claims than forestall them.

I haven't been approached by a Pennsy claim agent yet. And the Mis-

sus and I have had our bill ready for a month.

The baby's W. S. S. card is only half filled and I need a few more stamps to fill my 'steenth card. We did hope we could fix 'em up before the new series came out.

Maybe they will come around to see us some day, and settle up for that anxious but interesting time they gave us. I'll keep the bill handy. But whether they do or not, it seems to me, they could well invest in a new policy of at least finding out if they owe their shook-up passengers any Pullman rebates.

Unless I can be convinced of that "three times and out" stuff, believe me, folks, I'm going to save my traveling till spring and then do it in my own little Cadillac with papa at the wheel!"
—Roycroft.

A Sentiment

How do you feel up there alone
Is the query they ask of me,
What are you doing, How's everything
Whom do you have to see?
My mind goes back to those happy days
Days that were flowery and free,
For I'm thinking that old man Cruso
Old Robinson, never had nothing on me.

All is quiet and still about me
Not a sound nor whisper nor stir,
Listen? What is this that disturbs me
I wonder if a mouse can purr?
The clock in the room that adjoins me
Sweeps off the hours one by one,
And the ticks clang down the hall-way
Sound like anvils or a Big Bertha gun.

The silence that reigns round about me
Seems a merciless monster of awe,
A thing without reason or pity
That makes a big lump in my craw.
So I sit here alone in the catacombs
While the cockroaches stare at their host,
And the once ruddy face of the janitor
Looms up like a pale ugly ghost.

Last night as I sat here in silence
A cricket called out in her plight,

She perhaps was a requiem singing
If so, ye gods she was right.
If I was an insect and doleful
To these portals I surely would come
And serenade hell and its angels
For the wreckage that here was done.

We speak of the ruins of Athens
How Rome was burned* to the ground,
But here is a sight so ghastly
As to make even a saint turn around.
I am wont to say things that are nasty
But discretion I still let prevail,
And jam my head down a rat-hole
And pray for some sentence to jail.

We have seen what the Hun did to Belgium
Then scattered his legions o'er France,
But here is spoilation so devilish
That the Hun never had a fair chance.
So I sit here among all the ruins
And contemplate with a portion of pride,
That the Fates have now done their damned-
est
And could'nt do more if they tried.

For here was a garden of Eden
And God looked down with a smile,

On those that were faithful and willing
 And turned unto Him in their trial.
 But a demon hath touched this fair temple
 And all of its glories laid waste,
 So will God in His judgment have vengeance
 For the Lord of hosts acts not in haste.
 —Cary.

Midnight, March 25, 1919.

The foregoing dirge was penned by Claim Agent Cary when the division officers were transferred from Kankakee to Champaign leaving him the solitary occupant of a building with gloom and silence as his only companions.—Editor.

Profit Sharing Arrangement Provided by Endicott Johnson Corporation, Endicott, N. Y. Manufacturers of Leather and Leather Goods

Endicott, N. Y., April 3, 1919.

To Our Workers:

Due to our mutual efforts our leather and shoe business has grown from \$600,000 to \$75,000,000 annually, with possibilities for future development so great that we feel the business will be strengthened and the interests of all better guaranteed under the form of a corporation than a private ownership.

We have therefore decided to put into operation a plan which we have considered carefully, and which we feel guarantees continued growth and security after the present generation has passed away. During all these years we have tried to show our appreciation of the hearty good-will and co-operation of the workers. We have considered their interests always and in this, our latest move, one of our chief considerations is to maintain and safeguard their interests, and thus avoid any possibility of interruption in the conduct of the business from any cause.

Invested capital and management of this business is entitled to a fair return for its risks and efforts. Labor is entitled to fair wages, good working conditions, reasonable hours and fair treatment. Accordingly we announce the following plan:

Each year, after a 7 per cent dividend has been paid on preferred stock, and 10 per cent set apart on the common stock, the balance of the profits, if any, shall be split 50-50 between the workers and the owners of the common stock. Every worker who has been in the employ of the company throughout the entire year will share and share alike, which means that the highest paid and lowest paid worker, and all between, receive the same amount either in common stock or cash, at the option of the directors. Divisions made once a year. Plan commences as of January 1, 1919. First division as soon as possible after January 1, 1920.

It will be noticed in the careful study of this plan that no worker receives a share of

profits in January, 1920, who was not on the payroll January 1, 1919, and this method of figuring length of service will apply each year thereafter.

Any worker wishing to buy preferred stock in the new corporation paying 7 per cent dividend, may apply before April 14, 1919, at Workers Trust Company, Johnson City. There is no obligation on your part to buy this stock, nor will it affect your share in the profits. We consider it to your interest to purchase as much stock as you can.

We have today the strongest and best leather and shoe business in the world. We shall continue to build and develop this business with your co-operation as rapidly as good, conservative business judgment permits. We congratulate our workers that they are connected with Endicott Johnson Corporation. We congratulate the corporation that it has such a splendid organization of loyal workers. When we have good years you will share them with us; when we have poor years you will share the disappointments also. As time goes on and you save money and wish to be larger owners of the Endicott Johnson stock we will always give you as working partners the preference.

This plan, the result of years of study, hard work, careful and conscientious consideration, is offered as our best conception of what industry really means. Just as long as this plan works satisfactorily to all concerned, it is our intention to continue it.

In this announcement all our partners and the directors of the new corporation are in hearty agreement.

During the first year of the corporation H. B. Endicott, Geo. F. Johnson, H. L. Johnson, Eliot Spalding, C. B. Lord, Geo. W. Johnson and H. W. Endicott, the former partners, will accept no salaries.

H. B. ENDICOTT.
 GEO. F. JOHNSON.





Camp Knox

By R. E. Spear, Assistant Engineer, Building Department

CAMP KNOX is located where the village of Stithton, Ky., once stood, 31 miles southwest of Louisville, Ky., on the Illinois Central Railroad. It is a field artillery camp, authorized by the Federal Government in July, 1918, and planned to be in full running order by January 1, 1919.

The original authorized construction work involved a complete camp for housing 61,318 men and 24,839 horses, consisting of six brigades of artillery, officers' training school, labor battalion, artillery park, remount station for 7,500 horses, balloon and aero squadrons and a 2,500 bed hospital. This involved construction of 3,476 buildings, 26 miles of concrete roads, 31 miles of macadam roads, 12½ miles of railroad, 46 miles of water mains, 41 miles of sewer lines, 30 miles of high tension transmission line for 3,100 kilowatts of power, laundry, refrigerating plant, garbage incinerating plant, and other utilities required to complete the equipment of a modern city.

Subsequent to the signing of the Armistice in November the construction program was curtailed so as to provide for three brigades of artillery, artillery park, balloon and aero squadrons, and a 675-bed base hospital. This curtailed program provided for a population of 22,000 men and 7,500 horses. It involved the construction of 1,600 buildings, 6 miles of concrete roads, 22 miles of macadam roads, 10½ miles of railroad, 33 miles of water mains, 27 miles of sewer lines, and 30 miles of high tension electrical transmission line.

Major W. H. Radcliffe, Constructing Quartermaster, and his staff, arrived at Stithton on July 28, 1918, and active

construction of the camp was commenced at once. By the end of December quarters had been completed for 20,000 men and 7,000 horses, and much of the concrete roads and railroads built and water mains and sewer lines laid. In addition a temporary water supply had been put in operation, with pumping stations and reservoirs sufficient for taking care, not only of the construction work, but also of the troop capacity of the camp at that time. Early in November troops from West Point started to move into permanent quarters at Camp Knox, and on December 1, 1918, 12,066 men were in permanent quarters.

Camp Knox is named in honor of General Henry Knox, who was the father of Artillery in the American Army. He was Commander-in-Chief of the Artillery forces of the American Army during the Revolutionary War, and was a great factor in deciding the issue of many of the battles of that war. His ingenious ideas of the use of artillery were employed advantageously in the early struggle for Democracy. When President Washington selected his Cabinet, Henry Knox was made Secretary of War. This is the type of man after whom our Camp has been named.

The Camp is advantageously located as to its accessibility and as to its health, climatic and economical conditions. These points will be explained more fully later.

The transportation of men and materials for construction purposes was well taken care of by means of the Illinois Central Railroad, the distance from Louisville being entirely too great to depend, to any great extent, on motor trucking. The Railroad Company was

the first to begin construction work, since the transportation problem in any great enterprise is the first to be solved. In order to meet the requirements of cantonment construction, it was necessary for the Railroad Company to grasp immediately the tremendous amount of their new construction work that would have to be done to meet the emergency, and then to make all plans necessary to get such work done at the earliest possible date. Their problem was one of both construction and of operation.

At the same time the I. C. R. R. were starting construction work, the General Contractor, John Griffiths & Son Company of Chicago, began their work. Their first labors were spent building that portion of the cantonment known as the Civic Center, so that it could be used as temporary headquarters by the Contractors and the Supervising Engineers' forces. Of course, before any buildings were constructed, it was necessary for these forces to occupy private houses and store buildings in Stithton.

In dealing with the construction work at Camp Knox, it would be well to divide the work as follows: Railroad, Buildings, Water Supply, Sewers, Streets and Highways, Heating and Lighting.

Railroad

That portion of railroad work done by the Government forces was very simple in character, the most difficult construction being 3 pile-bent grade separations.

Buildings

Each different character of building is of a standard type. The barracks buildings used as soldiers' sleeping quarters are of a standard type; mess halls for soldiers are of another standard type; officers' mess halls of another; Administration buildings, medical halls, post exchanges, and even wagon-sheds and hay sheds, every kind of a building was built according to an extremely simple plan, and there were as many as 214 buildings of exactly the same size and plan built in the camp. This method economizes on both labor and material.

Water Supply

The Ohio River was first considered by Government officials as the only feasible source of water supply for the camp. One of the two plans first under consideration consisted in the pumping of the raw river water through rapid sand filters and then, by means of pump and booster stations, force the water through pressure mains to a collecting reservoir on top of Indian Hill, thence by gravitation to the camp distribution system. The other plan was similar in every detail with the first, with exception that, instead of using the raw river water after filtration, the plan provided for pumping the water direct into the force mains from a system of deep wells on the low-lands contiguous to the river. The underground strata consisted of good water-bearing sand and gravel. Afterwards, it was found, by careful examination of the entire camp site and surrounding country, that a water supply from the Otter Creek was worthy of consideration. A comparative estimate was made, based on field studies, of the two sources of supply, and the result was that Camp Knox is to be supplied with a daily quantity of 4,000,000 gallons from Otter Creek, at a material saving over the Ohio River proposition. The present plan calls for a pump station at Otter Creek, a small impounding dam and intake, a chlorinating plant at pump station, two 16 inch wooden pipe pressure mains supplying two reinforced concrete tanks on Indian Hill, thence two 16 inch mains leading to Camp Knox by gravitation furnishing water at pressures from 60 to 90 lbs.

Between the pump station at Otter Creek and Indian Hill is located a booster station, a coagulant basin, a settling basin, and a rapid sand filtration plant. By means of these various mechanical features the camp is guaranteed a modern pure water supply. Wooden pipe, cast and wrought iron pipes are used for high pressure mains, and in the distribution system. The wooden pipes are constructed to withstand pressures from the lowest to the highest, and it is in popular practice in

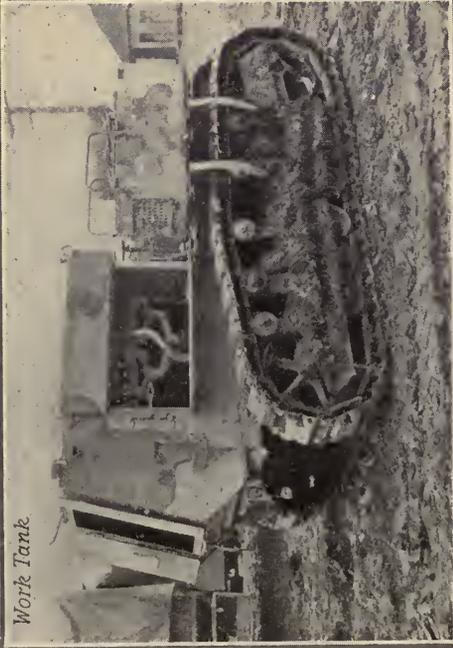
Central Building



Base Hospital



Work Tank



McCracken Springs



Barracks and Mess Halls



Caissons and Limbers parked



all army cantonments to use this wooden pipe in high pressure mains. So it develops that very little cast iron pipe, except for small sizes, is used. In the use of wooden and cast iron pipes together, special attention is placed on the construction of the junction of a wood with a cast iron pipe. The main difference to be pointed out in the two kinds of construction, namely wood and cast iron, is the fact that in the testing of lines a thoroughly well laid wooden pipe will always leak considerably when water is first placed therein, but if pressure is put on very light at first and gradually increased, the pipe in due time becomes water-soaked and then imperious.

In connection with the water supply, investigations were carried out by the writer to determine whether or not it would be necessary to include in the system an impounding dam by which to store water for use in extremely dry weather. Apparatus has been constructed and measurements are being taken at proper periods to determine the flow of Otter Creek, both at high water stages and low water stages, but more especially the latter. These measurements will be taken from October, 1918, to early summer of 1919, which covers the usual dry seasons of year. The measurements proved that the building of a storage dam is unnecessary. The waters in Otter Creek, just above the pump station, are augmented by a spring known as McCracken Spring, which lies about $\frac{3}{4}$ of a mile above the pump station. This spring consists of two holes, one two feet and the other four feet in diameter, located close together in the side of a cliff, from which the cool water flows in a never-ceasing stream. The minimum flow of this spring, as far as present measurements indicate, is about 1,000,000 gallons per day. This spring is the source of the temporary water supply of Camp Knox.

Sewer System

The sewer system is about as simple as is ordinarily found in cities having 60,000 population. The service lines on one side of street are 6 inches in size,

and the water mains lie on the opposite side. The systems usually used in cantonments (and that system applies at Camp Knox) economize on both the depth of sewers and the number of man-holes. Basements rarely ever occur in a camp, thus permitting shallow sewers. Very tight joints are secured in the pipe by the use of both oakum and mortar. The southwestern portion of camp lies so low that it is necessary to collect the sewage at one point and pump it through a force main over the divide, where it joins the sewage of the major portion of camp, and is then carried by gravity through a 30 inch outfall sewer, including an inverted syphon about 400 ft. in length, and finally discharges, after being thoroughly aerated by passing through a baffled flume, into Mill Creek. Segment blocks are used in a portion of the outfall sewer and vitrified clay tile will be used for the remainder of this sewer and all trunk lines and laterals.

Highways

Highways and streets are one of the most important features of camp construction, for the reason that the economical operation of the camp, after conclusion of construction work, depends entirely upon the layout of the streets and highways. Men and material must be transported to every portion of the camp in the shortest possible time. Consequently, "permanent" hard roads, surrounding blocks whose maximum dimensions shall be about 400 ft. square, are imperative, inasmuch as the labor in carrying and trucking material must be reduced to a minimum. Concrete pavements are built on main line streets and water-bound macadam on side streets, where traffic will be the least. All pavements are located to avoid the cutting of large trees and even small trees, where trees are scarce.

Heating

Two systems of heating are used in the camp. The steam system in the officers' quarters, medical buildings, dental buildings and the base hospital—the individual system is used in all of those buildings, with the exception of the base hospital, which is supplied with steam



Base Bakery



Quartersmaster's Warehouse



Field Bakery



Mess Hall

from a central station. All the remainder of buildings are heated with stoves.

Lighting

The camp requires about 1,600 K. V. A. maximum possible. A transmission line from Louisville at 33,000 volts, 3 phase, brings the current to a sub-station at the camp. At this sub-station 33,000 volts are stepped down to 4,000 volts through transformers connected delta with their secondaries connected in parallel having a common neutral. The four wires, i. e., one for each phase, and the neutral, are carried out through the camp. Between the neutral and any one of the other wires we get 2,300 volts. Between the three wires of the phase we get 4,000 volts. Distributed over the camp are 2,300 volts 1,220 volts transformers which are connected to the three-phase system, and from these secondary lines either 220 volts or 110 volts are carried to the buildings. The power is 440 volts, three-phase, with a few small single phase 220 volt motors scattered over the camp.

City Planning

"City Planning" has its own particular function to perform in army cantonment construction. While the statement may sound new and strange to western ears, "city planning" has now reached a point where the proper development of the plan of all progressive cities is recognized to be of no less importance than the engineering and architectural features.

In all of the national army and field artillery cantonments the U. S. Government employed the services of a city planner and his corps, as well as a supervising engineer and his assistants.

The city planner is primarily concerned with the beautiful, and endeavors to co-ordinate and subordinate properly all building features with the topography of the site. He takes care of the park, playground, athletic field, etc., and has

the final word as regards the relation of the various units, one to another, and of the camp, as a whole, to the railroad facilities. In a word it may be said that the city planner places each and every portion of the cantonment according to the dictation of a large bird's-eye vision of the entire camp.

There is an ever-enlarging field for the service of the city planner in the building of our cities.

Materials

All materials of construction were procured by the Materials Branch, Construction Division, Washington. A very good quality of gravel and sand is secured from the Ohio River, and a good grade of crushed limestone is secured from a plant, installed and operated by the contractor, located 3 miles from camp, along the side of the Dixie Highway—a good macadam road. A good grade of cement is available at a plant located on the I. C. R. R., 25 miles northeast of camp. All character of lumber is obtained from the various southern-pine associations.

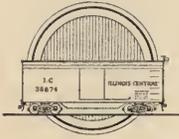
Corporations

The Corporations responsible for the construction of the camp are as follows: John Griffiths & Son Co., Chicago, General Contractors.

Chester & Fleming, Consulting Engineers, Pittsburgh, Supervising Engineers.

E. H. Bennet, City Planner, Chicago, Camp Planner.

The writer was employed by the Government in the capacity of an Assistant Engineer in charge of various water supply problems. At the time he left the camp, a few days after the signing of the Armistice, orders from Washington were issued holding in abeyance certain work not already started, pending definite action, which finally resulted in the establishment of the curtailed program outlined in the beginning of the article, and at that stage about 20 to 25 per cent of camp had been constructed.



Freight Service



Loss and Damage Claim Prevention

By J. B. Hamilton, Terminal Freight Agent

WHY is it necessary for a well operated railroad to pay out over \$200,000.00 per month for lost and damaged freight? Why must a railroad pay back to its patrons 3c for every dollar earned, when in computing the allowance given railroads for transportation of freight, consideration is not given such a return? These are pertinent questions asked every employe today, and the answer is—Negligence. The dictionary defines Negligence as “an act or instances of neglect” and goes on to say that, “Negligence is the habit of leaving things undone or unattended to.” Surely Mr. Webster had freight claims in mind when he dealt with this word, for it describes their cause perfectly. If nothing was left undone or unattended to in the transportation of freight, it would mean that all instructions given every employe would be carried out and freight would be handled without loss or damage. Loss and damage due to causes over which we have no control would still prevail, but such cases are few and can be explained.

Were it impossible to learn the number and amount of claims paid, as well as the causes and the particular traffic affected, we might advance an excuse that we were not familiar with such a defect in our transportation. Freight claims are analyzed so closely that we are shown the actual circumstances causing the loss, and we are told the commodity and the cause of all our claim payments. This should not be surprising information however, for we should know while freight

is passing over our rails whether or not anything is being left undone or unattended to.

It is so arranged that each employe has a certain function to perform, ample time being allowed for every performance and proper supervision is provided to see that each function is properly executed. The proper handling of freight is, therefore, contemplated and any loss or damage, except in isolated cases, is due to man-failure or negligence.

The basis for all instructions given employes as to the handling of freight is—common sense. If there were no classifications, circulars, etc., in existence, it would be necessary for everyone to apply their own judgment in the acceptance of freight, in the handling to destination and in the delivery to consignee. Strict application of common sense would result in delivery of such freight at destination in good condition. In accepting freight, the employe who signs for it or gives a receipt to the shipper in the manner of assurance that the carrier will deliver shipment in good condition, must use common sense to determine if the freight is in such condition that it can be handled without loss or damage under ordinary transportation conditions. This employe represents the railroad in making the contract and he must realize that a great responsibility rests with him. If he leaves nothing undone or unattended to, it devolves on the next employe to carry out his part of the contract. If a less carload shipment, the trucker must deliver the freight at the right car; the

stowman must look at the marks and know he is loading shipment into the proper car. It is a duty of each stowman to prepare the cars over which he has custody, and by sweeping and cleaning floors and sides, know that freight can be loaded without damage. The stowman must know where each car will be sent and the stations to be served by each car. He must look at destination marks on all freight delivered to his cars and be sure it is loaded into the proper car. Knocks and jars must be anticipated before car leaves the freight house, and the contents so loaded and braced that it will not be disturbed during the handling of car to destination. Cars are inspected by employes charged with the responsibility of classifying each car for the loading of certain commodities. When an employe puts a card on car showing that it has been found suitable for merchandise loading, he must remember that this is his function and that his action will govern employes who place this car for loading, as well as those who load freight into the car.

The engineer and switchman know that cars will not stand rough handling and that contents of cars are susceptible to damage through hard knocks. Although these employes do not receipt for the freight or make deliveries at destination to the consignee, they should feel that a great responsibility rests with them and that their performance in switching and moving the cars will govern largely the condition of freight when it reaches the patron at destination. To follow this L. C. L. shipment thru, we must remember the employes at destination. The receiving clerk has signed a contract that the carrier will deliver the freight in good condition at destination. This contract cannot be closed until the freight has been so delivered, and a receipt obtained by our delivery man. This receipt at destination is the evidence that the carrier has fulfilled its part of the contract and under no conditions should delivery of

freight be made without a receipt from the consignee or his duly authorized representative.

Every shipment is covered by a waybill, from which our revenue is obtained. The employe charged with issuing the waybill must realize the importance of his function, and leave nothing undone in showing all information on waybills, as furnished by shipper on bill of lading. The employe assigned to distribution of waybills must remember that if he sends one waybill to wrong destination, there will be a shipment over at one station and a shipment short at another. Freight at destination cannot be delivered consignee without a waybill, unless consignee produces the original bill of lading or other proof of ownership. This creates a great deal of inconvenience to the public and causes them to wonder why freight cannot be handled more intelligently. It also opens an avenue for the loss of the freight.

In the handling of carload freight, there are fewer elements of chance for loss and damage, but greater responsibility is attached to each shipment by reason of the money involved. A shipper orders a car for his product from a representative of the carrier. When this car is placed for him, he assumes it has been inspected and found suitable for the loading he has specified. When car is loaded and ready to move shipper presents bill of lading to carrier's agent. This is signed by agent, subject to shipper's load and count, as a party to contract to transport car to billed destination. Ordinarily the shipper is not familiar with the handling of cars through yards and on road, and in the absence of such knowledge, is liable to load a car in such a manner that contents will become damaged during movement of car. Even though our legal responsibility does not require supervision and inspection of loading, we are morally bound to lend necessary assistance by giving proper advice, to insure correct loading and preparation of car. If loss or damage

results to carload shipment, the burden of proof is with the carrier and they must show that such loss or damage did not result thru their negligence. Even though we might show perfect handling and decline payment of claim, it is an expense to the public and the carrier that would be eliminated if the freight moved to destination without loss or damage. Of far more importance than the inconvenience and slight expense is the economic waste, which might be avoided if employes will leave nothing undone or unattended to.

Everything on a railroad is measured by precedent. Just as the public figure on time required to travel by passenger trains between points, so do they contemplate the elapse of a certain time for shipments of freight to move. Precedent has shown that cars can be handled between certain points within a certain time, and naturally the public feels that this should be used as a criterion. It is true, the carrier does not guarantee the arrival of freight at destination within a certain time, but if the shipper suffers a loss by reason of his freight failing to reach destination as anticipated from other performance, it is necessary for the carrier to

show that they left nothing undone in the handling of the freight. Regardless of the liability, the damage is done and someone suffers a loss. All perishable freight, grain and live stock are susceptible to damage through delay, and it should be borne in mind by every employe that if such freight is delayed, an avenue is opened for a claim.

The prevention of loss and damage to freight is not a subject that requires a great deal of new thought, but one that requires a great deal of personal interest. Personal interest in anything cannot be manifested unless there is some attraction. If it is felt by employes that loss and damage to freight is unavoidable and that any individual effort to prevent it would be of no avail, there is no attraction and consequently no personal interest. If on the other hand, it is constantly shown where individual negligence is responsible for freight claims, and that they can be avoided by the employe properly performing his duty, personal interest is aroused and in leaving nothing undone or unattended to, it is found unnecessary to refund 3 cents on every dollar earned by a railroad.

The Man With Snow White Hair

By Jim Warren.

Ever awake and happy
The Old Gray Haired Engineer,
Ever performing his duty
Faithfully year after year.
There at the throttle you'll find him
Before his train's scheduled to leave,
And there at the throttle you'll find him
At the end of his run at eve.

Then when the high ball is given
Back comes the throttle with skill,
And all through his run he will sit alert
Mastering his steed at will.

Through all kinds of weather,
Watching, protecting our lives
While behind him asleep may be mothers,
Children, sweethearts and wives.

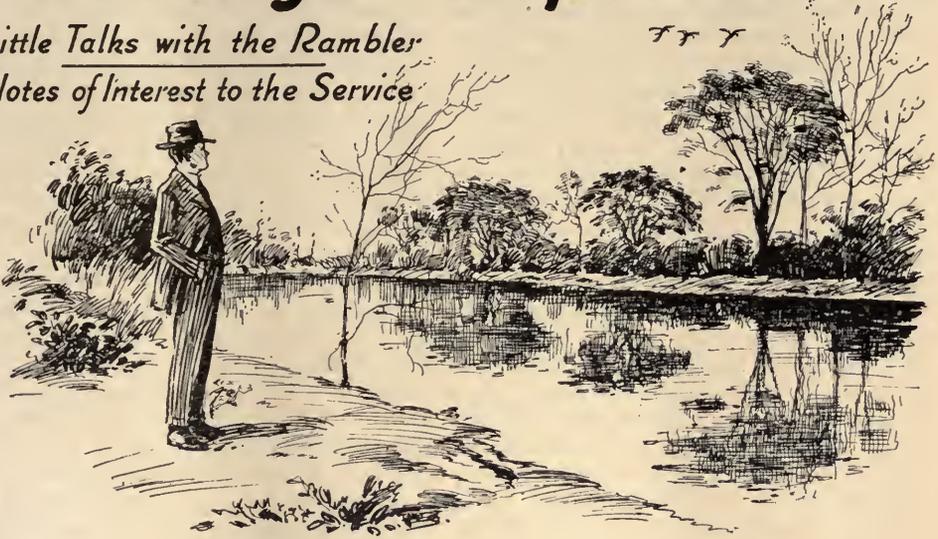
No wonder his hair is whitening,
Perhaps not because he is old
Perhaps it's from worrying o'er you and I
As we slept through snow and cold.

So let's all give our tribute
To the man who gets us there,
The man who sits at the throttle,
The man with the snow white hair.

Passenger Department

Little Talks with the Rambler
Notes of Interest to the Service

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Bits of Nature—Human and Otherwise

THE Symphony Concert season had long since passed and the Professor and his daughter had returned to their country home. During their stay in the city, however, they had evidently had a better time than they anticipated, for they prolonged their visit there beyond their original intent. This was due, on the Professor's part, to his meeting unexpectedly many of his old professional friends, and on the part of his daughter because she and Mrs. Tyro had struck up a friendship that kept them very busily together after Bill's introduction of her father and herself on the occasion of Bill's radioptical show at Tyro's on Christmas Day.

This growing intimacy the Rambler knew more or less about, chiefly through Snap Shot Bill, whom it will be remembered was a special friend of the Tyros and a constant visitor at their home. The Rambler, therefore, was not surprised one evening to receive a 'phone call from Mrs. Tyro, she saying in effect that Grace, for such was the

Professor's daughter's name, had invited them for a week's visit to the Professor's home and had suggested that he, the Rambler, and Snap Shot Bill should be there on a Sunday for a picnic. "Of course," she added, "Howard says it is impossible for him to get away but I am going. It is true my spring cleaning is not quite finished," she laughingly interpolated, "but it can wait in view of the allurements that Grace sets forth in her letter. She says the Hepaticas have come and gone and also the anemones; that the ground has been carpeted with Spring Beauties and Cut Leaf Toothwort which have now practically given way to the Phlox and Wild Geranium, patches of which she promises to show me as thickly padded as a field overrun with the golden Dandelion. But that is not what she particularly wants me for. It is the bird migrating season and she writes enthusiastically that there is down there a little patch of a combination of sparse woodland, high ground and lowland and

swamp bordered by the river, that is the most wonderful place as a feeding ground for birds in their northern flight that even her father ever knew or heard of. Just think! She says in her letter that in a two hours' walk through that section, the day she wrote, she identified twenty-one different species of birds with no particular effort at identification. And she says she would not dare to state how many species she saw that she didn't try to name. But she mentions the Scarlet Tanager, the Indigo Bunting, the Towhee and the Thrasher, and says the bright plumaged, restless little Warblers were darting about in the young tree and bush growth of the lowlands in great variety. Among the last she claims she was fortunate enough to be able to identify the rare for those parts, Cape May Warbler—not only Mr. Cape May but his wife as well. Some of the trees she says down there are yet but in bud and blossom, while none of them are in dense leaf. So if we go we can see the little bird immigrants to good advantage. But all this will not last long she says, which of course we all know. Therefore, as busy as I am at home I cannot resist leaving everything to go down for a few days with Grace under the circumstances that she has so enthusiastically outlined. As she herself says, the ending of my visit, which must be Sunday evening, by a picnic in which you and Snap Shot Bill are included, especially appeals to me. I know you will not have the heart to reject the invitation. Bill has already accepted; and you will go too, won't you? However," she laughingly ended, "after my telling you what Grace has said about the birds I know you cannot resist seeing those little feathered songsters which only stay with us during their flight in the spring and fall. They are such wonderful creatures."

The Rambler had listened attentively with an amused smile on his face at all Mrs. Tyro had so enthusiastically told as to the contents of the letter of the Professor's daughter, and his thoughts were reflected in his answer. "Well, I do not know," he said in what Mrs. Tyro

afterward claimed was a teasing tone, "whether the reasons set forth by you appeal to me or not. While, as you know, I am not a drinking man, for business reasons I have frequently in the past 'set in' on many a little occasion where 'a hot bird and a cold bottle' were the dominating features, and I am afraid that except in an exceedingly general way I know more about birds from that point of view than I do from any other. However, the idea of an outing of any kind strikes me favorably; and, I must of course add," he said ingratiatingly, "the being in such delightful company flatters and fills me with pleasurable anticipation. You say Bill is going, and you can surely count on me. Between us we will see you safely back to the city Sunday night if that is, as I understand it, a part of the program."

"Good Rambler," was the response. "You will enjoy it I know. I mean the birds. You didn't know much about music until Grace took your education in that line in hand this winter; and I will warrant you will know more about birds when you return from that Sunday picnic—unless you grow shy and keep away from Grace." This last she said jokingly as she added "Good night" and hung up the receiver.

The Rambler and Snap Shot Bill talked the matter over the next day and agreed that if it was to be a picnic it would be a crime to reach ——— late in the forenoon on Sunday. So Bill wrote Mrs. Tyro a note in care of the Professor, saying that they would be in the town at such an early hour on Sunday as to give practically the whole day to the picnic. Also that the Professor might telephone them at any time after rising as to when and where they should report, as they would go down on a night train of Saturday and stop at the hotel until advised as to their next move in the morning. There was not time for a reply to this but they went down to ——— and were in the hotel in accordance with their schedule on Sunday, where about 7:00 o'clock Mrs. Tyro telephoned to them. She said the place where the party was going was out be-

yond the town in their direction and that the Professor, Grace and herself would all be at the hotel with the automobile in an hour. Naturally the Rambler and Snap Shot Bill were ready when the party arrived; the Professor on the front seat driving and Mrs. Tyro and the Professor's daughter in the back seat of the machine. In joining them the Rambler was about to climb into the front to sit beside the Professor when Mrs. Tyro interfered, saying, "No! Not that way; that will leave Bill to sit in back here with me and I see enough of him at home. Let him sit on the front seat and pick out beauty spots to photograph as we go along, if he pleases, while we ladies have the pleasure of the Rambler's genial society." It was good naturedly arranged as she had dictated and they set out for the picnic site; or rather for the bit of country over which they were going to wander in their search for birds. This they reached in due time, and leaving the automobile, sheltered from observation in a little grove, by the side of a cart path immediately off from the highway that they had been traversing, they began to leisurely stroll toward the river. The latter was shortly reached, or rather the crests of the high land which at times ran directly to the water's edge and at times was in the background by intervening low and swamp lands. The high ground was shaded more or less liberally by open timber growth, some of the trees of which were quite large.

It is not necessary to dwell in detail on the day's doings, it being sufficient to say that everyone was in good spirits and happy mood, and that the bird lovers found enough in their particular quest to keep them interested and satisfied. While Snap Shot Bill had his kodak with him, much to Mrs. Tyro's and the Rambler's surprise he used it but sparingly, evincing in lieu thereof a decided interest in seeing and in listening to what was said by the experts of the birds that came under their observation. At intervals, however, Bill could not refrain from calling their at-

tention to beautiful landscape compositions that disclosed themselves; particularly as here and there were seen the Hawthorne trees in full white blossom and the Crab Apple trees in beautiful pink bud and blossom. As these were generally isolated they would make a splash of white or pink color against a background of green leaves of other trees. Especially were there several pictures of this kind seen on the opposite bank of the river, the latter being sparsely bordered with elm and other tree varieties between which would be broad splashes of color from the Hawthorne or the Crab trees; the whole casting deep reflections on the mirrored surface of the river which at that particular locality was sufficiently wide to embrace in its reflections the entire heights of the trees. Of course Snap Shot Bill made a picture of one such scene; and, in this connection it may be noted in passing that early in the day he took for one of his few pictures what all who saw him at work declared would make a beautiful thing. It included a worn trail down a sloping grass-grown bank running abruptly into the water, on the side of which bank was a spreading Hawthorne tree in full bloom, with heavy cottonwoods back of it, the river receding into the background and showing a bit of its opposite edge while in the foreground, sitting on the sloping bank, was the Professor's daughter in natural pose looking over the water.

The Rambler, much to his own amusement and that of the rest of the party, found himself interested in what he saw and heard from the others about the birds. He did not attempt to follow in detail the minor points of their markings, shape, methods of flying and the like that were discussed by the experts. He was content to be told that this or that one of which they got a good view was of such and such an order or such and such a species of a given family; but he was attracted by them in a general way. He particularly enjoyed watching the little Warblers in flight, at which time they frequently disclosed the brilliant color markings of

their plumage much of which was often concealed when the birds were stationary. He said of some such that they reminded him of bursting sky-rockets. However, he grew enthusiastic when a Scarlet Tanager, perched on a swamp reed out in the open and with the sunlight full upon him, preened himself for quite a while for the entire party to watch through their bird glasses. Several Indigo Buntings in flight, their color strikingly heightened by the sunlight as they flew through the open, also enthused him, but he seemed to take the greatest interest in the flashes of red, black and white shown by the flying Woodpeckers. In the course of the day, as they were by the riverside, Bill pointed out to him a Kingfisher flopping low along the opposite shore, finally alighting on a dead limb of a tree by the water's edge. The Rambler himself discovered a couple of Blue Herrons flying overhead and really took interest enough in them to ask what they were and to comment on their drawn-in heads and long legs extending out behind.

The actual wanderings of the day were not so great, the little party straying but a relatively short distance from where the automobile had been left. This for the reason that, as the Professor's daughter said, they would be apt to see more in the long run by sitting still on some convenient bank and let the birds come to them. It was during one of these resting spells that they ate their lunch without the formality of spreading it out or attempting to set a table. They were all too busy watching what passed about them, and were eating simply because it was the proper thing to do at that time of the day rather than on account of any particular interest in the eating feature of their so-called picnic.

The notes of the feathered songsters were heard more or less during the entire day. It was, however, while they were at lunch that from a tall cottonwood tree nearby a song reached their ears of such a nature that they all immediately began to look for the bird that was uttering it. The direction of the

sound, however, was slightly deceptive, for all were apparently looking high up or in the distant branches of the tree when the Rambler, who was more or less indifferent as to the identity of the bird and had contented himself with giving only a lazy glance upward into the spreading limbs that were directly over his head, uttered an exclamation of surprise and pointed the bird out to the others. Directly overhead, closely canopied with foliage, but clearly seen from below, was perched a Scarlet Tanager which it could be seen was the songster. "I have never had such a view as that of him," joyfully exclaimed the Professor's daughter. "I believe you have charmed him, Mr. Rambler. He undoubtedly heard your words of praise when he was preening himself out there in the open."

"The song ceasing and the bird having flown away, it was noticed that Snap Shot Bill seemed to be engrossed in watching an ant crawling over the back of his hand. Bill appeared to have some thought in mind in connection with his visitor, for lightly placing his hand on the grass and reaching over to the lunch box with the other, he took a few crumbs of cake and dropped them by the side of his hand. Then tipping his hand as though making a suggestion to the ant he and the rest of them became absorbed in watching the little creature's movements. The ant seemed to know that food had been placed there for him and scrambled down off of Bill's hand and went for the crumbs. Picking one up in his peculiar way, one that was larger than himself, he persistently struggled with it through the grass and finally carried it away.

"Ants are tremendously interesting," remarked the Professor. "I have just been reading a rather light but instructive narrative account of an ant which as a type and for the sake of narrative, the author named 'Busy'. In connection with him the entire ant life in a single nest was given. The various chambers and passages of the nest and their uses were described. I remember one particularly interesting part of the

story, and while you ladies put away what is left of the lunch I will tell it to you. It runs that the granaries of the nest had been nearly filled and the winter's supply of food for the colony practically assured. One day, however, the earth cracked, exposing some of the chambers, and before the busy little engineers of the colony could seal them up a heavy rain came and flooded many of the chambers and threatened the immersion of the whole nest. But when the waters began to pour in certain of the ants piled and packed upon one another until they made a living dam through or over which no water could pass. Those exposed to the flood were of course drowned, but behind their bodies a mass of living ants stayed the encroachments of the waters and saved the nest from utter annihilation. I remember further in that connection," continued the Professor, "that the wise little creatures, immediately after the first danger was over next proceeded to dam the channels leading into the submerged regions against another flood. At the same time, being entirely cut off from the outer world, they began to drive an opening to the surface; the two operations, the damming and the driving of the opening, being carried on at the same time, the earth removed for the exit tunnel being deposited in the broken tubes. That is, while opening one road they closed the abandoned ones."

"Rambler," remarked Bill somewhat irrelevantly as the Professor ceased talking, "this is surely a great day for you. You are really learning something. You are finding out I trust that there is something going on in the world worth giving attention to besides the Passenger Traffic puzzles of a railroad."

As has been said, the Rambler was in a happy mood and he came back at Bill's jocose remark in the spirit in which it was given by answering humorously, "I hardly know what kind of a slam you intend by that, but I am suspicious that the underlying current is that I know but little beyond my pro-

fession. Well, maybe it is true. At any rate, I don't remember having undertaken to identify any of the birds that we have seen. Nevertheless, I can tell you the sex of a mated pair of canaries in a cage." "How?" asked Mrs. Tyro. "By just leaving the door open," was the response. As he did not continue after a moment's suspense on the part of his listeners, they feeling that some joke was coming and none of them caring to be the one bitten, the Professor finally said, "Well what then?" "Oh, it will then be easy enough to tell the difference" was the deliberate rejoinder. "If he comes out it will be a male, and if she comes out it will be the female."

The laugh went around, but the Professor's daughter later got back at him for his little joke. It was toward the close of the evening when she and the Rambler, who were walking ahead, came suddenly upon an American Gold Finch. The Rambler was the first to discover the beautiful bird not more than six feet away from them, it having been hidden from view until they had made a turn around a bush. The little yellow beauty with its black cap and its black wings and tail, the latter with white markings, was perched with its back to them on the top of a tall reed. They both stopped and watched it breathlessly until the Professor's daughter said in a low voice, "Listen! He is singing to us. I believe he is really giving us a welcome." The Rambler then for the first time noticed as the bird turned its head that its little bill was moving and its throat throbbing and that he was singing his vesper song. It did not seem to be at all afraid, but in time growing tired of its vocal efforts it fluttered down in the grass some distance away, whereupon the Rambler's companion asked him with a mischievous little look whether he could tell if that bird, which was commonly called the American Canary, was a male or a female. The quick response was that it not being in a cage it might be difficult. On being pressed in apparently all seriousness, however, to tell whether he thought it

was a male or female he honestly gave it up. At that the lady burst into laughter as musical as the song of the bird that had just been heard. But seeing the nonplussed look of the Rambler she finally relented and said to him, "You poor man; don't you know that all the songs of our birds come from the males only?" "Humph," was the quick but gallant retort. "Of course I knew, but for the moment forgot; but it ought not to be the case do you think? Your sex is so superior you know in most things that it seems a pity to have it denied the superb gift of song in even a bird." "Oh," she replied, "thank you; but the plan of bird attributes seems to have kept the female where, for so many decades, the highest of all animals, man, has tried to keep his mate; for you know the male birds also have the gayest plumage." "Which goes to show" was the quick repartee, "that man as the higher animal is not so bad after all, for he as a rule certainly does not wear the gayest plumage. However," he said dropping his levity, "what is that bird that is singing so beautifully. I don't see him as yet, do you?"

They had entered the outskirts of a piece of timber land in which was heavy shrubbery. Hastily glancing up she pointed to a topmost slender twig of a tall cottonwood on which a bird was swaying and singing lustily. "It's a Thrasher," she said. "What a glorious song he has." "Yes," was the response. "But hark, I hear another one just like it over there in the bushes." She motioned to him to be quiet and with glasses in hand went softly in the direction of the second songster, a little smile over-spreading her features as she did so. She stood looking intently into a bush for some time and then beckoned the Rambler to her. He joined her as quietly as he could but with the result of so disturbing the bird, which she had seen, as to stop its singing. She, however, putting the glasses in his hand and pointing in the direction whence the sound had come told him to watch. This he did until finally he saw a slate colored bird hopping around from twig

to twig of the bush. "It's a Cat Bird," he said to her. "I know that much about birds. In fact the Cat Bird, Robin and Sparrow I think are the only three I do know." "Listen," she cautioned, "he is going to sing again." And, much to the Rambler's joy, he did sing again. He could see by the throat and motion of the bill that it was the Cat Bird singing, but it was now uttering the song of a Meadow Lark. "I never before heard a Cat Bird do anything but a cattish scold," was his comment as the bird finally ceased and hopped out of sight. "Well, Mrs. Tyro told me that perhaps I could teach you some things if you came down today, and I hope you have enjoyed the tutelage. This last is only a continuation, you know, of your musical education which began at the Symphonies. But really, tell me if your bird lore is confined to the three species you have mentioned? Think again, I know you are a city man but you have traveled a great deal and you must have had some things of the country forced upon you in passing." "Well, yes," he smilingly replied as though humoring her. "Come, to think of it, I believe I would know a Blue Bird and a Blue Jay if I were to see them. I think we have those last beggars around in our cities sometimes."

This bantering ceased as the rest of the party overtook them, and they were soon afterward in the machine on their way to the Professor's house where they were to have supper together as the closing episode of the day's doings. On reaching there they were naturally all hungry and did full justice to the repast that they found awaiting them. Having eaten, it still being several hours before Mrs. Tyro, The Rambler and Snap Shot Bill were due at the station for their return train, they all went into the Professor's study, and, the evenings being still cool, they sat around an open wood fire and had cozy enjoyment in discussing the events of the day. That subject being finally exhausted however, Mrs. Tyro said to the Rambler that as he had been entertained for so many hours by the rest she thought it his turn

to reciprocate by telling them some railroad story of his experience. She was sure the Professor at least would be interested. She had evidently recalled the way she herself had been entertained by the Rambler, on a previous occasion when she and he had taken a little stroll from her house one Sunday afternoon the previous spring. On that occasion, she recalled that the Rambler made on her request an alleged confession as to why he never married; also that he engaged in some railroad talk that had interested her. The Professor, as he reloaded his pipe, intimated his approval of Mrs. Tyro's suggestion.

The Rambler thought a moment while lighting a fresh cigar and then said, "Inasmuch as we have been delving all day into what I believe you call nature study, I will tell you a story illustrating three phases of human nature. I will leave it to yourselves to determine when I am through what the different phases were, and to which one of the parties mentioned they were respectively applicable.

"Some years ago in outside, or so-called foreign territory, we had what we called Division Passenger Agents, and District Passenger Agents and Traveling Passenger Agents serving under them. One of the latter, whom for short may be called by his nickname Eb., had this experience, which I will relate. On one occasion he went into a large town in the central eastern territory located on one of the principal trunk lines of the country. The agent of the trunk line, whom I will call Seth principally because that was not his name, was along in years and a man of wide experience in his line. He had been born in the town, had grown up with it and had been Agent at the station from time immemorial. He was a high class man, knowing everybody in the town and wielding almost absolute sway over all classes in matters pertaining to railroad traffic; for not only was his knowledge great but his personality was such that he was well liked. Our man Eb. went there at the time I am telling about for the purpose of mak-

ing final arrangements with a party of seven for the Pacific Coast via our line in connection with the line represented by Seth. The former of course called on the latter, told him what he was in town for and then went to see the leader of the Pacific Coast party. Eb. was successful in consummating final arrangements for the moving of the party, including the collection of money for their through sleeping car reservations. He then went back to the Agent, told him what he had done and explained to him that the party was to be ticketed out of the town over his, the Agent's road, they to buy the railroad tickets of him. No objection was made by the latter to what Eb. had told him although a noncommittal answer to the effect that he would 'attend to it all right' was made at the time. Our man Eb., on reaching his headquarters, had the sleeping car tickets made out and sent them back to the leader of the party.

"A few days before the movement was to be made, however, the sleeping car tickets were returned to Eb. by Seth, the latter writing that the party had decided to go by another route and asking for a refund of the money paid for the tickets. Eb. knew there was something that needed explanation in the request, but refunded the money promptly, considering it policy to do so. Not too soon, but soon enough to have the transaction still fresh in mind, Eb. called on the Agent again and said to him in effect: 'You know I promptly sent you back a refund on those sleeping car tickets when you asked for it, although by so doing I lost the party. I do not understand even yet, however, why the shift was made. I feel that there was something back of it all. Won't you please tell me why or how it happened?' Seth thought a moment and then said, 'Yes, I will tell you.'

"'About three years ago, Mr. _____, then your representative at _____, came down here one day, and, without as much as giving me a nod of recognition slid off to the carriage stand at the end of the station, hired a rig and drove

out a distance in the town and secured three parties, all of whom I know personally, for New Orleans. He told me nothing about it on his return, which was only just in time to take his west-bound train back; he not giving even a nod to me in passing. But, on reaching his headquarters he made out railroad tickets for the party reading from his city, buying local tickets from here to that point through a third party. In other words, he would not let me have the credit of selling out of here even if I would have ticketed over his own road. However, I had no difficulty in persuading his parties to switch their route, and sent the tickets back to Mr. _____ with the request that he made refund. But the beggar wouldn't do it, and for the once he got his party through his own way. But, for that, and the additional reason that his manner was somewhat overbearing when I did come in contact with him, I swore that I would never give your road another bit of business as long as I lived. I have nothing against you personally, son, and I know that fellow is no longer with you. But that's all there is to it just the same. You know now why I took your seven people away from you.'

"Eb. thought hard and quick for a minute and then said courteously to Seth, 'I am sorry that you feel that way. I know that you are probably acquainted with every man, woman and child in this town of 25,000 inhabitants, and that in matters of travel they all look upon you as the last word. I know also that your road undoubtedly does eighty per cent of all the passenger business out of here. So do you know what I am going to do? I am never going to bother you again. That is, I will not come here

any more, and as far as I am concerned you can have things absolutely your own way. How's that? Does it suit you?' There was probably something in the quiet and courteous way in which this had been said that set the Agent to thinking, for, after looking at our man steadily for a few minutes he held out his hand to him and said, 'I'll tell you how it is; tomorrow I will give you four tickets for Houston via your line to New Orleans.' And," concluded the Rambler, "from that time on Eb. and Seth were the best of friends and our road got its share of business from the latter. I do not know if this little story of mine is of sufficient interest to cause any discussion as to the merits and personal characteristics of the three persons involved, but, in times past it has had its lesson for me in my professional work."

Shortly after the Rambler's story the little party broke up, the Professor taking the city people to the station in the automobile, his daughter accompanying them to bid her friend Mrs. Tyro a "good-bye."

On boarding their train the three travelers were rather quiet on the return journey to the city, being somewhat tired from the day's activities. So much was the last the case that at one time Mrs. Tyro seemed to have gone off into a doze. Then it was that the Rambler reached over from his opposite seat and attracting Snap Shot Bill's attention by pulling his sleeve said in an undertone: "Say Bill, when you get that roll of yours developed I want a print of that picture you took of the Professor's daughter sitting on the bank with the Hawthorne blossoms beyond."

Notes of Interest to the Service

The following changes of schedules and car service of interest to our agents have taken place since the last issue of this magazine, and are in addition to changes concerning which special circulars have been sent out:

Illinois Central: St. Louis-Michigan Schedule. Effective Tuesday, June 3, from

St. Louis, and June 4, from Petoskey, a through ten section two compartment and drawing room sleeping car, operating in Illinois Central Daylight Special trains, No. 20 northbound and No. 19 southbound, will be placed in service for the summer season of 1919 in connection with the Michigan Cen-

tral and Grand Rapids & Indiana Railroads. This service will be daily except Sundays from St. Louis until June 28, inclusive, and daily except Saturday from Petoskey until June 29, inclusive. On and after these dates sleeping car will be operated daily from St. Louis, June 29 to July 19, and Tuesdays, Thursdays and Saturdays thereafter; and daily from Harbor Springs June 30 to July 20, and Wednesdays, Fridays and Sundays thereafter.

Pere Marquette. Approximate regular summer schedules from Chicago to resorts in Michigan, effective June 23rd, will be as follows: For St. Joseph, Benton Harbor, Grand Rapids, Traverse City, Charlevoix, Petoskey and Bay View trains will leave Chicago, No. 9, daily except Sunday, at 6:30 p. m.; No. 3, daily except Sunday, at 8:00 a. m.; No. 1 at 11:45 p. m. daily between Chicago and Traverse City, and except Sunday between Traverse City and Bay View. Additional train, No. 5, will leave Chicago, daily except Sunday, at 12:00 noon for St. Joseph, Benton Harbor, Grand Rapids and Traverse City. No. 9, the "Resort Special," will be placed in service between Chicago and Bay View in advance of the regular season on the following dates, leaving Chicago, June 6, 10, 13, 17 and 20.

Grand Rapids and Indiana. Approximate summer schedules for the season of 1919, June 29th to September 20th, will be as follows: For Kalamazoo, Grand Rapids, Traverse City, Petoskey, Harbor Springs, Mackinaw City and Mackinac Island No. 19 will leave Louisville 2:25 p. m. daily. No. 5 will leave Chicago 12:05 a. m. daily; and No. 11 for Mackinaw City will leave Chicago at 9:05 a. m., running daily to Grand Rapids, and except Sunday north thereof. No. 17 will leave Chicago daily at 5:50 p. m. for Grand Rapids, Traverse City, Petoskey, Harbor Springs, Mackinaw City and Mackinac Island. See Illinois Central for St. Louis connections with that train.

Lake Tahoe. The following daily train schedule of the Lake Tahoe Railway & Transportation Co. has now become effective: Leave Truckee 7:45 a. m., arrive Tahoe City 8:40 a. m.; leave Tahoe City 5:00 p. m., arrive Truckee 5:55 p. m. Connecting steamer leaves Tahoe City daily at 9:30 a. m. for trip around the lake, stopping at Homewood, McKinney's, Moana Villa, Pomini's, Emerald Bay Camp, Tallac, The Grove, Bijou, Al-Tahoe, Lakeside Park, Glenbrook, Brockway, Tahoe Vista and Cornelian Bay, reaching Tahoe City on return at 4:30 p. m.

Louisville & Nashville. Trains Nos. 32 and 33, known as the "Southland" have been discontinued south of Atlanta, the train continuing in operation daily between Cincinnati and Atlanta. Southbound train, beginning June 1st, will leave Cincinnati and leave

Louisville at 8:30 a. m., arriving at Terminal Station, Atlanta, at 11:00 p. m.

Detroit & Cleveland Navigation Co.—D. & C. Lake Lines. Daily steamship service is now in effect between Detroit and Cleveland; steamers leaving Detroit at 5:00 p. m. and arriving at Buffalo at 9:00 a. m.; leaving Buffalo at 6:00 p. m. and arriving at Detroit at 8:00 a. m.

Grand Trunk Pacific. Steamships of this line are now giving semi-weekly sailings to Anyox, B. C., via Prince Rupert, B. C., on Sundays and Wednesdays from Seattle. Alaska side trip from Prince Rupert on June 7th, 16th and 30th, and weekly thereafter.

New York Central. Sleeping car in Train No. 90-28, formerly running between Chicago and Buffalo, leaving Chicago on No. 90 at 11:00 p. m., has been extended to run through to New York, operating on Train No. 32 from Buffalo, and arriving at New York at 4:45 a. m.

Atlantic Coast Line. The Seminole Limited, Train No. 93, is now making stops on signal or on notice to conductor at Braganza, Fort Mudge, Race Pond, Homeland and Astoria, Ga.

"The idea that a ticket is only a piece of paper," said Mr. Geo. A. Cullen, chairman of the New York City Committee on Consolidated Ticket Offices, at a recent Railroad Ticket Agents' dinner held in New York, "is the result of about as intelligent a mental process as to say the same thing of a will, a contract, or any other written instrument. When a man sells a ticket, he does not sell so much paper, he sells so much transportation. The way he sells that transportation marks him either as a vender or a salesman. A good vender is a useful and important member of our organization. Moreover, every salesman must do a certain amount of vending, it is an important part of salesmanship. All of this, however, does not alter the fact that there are degrees in salesmanship just as there are in painting. One is the painter who depicts upon a sign-board the delights of eating Aunt Mary's pancakes and the other who, with a great skill and infinite patience gives the world a Mona Lisa or a Cistine Madonna. Again, one is a physician who plies his profession from family to family, vending pink pills to pale people, but he is a much greater physician who by reason of close study and highly developed skill, is able to diagnose a hidden and dangerous malady, the very symptoms of which the patient himself finds it difficult to describe."

Mr. Cullen said that the man behind the ticket counter serves in three capacities which rank him as a salesman in the best sense of that word.

"He is a creator of business, of good will and of service," Mr. Cullen declared. "The traveler may be one who has a vacation ahead

of him which he may spend in his automobile, or by a railroad trip to Atlantic City, yielding the railroads \$7 revenue, or by a trip to Glacier National Park, for which the railroad fare is \$150. Another individual is one who needs a rest from business, but who does not know where to go. He is likely to stay at his desk and let his health run down, and instead of contributing \$300 or so to help the railroads, compels his heirs to spend a like amount with the undertaker to convey his remains to Woodlawn. Let either of these men approach a real, live transportation salesman. He is shown the attractions of this or that resort, the excellent facilities for getting there, the Pullman accommodations and the ease with which his baggage will be handled from home to hotel, etc.

"There is no one spot at which the traveling public comes into contact with the personnel of the railroad so intimately as at the ticket counter or window. Here the busy man of affairs may get his ticket to Chicago and his 'choice upper berth near the wash-room' at the same time that he gets his impression of the great courtesy and real interest in endeavoring to furnish him a drawing room which the tactful agent has displayed."

The following announcements in regard to National Parks should be of interest to our agents:

The Mesa Verde National Park, Colorado, opened May 1st and will close October 31st, in which connection it is announced that the Mesa Verde Transportation Co. will operate daily automobile service between Mancos, Colorado, and Spruce Tree Camp, in Mesa Verde National Park, distance 32 miles, connecting at Mancos with Denver & Rio Grande Railroad trains in each direction. Average time of trip between Mancos, Colorado, and Spruce Tree Camp, 2½ hours. Auto fare, Mancos to Spruce Tree Camp and return, is \$10, including transportation, Spruce Tree Camp to Sun Temple, Willow House, Painted House, Balcony House, Cliff Palace and Far View House. Spruce Tree Camp is operated on the American plan; per capita rates \$3 per day, \$18 per week. The sleeping accommodations are in tents with boarded floors and partially boarded sides, equipped with electric lights, etc. Meals are served in a central building, which, in addition to the dining room, contains office, lounging room, etc. Free allowance of baggage is 25 pounds per capita; all above that amount will be charged for at the rate of 25 cents per pound each way.

The Zion National Monument, Utah. The season for 1919 extends from May 15th to November 1st, and it is announced that the National Parks Transportation Co. will op-

erate daily automobile service between the Los Angeles & Salt Lake Railroad station at Lund and Wylie Camp in Zion Valley, leaving Lund 10:00 a. m., arriving at the Camp 5:00 p. m. Returning, autos leave Wylie Camp 9:00 a. m. and arrive Lund 6:00 p. m. Stops are made at Cedar City in each direction for lunch. The cost of side-trip ticket, including automobile transportation Lund to Wylie Camp and return, lunch en route in each direction, two nights' lodging and five meals at Wylie Camp is \$26.50. For additional time at Wylie Camp the rate is \$1 for each meal and \$1 for lodging; weekly rate \$24, American plan. Special auto trips for the Camp to points within Zion Valley may be had at rate of 75 cents per hour for each passenger, with minimum of \$3 per hour. Saddle horses are furnished at the rate of \$3 per day and mounted guides at \$4 per day.

Rocky Mountain National Park. The 1919 season of the park extends from May 1st to November 1st, in connection with which the following announcements have been made: Estes Park Village, the eastern and principal entrance to Rocky Mountain National Park, is connected by automobile stages of Rocky Mountain Parks Transportation Co. with the railroad stations at Fort Collins, Loveland, Longmont, Lyons and Ward, from which stations the fare to Estes Park is \$4 one way, \$8 round trip. The Transportation Company will also operate automobile stage service between Denver and Estes Park at \$6 one way, \$10 round trip. Summer excursion tickets will be sold through to Rocky Mountain National Park (Estes Park Village) via rail to Fort Collins, Loveland, Longmont, Lyons or Ward, thence Rocky Mountain Parks Transportation Co. Such tickets will be honored going and returning via any of these junctions, or via Rocky Mountain Parks Transportation Co. (automobile service) all the way between Denver and Estes Park Village. Rocky Mountain Parks Transportation Co. also conducts the following regular automobile drives from Estes Park Village into Rocky Mountain National Park: The Fall River Road Drive, 26 miles, \$3.50; the Fall River Road and High Drive, 30 miles, \$4; Long's Peak Inn or High Drive, 20 miles, \$2.50. The western side of the Park may be reached by railroad from Denver to Granby, from station stages run to Grand Lake. Ample hotel accommodations (including cottages and log cabins) are provided for visitors who tour the Park. Thirty-six hotels, appealing to every taste, are situated in or near the Park.

"ON THE TRAIN"

As the day is disappearing,
And the evening shadows come,
How our thoughts in meditation
Wander back to those at home.

Of the loved ones, ever faithful,
In their tasks both great and small,
Trusting, hoping, praying ever
That to us no ill befall.

And our hearts are made more tender
And our faith in Him more strong,
As we count the ties that bind us
To our loved ones and our home.

And we wonder if the dear ones
That have passed the gates Up There
May be watching o'er us ever
As we watched o'er them while here.

For we know our Heavenly Father
Watches o'er us on the train,
Just the same as by our fireside,
If our faith in Him remain.

Thus we travelers on life's journey,
With the help of home and friends,
Must pay forth our noblest efforts
Till we reach our journey's end.

—H. E. Brock in the *Milwaukee
Employes' Magazine*.

A KID'S ALPHABET

A stands for Art and for Aim and for Air,
The gang is out swimming; I wish I was
there.

B stands for Breeze and for Brook and for
Brick.
A brick on the dome would make teacher
sick.

C stands for Clean and for Comfort and
Cool,
The way the guys feel at the old swimmin'
pool.

D stands for Dive and for Duck and for
Dope,
And here I am doping around like a mope.

E stands for Eagle, which sails far and free;
I wish that there eagle could only be me.

F stands for Freedom, for Flu and for Flood;
I wish I was out with my feet in the mud.

G stands for Ghost and for Gloom and for
Ghoul,
And goldarn the guy who invented the school.

H stands for Heaven, where Harps fill the
air;
It can't be no Heaven if teachers are there.

RECESS.

—From an *Exchange*.

"Where you from?" asked a Y. M. C. A.
worker of one of the darkies attached to the
American expeditionary forces.

"Sah, I's from the Holy State of South
Carolina."

"Fine. How you coming on?"

"Jest so so, sah."

"Get any ice cream?"

"Well, I gets the ice cream I can pay for,
but that ain't much."

"Any water melon?"

The darkey's face lengthened.

"No, sah. I wants water melon almost bad
enough to go back for it, but not quite. I's
an 'Merican nigger, born and bred. I's a
United States citizen; but I's tellin' you,
mister, unless that Atlantic done freezes up
or they build a bridge across it, from now
on, I's a European nigger."

—B. R. P. Ry. *Employes' Magazine*.

THE SERENADE

The swain of old
With a voice of gold
Went courting a fair young maid;
And he sang of love
'Neath the stars above
In a rapturous serenade.

She listened long
To his plaintive song
And the twang of his light guitar;
But the serenade
For a modern maid
Is the honk of a motor car.
—Geo. E. Phair, in *Chicago Herald and
Examiner*.

Mr. Paul H. Kimbrought, of Cynthiaana, Ky.,
while fishing in South Licking river recently,
caught a big cat-fish that aroused his curiosity
by the immensity of its waist measurement,
slim waists now being the style, you know.
He cut the fish open to investigate, and found
neatly stowed away a young squirrel, three
or four inches in length. His companion
on the fishing trip, Will Howk, last season
caught a bass in the same river that had
swallowed a young squirrel. The supposition
is that the squirrels drop from the limbs of
trees overhanging the river and the waiting
fish gobble them up. There seems to be no
ground for the opinion held by some that
the fish climb the trees after the squirrels.
At any rate, catching fish with interior adorn-
ments of squirrels combines the pleasurable
pastimes of hunting and fishing, one opera-
tion serving for both.

—Cynthiaana, Ky., *Democrat*.

Judge—"You say this man was at the per-
formance last night and that he took aim and
fired an egg at you?"

Actor—"Yes, your honor."

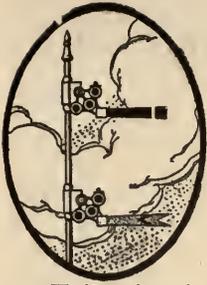
Judge—"And was it bad?"

Actor—"The egg was your honor, but the
aim was not."

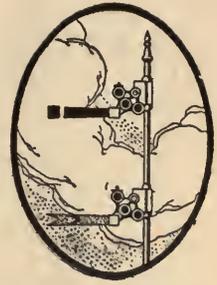
—Selected.



A PAIR OF SLIPPERS—BY DOING THIS THEY SAVE WALKING BACK TWENTY FEET.



SAFETY FIRST



Following is an extract from Safety Section Bulletin No. 3 under date of May 1st, issued by Manager Safety Section, United States Railroad Administration, Mr. A. F. Duffy:

The comparison of February, 1919, with February, 1918, accidents, taken from the official monthly reports made to the Safety Section, based on reports made to the Interstate Commerce Commission, shows the following total net increases or decreases in the Seven Federal Regions:

	Employees		All Cases (Including Employees)	
	Killed	Injured	Killed	Injured
Eastern Region.....	44	711	72	767
} Increase				
} Decrease	58	1096	86	1181
Allegheny Region.....				
} Increase	27	270	27	331
} Decrease				
Southern Region.....	3	111	2	133
} Increase				
} Decrease	17	215	18	202
Pocahontas Region.....				
} Increase	5	346	7	328
} Decrease				
Northwestern Region..	9	210	10	256
} Increase				
} Decrease	163	2959	222	3198
Central Western Region..				
} Increase	9	210	10	256
} Decrease				
Southwestern Region..	163	2959	222	3198
} Increase				
} Decrease	Grand Total Decrease of.....			

These totals include reports from 164 roads out of 186 that report to the Safety Section. Of the 22 not included there are 18 small and branch roads and only 4 of any considerable size. Those not reporting would not make any substantial difference in the proportion of the comparison as they are not counted in any of the figures. The glorious results are undimmed by any possible subtractions or explanations—they stand as a record to be proud of, and yet our pride must not take the form of being satisfied. Safety is progress, and one thing well done must only be a stimulus for greater efforts. The year 1919 is moving rapidly and we must make each day and month carry its favorable accomplishment.

It is disappointing in compiling the office statistics to be delayed by some roads not sending in their reports within the thirty day period requested on monthly Form SA-2. Please send in your reports more promptly so we will not have to file the Safety Section official public report having opposite your road "No report." As you will note from the above we are still short some reports for February—sixty day period, elapsing. Desirable statistics are those that are issued promptly, and can be with greater dispatch by the Safety Section with your better co-operation.

Always your friend and for Safety,

A. F. Duffy,
Manager, Safety Section.

Purchasing and Supply Department

“When a Fellow Needs a Friend”

By W. Davidson, General Storekeeper, Chicago, Ill.

Of course everybody remembers—and it is going to be remembered to the end of time—how much one day in 1914 a “couple of fellows” over there in Europe found themselves in urgent “need of a friend.” “Friend England,” “Friend Russia,” and a few other “friends” proved again the truth of the old axiom that “a friend in need is a friend indeed,” and when finally “Friend Uncle Sam” stepped across the ocean in the form of a few million of his brave sons, it wasn’t long before the persecutors of Serbia, Belgium and France, and the instigators of the greatest conflict of the ages, were brought to their knees, and the world made a better and safer dwelling place for mankind.

Now “Friend Uncle Sam,” to prove that he was a “friend indeed,” had in turn to fall back on his host of “friends.” It is not necessary for me to mention to what large extent the Railroad Administration assisted in precipitating the successful outcome of the great struggle.

Undoubtedly everyone in the railroad business in any of its branches during 1917 and 1918 will recall how the unsettled conditions necessitated anticipating their wants for material all the way from six months to two years in advance of requirements. Thanks to the co-operation of the Management and the various Departments, the results of this effort were very gratifying. We are all proud of the way in which the operation of the Railroads was conducted during the period of hostilities, made possible only by the efficiency manifested in the up-keep of power and equipment as well as maintenance—in spite of the shortage of labor and difficulty and delay experienced in obtaining material.

Of course of paramount importance was the job of getting our boys overseas in the shortest possible time, together with the necessary munitions, foodstuffs and other supplies which go with an army of a few million. Naturally the Management was not so keen to question the wants of the various Departments, as the **only** goal was to win the war and make the Railroad Administration a big factor to that end. Purchases were not questioned and in case of shortage of desired parts, substitutions involving considerable loss to the Railroad account of unavoidable misuse of material were made, to keep the “wheels going around.”

But when the “peace whistles” started to blow, “Friend Railroad” found himself face to face with the proposition of a greatly increased material and rolling stock for which there was a rapidly declining demand, or in much the same fix as the patriotic toy merchant who laid in a big stock of cannon crackers before the City Council ordered a “sane Fourth.” And so now “Friend Railroad” has to look more than ever to “Friend Employee” to help stop the “leak” in the Treasury, as the financial condition of the Railroads of this country is critical, since the cost of operation far exceeds the reduced earnings.

Therefore each and every employe of the railroad should conscientiously consider that the Illinois Central and the Y. & M. V. are “in need of a friend,” if they ever needed one. This “friend” is, of course, the employe, and he is the only “friend” that the Railroad can depend upon. Labor must be closely supervised to see that the Railroad gets full return for every dollar expended. Department heads should

encourage their subordinates to give careful study to the matter of misapplication or misuse of both time and material for which the Railroad foots the bills. Suggestions tending to overcome any "leaks" or "lost motion" should be solicited and every member of this big organization should wholeheartedly strive to adjust any seemingly extravagant practices which the world war forced us into. There is plenty of work for each and every employe, if equally distributed, and "Friend Employe" must follow the dictates of his conscience and render to "Friend Railroad" an honest day's work for compensation received.

The material question is a vital one in the economical operation of the Railroad. Purchases should be held down to a minimum and all concerned before approving orders or requisitions, should scrutinize them closely and satisfy themselves that there is no similar material available or stock already on hand which can be substituted to advantage to save the purchase of new. At the present high prices, even a small bill of goods represents quite a little investment. If a person wishes to know how material prices on the railroad have advanced since 1914, just let him stop a moment and compare his present expenditure for household necessities with that of several years ago. He should, however, bear in mind that Uncle Sam's war needs were to a large extent along the line of the Railroad's regular requirements, resulting in a greatly increased demand, with its consequent additional "boost" in prices. Purchases must be kept down as low as possible, applying material already on hand, or "Friend Railroad" is going to be like the poor, old lady, who bought eggs at 48 cents a dozen and sold them for 45 cents, and then wondered why her little "roll" kept on shrinking in spite of the large business she did.

The saving to be effected in the curtailment of material purchases is not alone to be considered by approving officers or their subordinates, but should be given careful study by all

classes of employes, including trainmen, mechanics, laborers, etc. Not a day passes but what all employes can assist in bringing about a saving in some way by the conscientious use of materials, proper care of them, or at least by interesting themselves in picking up material lying around which can be utilized to save the purchase of new. Considerable saving can be made by care of equipment of passenger cars, locomotives, cabooses and stations. Mechanics in the various Departments should watch carefully to see that no usable material finds its way into the scrap, involving unnecessary expense in rehandling when sorting for the market, with the possibility of escaping detection. Without a safeguard in consigning material to the scrap as well as in sorting and picking out serviceable or reclaimable material when loading scrap for sale, thousands of dollars' worth of good material is liable to pass into the hands of the scrap dealer, involving a serious loss to the Railroad.

The energetic supervision of labor and conscientious application and handling of material will help a great deal in putting "Friend Railroad" on his feet again, and "Friend Employe", as stated above, is the ONLY one who can do it.

THINGS WE SHOULD AND SHOULD NOT DO.

Let everyone "get in the boat and pull together" for the I. C. and the Y. & M. V., to bring about every saving possible, both in supervision of forces and the use of materials.

Watch your lights. The days are getting longer. Cut off the lights as early as possible in the morning and do not turn them on before necessary in the evening.

How about those nuts and washers that you pass every morning and evening to and from your work? Pick them up—they are worth from seventy-five to eighty cents.

Avoid filling lanterns, markers, etc., while train is moving. Signal oil was

worth 26 cents per gallon several years ago and today it costs 57 cents per gallon.

Do you remember when repairing that running board on a certain box car that the whistle blew and you left half a dozen bolts and a quarter of a pound of nails on top of car, and the next day, before the car left the shop, it was detected and you were criticized?

Excessive price of materials! Bring it home! Several years ago eggs were worth 26 cents a dozen. You are now paying from 50 cents to 60 cents. Just think of it—over 100 percent increase in price! This applies to all material required by the Railroad.

Aren't you ashamed of yourself for allowing faucets to run in and around Company premises, especially when on meter. Water costs money. Just a little help along this line by all employes the System over will bring about considerable saving.

Stop a moment and think how much paper is wasted account of errors by stenographers, clerks, etc.! Don't throw it in the waste basket. Lay aside, have it made into pads and use the back for scratch paper.

Don't overload that engine tank with

coal. It only falls off and involves additional labor in picking up around chute. When allowed to leave the terminal, it is scattered over right-of-way, resulting ultimately in a loss.

Be courteous to the public. Assist them. Answer questions in a way which will be understood. A "boost" from a passenger helps out a whole lot. It pays to advertise in this way.

Don't leave any coal on gondola cars when unloading. Clean out car thoroughly. Ofttimes you see the corners full—too much trouble to shovel out. Several years ago coal was worth \$1.10 per ton. Now it is worth \$2.10 or more per ton. **Some** increase—over 100 per cent! Just think, if each employe would save one-quarter of a ton of coal per year for the Company, what it would amount to!

Why do you clean out your ash pans and neglect to put out the fire, allowing cross ties in track to burn? They are expensive. These have advanced in price over 100 per cent in the last few years.

Let everyone make a resolution to avoid personal injuries. Assist in every way. Talk it—think it—be cautious—stop, look, listen!

Good-bye. Will see you in the July issue.

Meritorious Service

CHICAGO TERMINAL

Engineer J. Schlaz has been commended for promptness in which he responded to call on the morning of April 27 for special train to leave Chicago to St. Louis.

Towerman C. H. Campbell, Riverdale, has been commended for discovering and reporting brake beam down on train 71, passing Riverdale, May 9. Train was stopped and brake beam taken down, thereby preventing possible accident.

Switch Tender J. F. Lyon, Ada Street, has been commended for discovering and reporting brake beam down on soldiers' special, engine 1075, 11:45, April 24. Train was stopped and brake beam taken down. This action un-

doubtedly prevented possible accident.

During April the following suburban gatekeepers lifted commutation tickets on account of having expired or being in improper hands: Eleanor Jacobs, May Heldenbrand, Viola Long and Bell Onsel.

Flagman John Fiebig on train No. 114, April 10, lifted employe's suburban pass on account of being in improper hands and collected cash fare.

ILLINOIS DIVISION

Conductor R. H. Cassidy, extra 1509, May 5, has been commended for discovering and reporting U. P. car improperly stencilled. Arrangements were made to have car restencilled.

Car Inspector Wm. Lehnert, Kankakee, has been commended for discovering fire in I. C. 59434, moving in extra south Kankakee, April 22. Fire was extinguished, preventing total loss of car.

Section Foreman Ora Hood, Galton, has been commended for discovering and reporting brake beam dragging under car, extra 1608, May 6, north. Train was stopped and brake beam removed, thereby preventing possible accident.

Conductor C. E. Henry, Fordham, has been commended for discovering and reporting I. C. 93006, extra 1778, May 4, improperly stencilled. Arrangements were made to have car restencilled.

Conductor C. C. Abels, Fordham, has been commended for discovering and reporting I. C. cars 123167 and 121633, improperly stencilled, April 30, extra 1778, south. Arrangements were made to have cars restencilled.

Brakeman G. Smith, Fordham, Ill., has been commended for discovering packet of United States mail in car of coal at Gilman, April 24, and action taken in order to make proper disposition of same.

Conductor F. A. Hitz on train No. 20, April 1, lifted term pass on account of having expired and collected cash fare.

On train No. 19, April 18, he declined to honor card ticket on account of having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor H. B. Jacks on train No. 23, April 7 and 26, declined to honor card tickets on account of having expired and collected cash fares. Passengers were referred to passenger department for refund on ticket.

Conductor D. S. Wiegel on train No. 21, April 12, declined to honor card ticket on account of having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

WISCONSIN DIVISION

Section Foreman Charles Hurt, La Salle, Ill., has been commended for discovering bent axle under car passing Midway. Crew notified and car set out for repairs. This action undoubtedly prevented accident.

Operator J. V. Metzger, at East Junction, Freeport, has been commended for detecting brake beam down on train passing. Crew notified and brake beam repaired, thereby preventing possible accident.

Section Foreman A. Schulz, McConnell, Ill., has been commended for discovering door on carload of stock loose, and notified train crew and repairing car door. This action undoubtedly prevented possible loss to contents.

Conductor J. H. Quinlan on train No. 29, April 5, declined to honor local ticket on account of having expired and collected cash

fare. Passenger was referred to passenger department for refund on ticket.

SPRINGFIELD DIVISION

Engineer W. A. Hoff, Clinton, Ill., has been commended for discovering and reporting coal on north passing track at Springfield, April 3.

Conductor Guy Parkinson, Clinton, Ill., has been commended for volunteering to fire engine Ramsey to Centralia, April 27, extra 1672, in charge of Conductor Anderson, on account of regular fireman being injured. This action prevented delay.

Brakeman Lee Macon, Pana, Ill., has been commended for discovering and reporting broken truck on I. C. 92-145, train 191, March 27, at Vandalia. This action undoubtedly prevented accident.

TENNESSEE DIVISION

Engineer Nate Atherton, Mounds, Ill., has been commended for discovering and reporting position of spout of the pen stock Mounds Yard, April 23, which had been blown over the center of receiving track at round house by severe wind storm. This action undoubtedly prevented possible accident.

Engineer G. C. Webb, Jackson, Tenn., has been commended for discovering and reporting broken arch bar on stock car train 55, engine 1748, at Fulton, April 21. This action undoubtedly prevented possible accident.

Conductor G. P. Kinkle on train No. 106, April 29, declined to honor card ticket on account of having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

MEMPHIS DIVISION

Conductor R. L. Wilson has been commended for discovering and reporting car in train 3-66, engine 964, April 28, derailed. This action undoubtedly prevented possible accident.

Conductor C. H. Ferguson on train No. 114, April 26, declined to honor card ticket on account of having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

NEW ORLEANS DIVISION

Conductor M. J. Moody on train No. 12, April 24, lifted trip pass on account of being in improper hands and collected cash fare.

KENTUCKY DIVISION

Conductor J. W. Robertson on train No. 102, April 5, lifted identification slip Form 1572 on account of having been altered and collected cash fare.

On the same train he also lifted annual pass on account of having expired and collected cash fare.

LOUISIANA DIVISION

Conductor G. O. Lord on train No. 34, April 9, lifted term pass and identification slips Form 1572 on account of being in im-

proper hands. Passengers refused to pay fare and were required to leave the train.

Conductor V. L. Robbins on train No. 331, April 14, lifted identification slip Form 1572 on account of not being provided with pass.

Passenger refused to pay fare and was required to leave the train.

Conductor L. E. Barnes on train No. 33, April 17, lifted trip pass on account of being in improper hands and collected cash fare.



OFFICE OF THE ASSISTANT FEDERAL AUDITOR

All abroad. This is the cry that will greet the "Violet Pickers' Association, Ltd." The "Violet Pickers" is the name of a very exclusive club, which originated at the beautiful I. C. R. R. station recently. The club, which has been greeted with delight by the blasé members of the I. C., was the clever though of Miss Loretta Bennett, a high light in the I. C. R. R. society circles. Those who will be entertained by this rural pastime are: Miss Loretta Bennett, president and founder of the club.

Miss Ethel Gohr, secretary and enthusiastic supporter of the talented Loretta. Miss "M" Chaperone, who will strive to keep the picknickers within the law.

Miss Barbara Elworthy, who will wear one of her delightful Parisian gowns.

Miss Dodson, a new and easy to look upon member (who the reporter does not know and hence cannot give a fitting description of).

Miss Florence Sherwood, the athletic member of the club who will entertain the club by an exhibition of numerous difficult hand springs.

Miss Rebarer and her friend, Miss Williams, are more reserved members who will nevertheless do a twin-sister dancing act. It is rumored they are very clever at this art.

Miss McLaughlin, secretary to our esteemed superior, Mr. R. E. Kimbell, Mr. Spoerri, the one man in the club, noted collegian, who will quote from the First Testament thereby attending to the spiritual side of the gathering.

Miss Helen Murphy (better known as "Murphy" to her utter chagrin) who will assist in entertaining by musical feats. Miss Murphy is said to rival the well-known

Galli Curci. Her mother has, on occasions admitted that her daughter has stronger vocal chords than the "Midnight Serenaders" (called cats by the more plebeian class).

The club served the following meal:

Sandwiches hospitality of Misses Gohr and Bennett.

Cake hospitality of Miss Sherwood.

Pickles hospitality of Murphy (reporter decided not to prefix "Miss" fearing that the reader would not recognize donor).

This is the finale of the "Violets Pickers" Journal for this issue. Will meet you next issue.

"Beg Pardon," as the Tribune says, Miss Agnes Johnson, the superb blonde of the B C Department, is also a member of the club. She will not be present at the first outing because of a Soror—gosh I cannot spell it, but I guess it is some sort of a sorrowful club dance. This is as near as I could understand it at any rate. Miss Agnes is a well-known person in Chicago, having her picture in the paper, illustrating an osculatory trick with a "Reilly Buck."

CHICAGO TERMINAL

South Water Street Local Freight Office

May 12th, Welcome Home Day, for the Thirtieth Engineers, 230 of our employes formed in military order to celebrate the homecoming of this corps. They started from the foot of South Water Street at 10:30 a. m. and marched to 11th Street and Michigan Avenue, where places were assigned to them. They made a very good showing, with Mr. T. M. Kavanaugh as Captain, Mr. P. F. Caffrey as Color Bearer, and Miss L. Hickey leading the girls. Other officials of this station acted as military officers. The company disbanded at 12:30 and returned to the office at 1:30 well satisfied with their celebration.

Be a self-starter, don't wait for the boss,
Roll up your sleeves now and dig in,
The time you spent waiting will all be a loss,
You were made for a winner, begin.

Be a self-starter let other men wait
Until the boss tells them to go,
But you be the worker who sets his own gait
If you wait on the crowd you'll be slow.

Don't wait for the boss, be the man in the lead
The followers land on the shelves,
In shop and in offices the men that we need
Are fellows who think for themselves.

Mr. R. O. Wells' son Rex has returned from service in France.

We have two prospective weddings in the very near future, that is, unless they have already taken place, Joe Grund and Theodore Schronski. Buying furniture and renting flats are two very good signs.

In a letter received from Howard Besterfield he sends his kindest regards to all the pen-pushers and key-pounders at the local.

Assistant Chief Clerk W. G. Watson, Out-Freight Department, sailed on the good ship "Matrimony" April 30th. We wish you and your wife a long and happy married life, Bill.

Corporal Leonard Gradle, who is with the A. E. F. in Germany, sends the following:

Darling I am coming back,
Silver threads among the black,
Now that peace in Europe nears
I'll be home in seven years.

I'll drop in on you some night
With my beard long and white,
Yes, the war is over dear,
And we are going home, I hear.

Home again, with you once more,
Let's say by nineteen-twenty-four,
Often I've thought by now I'd be
Sailing back across the sea.

Back to where you sit and pine,
While I'm stuck here on the Rhine.
One can hear the gang whine and curse
About the war being h—l, but peace is worse.

Mr. Hughes, Cashier's Department, has gone to Cincinnati, and Mr. Heffron to New Orleans on their vacations.

Mr. Westall, of the Cashier's Department, has been back with us for a few days.

Mr. Hart spent a few days in Canada and enjoyed his trip immensely.

TERMINAL FREIGHT AGENT, FORDHAM

Abstract Clerk Frances Daly and Yard Clerk Robert Walsh, in company with report clerks, L. Hennesey, from Wildwood, and V. Crowley from the local office, have left for New Orleans, where they have gone to spend their vacations.

Yard Clerk Bert Johnson is spending his vacation at Davenport, Florida.

Stenographer Miss Hazel Nichols was ab-

sent from duty a few days on account of illness, but has now returned to her desk.

Yard Clerk Joseph Flanigan has been absent from duty several days on account of an injury which he has sustained to his index finger on the right hand. Joe heads the list in our Fifth Victory Loan campaign, having subscribed \$550.

Yard Clerk Joseph Walsh is on his vacation. Joe has not left town, but we do know that he is seeing the sights around Chicago.

Rate Clerks Messrs. J. M. Seator, G. W. Smith and L. McGarry, wish to express their appreciation to the management for the new tariff case which has been furnished them.

Next time you visit our office ask us to show you our Acme Card Index. This apparatus accounts for the efficient manner in which we are carding our cars.

We take great pleasure in announcing the engagement of our rate clerk, Mr. G. W. Smith, to Miss Eleanor Dixon, of O'Day's car records. Date of ceremony, etc., to be announced in a later issue of the Magazine. They all fall sooner or later.

File Clerk William Taylor spent Sunday, May 18th, with friends at Kankakee, Ill.

Terminal agent, Mr. J. B. Hamilton, and chief clerk, Mr. A. Frantz, in company with as many of their office force as was consistent, had the pleasure of demonstrating their enthusiasm in the welcoming home of the 13th Engineers, Monday, May 12th. The occasion was one that will be long remembered.

Mr. Connie Shea, brother of Yard Clerk Mr. Thomas Shea is our new messenger, filling vacancy of Mr. Alvin Wardo, resigned.

Mr. Sidney Morris, office boy, is expecting his mother home soon from the St. Francis Hospital at Blue Island, Ill., where she has been confined several days, after having had a successful slight operation performed.

Perishable Inspector P. H. Wilzen's wife and young daughter are enjoying an extended vacation at his old home town, Memphis, Tenn.

ILLINOIS DIVISION.

We're in again.

Messrs. Clift, Gibbons and Pelley paid the division offices at Champaign a brief visit about the first of May.

Mr. H. R. Peters has returned to the division in the capacity of claim clerk, vice Mr. S. F. Myron. Mr. Myron is again with the Dining Service Department, as dining car conductor on Train No. 3, between Chicago and Mattoon.

Mr. W. E. Ellwood, formerly engineer on the "Swing" run, has been appointed traveling engineer on the Chicago, Gilman, Bloomington, Pontiac and Tracy districts, vice Mr. C. E. Barron assigned to other duties.

Mr. Ray Beland, secretary to Mr. Clift,

left the private car on its arrival at Champaign from the South, during a recent trip, and got acquainted with the offices and some of the employees. Mr. Beland expressed a very good opinion of the condition of the offices, stated that he envied those who were so fortunate as to live in Champaign and last, but not least, complimented certain parties in the superintendent's office on their accurate reports and the promptness with which they are compiled and sent in. We thank you, Mr. Beland.

Due to a small pox scare in the Superintendent's Offices, a majority of the employees submitted to vaccination, on the morning of May 15th. Miss Kathryn Kelligher, finding the operation a little too much for her, promptly fainted.

Mr. A. P. Cunningham, of the Assistant Engineer's Office, has finally decided that it doesn't require any greater number of long greens to take care of two than it does to pay the bills for one—'n he's gone 'n done 't. Congrats, Mr. Cunningham.

Billie says the war is over. Who'd a thunk it? What war, Bill?

"Jerry" Zell says the only news he has is stone age stuff. Where have you been sleeping, Jerry?

Timekeepers "Jawn" Johnson, "Bunny" Truitt and "Buck" Buckner have been pretty busy of late, figuring up the back time for train and enginemen. "Jawn" says he knows it wouldn't be half so much trouble if he was going to get some of it.

Mr. Leslie Day, formerly instrumentman in the engineering party, has been transferred to the Vicksburg Division, with his residence at Greenville, Miss., due to the return of Mr. J. H. Davis from military service. Another Day lost.

"Buck's" vaccination was a failure, we are sorry to state. Of course, he will try again.

Mr. B. T. Ely, of Champaign freight office, has been having a little trouble with his teeth. You have our sympathy, Beetee.

Miss Marie Capps, our popular telephone operator, is back on the job again after a short sojourn in Missouri. Guess "we'll have to show her" now.

Mr. H. C. Hayes, assistant engineer, has been laid up for about a week. It is nothing serious, we are told, and he will be with us again shortly in as good condition as ever.

Our agent at Irwin, Ill., Mr. D. J. O'Connell, died in the company hospital at Chicago, on the morning of April 3d, after a brief illness.

ST. LOUIS DIVISION

East St. Louis Shops

George Leonard, who has been away about eight months serving Uncle Sam here and in France, is now back on his job as

chief accountant in the Master Mechanic's office. Welcome home, George.

Mr. E. A. Parks, who filled Mr. Leonard's place while he was away, has returned to his former position as chief clerk in the General Foreman's office at Mounds. We were certainly sorry to lose Mr. Parks, and he will be missed by his many friends at East St. Louis.

Chief Clerk Gleaves was in Chicago on business recently.

Engineer B. F. Zollner was recently married and took a honeymoon trip to Coldwater, Ohio.

Along with the other offices in East St. Louis, the master mechanic's office force was given a little vacation to witness the parades of the returning 128th Artillery and the 138th Infantry.

Storekeeper Phelps has his whole organization turned into painters under the leadership of Mr. Parker, and they have brightened up the old store room until we do not know it.

Master Mechanic Kuhns and family spent a few days in Waterloo last month and renewed their old friendships.

Bonnie Daniels, of the Car Department, who left recently is back on the job again.

Engineer J. A. Craig and wife are now touring the West. He believes in seeing America first.

The other day one of the clerks brought down some German helmets sent from France, and Gus Kraus, our Irish assistant accountant put one on. If he only had a mustache we would certainly have had Von Hindenburg or the Kaiser in our midst.

John Baker has been promoted from assistant chief of the Division of Correspondence and Files to chief of the Division of Mails and Files, with Howard Dodge as an assistant.

CENTRALIA TERMINAL

Raymond Pfeifer, of the "B" Yard Office, and Saybert Loomis, of the Master Mechanics' Office, attended the home coming of the 13th Engineers in Chicago.

Ben Tyler, Harold Drenckpohl and Wm. Kleine made a short business trip to Carbondale.

The boys of "B" Yard Office do not have any more excitement since Miss Bundy found out that rats are as big as yard masters.

Why did George Curfman, cashier, I. C. R. R. Freight Office, sit all of his dances? Seemed to be happy, though. Explain George.

The local freight office bunch wants to know whether or not Rastus' request has been fulfilled. How about it Yardmaster Perry?

Just why does the coal clerk make so

many trips to Champaign. Can you tell us Miss Hermsmeyer?

Why is Otto Gaertner, of the Master Mechanics' Office, seen going down South Locust Street so often? Tell us Otto.

Those attending the "Home Coming of the 13th Engineers" in Chicago Monday, May 12th, of the "B" Yard Office were Misses Ethel Buckner, Grace Webster, Lena Watts, Mabelle Kling, Margaret Bundy, Ethel Phipps, Ass't Yardmaster Perry and Trainmaster Gibbs.

One of the clerks in the local freight office is the owner of a new big Studebaker and says more people speak to them now.

The girls of the "B" Yard Office think Yardmaster Jim Smithers is "Some Rat."

Has Mr. Bill Becker bought a new hat since he was promoted as chief clerk to the master mechanic.

Does Bill Nauman, of the Storekeeper Department, visit Murphysboro as frequently as he used to when stationed at Carbondale?

Does Ass't Yardmaster Perry deem it necessary to take the bills home in his car for his wife's inspection?

Ass't Yardmaster James Phipps and wife have returned from an extended visit in West Virginia.

Why is it necessary for Ass't Cashier Kleine to call the C. B. & Q. on every piece of over freight, is it the over freight or the party at the other end of the line.

Miss Ethel Buckner, car record clerk, "B" Yard Office, is the proud owner of a new "Tin Tommy" and her first experience was to run down a boy on a bicycle. Not very good railroad judgment, Eh Ethel.

Barnes Lunch Counter and waitresses seem to be the center of attraction in Carbondale for John Radley.

Ben Tyler has been seen consulting the official guide quite frequently of late. Is it a honeymoon trip or another oil well.

Miss Flora Hermsmeyer will leave Sunday morning, May 18th, for a short visit in Beckley, W. Va.

SPRINGFIELD DIVISION.

Mr. T. T. Keliher of Chicago was a visitor at the division office recently.

Mr. Wm. Housen of Chicago was in Clinton recently looking after company business.

Mr. W. A. Blasing, auditor of expenditures, made a business trip to Clinton recently.

Mr. R. J. Carmichael of Chicago was a caller at the division office recently.

Mr. P. J. Hanley of Kankakee was a business visitor at Clinton recently.

Mr. Henry Peters of Champaign was in Clinton, May 17th.

Mr. G. E. Dunlop of Chicago spent a few hours at the division office Thursday, May 1st.

Mr. W. M. Vandersluis spent the day in Clinton May 8th.

Mr. G. R. Hurd of Chicago was in Clinton May 14th, looking after company interests.

Superintendent W. S. Williams of Waterloo was a Clinton visitor recently.

Mr. Grant of Chicago was in Clinton May 16th on company business.

Mr. and Mrs. Earl Banks were in Chicago recently.

Miss Julia Coffee spent an evening in Decatur recently.

Adane Bowles was in St. Louis recently.

James Edward spent a day in Champaign recently.

Miss G. Jasper of Springfield visited in Clinton recently.

Mrs. Walter Emmitt and Miss Jennie Gleadall visited several days in St. Louis recently.

John J. Cleary employed as chief time keeper in the superintendent's office at Clinton, has severed his connection with the I. C., after thirteen years of continuous service.

He will be succeeded by James Elward, who has been assistant timekeeper for the past year.

Mrs. Earl Banks resigned her position as clerk May 15th in the superintendent's office on account of Dan Cupid. She has been on this position just thirteen months, prior to holding this position she was employed as a stenographer in the yard office at Clinton. The position was filled by W. E. Kellington who formerly had the position and was temporarily transferred to position of secretary to general superintendent.

Kirkly A. Groves is back on the tonnage job, relieving Bert Fosnaugh. Kirkly has been in the army for over a year serving in the canal zone. It will sound natural hearing Kirkly pounding the adding machine again. Mr. Fosnaugh is going to enter the automobile business.

CLINTON SHOPS.

Quite a number of employes from Clinton shops attended the parade and celebration of the 13th Engineers held in Chicago recently.

E. B. Ricks, engineer has been honorably discharged from military service. Mr. Ricks has been in France for the past two years.

H. O. Brittin, chief clerk attended to business matters in Chicago recently.

Mrs. A. H. Fish, stenographer, and Miss Glenna McKinney, accountant in the master mechanic's office shopped in Decatur.

Esther Jones, stenographer in the store department will visit friends in Springfield.

E. M. Long, fireman has returned from overseas service with an honorable discharge and will resume work.

A. E. Jordon, piece work checker in the car department visited in St. Louis.

J. D. Livesey, fireman has returned from

overseas service and was honorably discharged and will resume work.

J. F. Donly, Havana District Fireman has returned from overseas service with an honorable discharge and will resume work.

Madeline Bradley, clerk in the store department will visit in Vandalia.

H. L. Needham, master mechanic, has returned from a business conference in Chicago.

Supervisor John O'Brien, of Pana, who was recently injured in a motor car accident near Radford, Ill., is reported to be getting along nicely.

Lieut. H. D. Walker, formerly employed in the engineering department as instrumentman on this division has received an honorable discharge from military service, and has been visiting friends in Clinton. Lieut. Walker has just returned from France where he was engaged in the air service.

Mrs. S. C. Draper, wife of B. & B. supervisor, and son William have returned from an extended visit in Fairfield, Iowa, where they have been visiting with relatives.

Our Chinese Rodman, Kahn C. Luke has been granted a sixty days leave of absence, effective May 20th. Mr. Luke in requesting this leave of absence, stated he had obtained her consent, and now desired to go West (San Francisco) and sign the life contract. The road department join in wishing Luke a happy married life.

Miss Alice Cheek, clerk to the supervisor at Springfield visited friends in Champaign recently.

Mr. John J. Phillips, chief clerk to roadmaster Russell spent the week end recently visiting relatives in Pana, Ill.

Mr. Harry Litsinberger, water service repairman has been off duty account of sickness, but is now reported better.

Mr. Chas. R. McKinney, foreman east yards, and family spent Sunday with friends in Vandalia, Ill.

Instrumentman F. T. Kraft has returned from a business trip to Danville, Ill.

Instrumentman H. E. Shelton and wife spent the week end with relatives in Chicago.

Brakemen Earl Stout and C. Wannebo, members of the 13th Engineer Regiment have been honorably discharged from service and returned to Clinton and will immediately resume their old positions as brakemen on Springfield Division. We welcome them back.

Conductor W. Westbrook of Springfield District is very much worried over the parsnip crop, as he read in the paper a few days ago where the crop from Maine to California had been destroyed, and he is very anxious to know how he will get along without his favorite vegetable.

The Victory Loan Drive closed Saturday night, April 10th, with Indiana Division *heading the list, Northern Line Divisions, 95 per cent!* (We almost slipped and said "Northern & Western Lines.")

General Superintendent Pelley visited division offices May 8th.

On Monday, May 12th, a crowd from the Indiana Division went to Chicago to assist in welcoming home the Thirteenth Engineers, with whom were several Mattoon fellows, and while we were glad to see them all, we were especially interested in the ones known on the Indiana Division, after their two years' absence, and wanted to welcome them back. They all made it very plain how pleased they were to get home, and showed their decided preference for the U. S. A. to "Over There." Those known to most of us were: Lieutenant Colonel W. G. Arn, a few years ago roadmaster on the Indiana Division; Captain Frank Nash, formerly general foreman, Palestine, Ill.; Warren L. Stephenson, of Master Mechanic Bell's office; John Law, one of our conductors, and Cliff Akers, of the Medical Corps, who until leaving for France was with the Ed Ritter Drug Co., Mattoon.

Among those in attendance at the celebration that day from our division were:

H. J. Roth and wife, J. A. Bell and wife, G. M. O'Rourke and wife, W. L. Stephenson, wife and daughter Catherine, Misses Helen Lec Brooks, Essie Reams, Victoria Gustafson and Florence McShane, Mrs. Laverne Mitchell, Mrs. Zella MacNair Rose, Kenneth Holmes, George Lahey, and Mrs. Robert Laden.

Miss Helen Lee Brooks, of the superintendent's office, has returned to work after several months leave of absence. Mrs. Zella Rose, who was substituting in Miss Brooks' place, has been transferred to a clerical position in the chief dispatcher's office made vacant by Earl McFadden, who has been promoted to assistant chief clerk in Superintendent Roth's office, vice O. A. Knight, who accepted the position of car distributor.

Our sympathy is extended to Kenneth Cavins, of the roadmaster's office, his mother and sister, in the death last week of his father and grandmother.

A. W. Howson, engineering accountant, who has been with us the past few months, has been transferred to Carbondale.

We have decided that things should be called by their proper names. Example: Tonnage Clerks called "TONNAGE" Clerks, as one rarely sees 200 pounds of feminine avoirdupois in a corner 3 x 4!

Careful investigation fails to disclose anybody that did not get kissed when the Thirteenth Engineers came home. Even some people minus uniforms weren't "passed up!!!" Our sympathy to those who had to stay at home.

For some time we have been wondering why the special agent has so much business on the COMPANY PHONES, and just prior to the arrival of the Thirteenth Engineers, it began to dawn upon us the real reason, and

when the trainmaster's stenographer was subpoenaed to attend court proceedings at a distant city we were finally awoken!

Besides those mentioned above in the Thirteenth, there were H. A. Douglas, H. L. List and A. J. Brown, who were welcomed home, and who will resume their former positions in the near future.

Conductors C. E. Thompson, E. B. Akers and R. M. Glathart were also in Chicago lending their aid to welcome the boys back.

Switchman Paul Beall, who has been employed in the Mattoon yard as call boy, switchman, engine foreman, yardmaster, etc., surprised us all by taking unto himself a wife just recently—Miss Margaret Clavan, a well liked girl of Mattoon. The couple have just returned from a honeymoon spent in New Orleans. Our very best wishes to Mr. and Mrs. Beall!

L. L. Bosley is extra dispatcher on the Indiana division. He was formerly located at Champaign, Ill., until the consolidation caused the taking off of one set of dispatchers.

The chief dispatcher's office wish Mr. O. A. Knight to know he is very welcome in their office again.

Flagman O. M. Moore has been assigned the swing passenger run with Conductor M. O'Dea.

Another has embarked on the matrimonial seas. Yard Clerk C. W. Lockhart is the benedict and Miss Agnes Nash the young woman in the case. We wish Carl and his wife much happiness.

Busy days for the general yardmaster—inquiring the present price of yeast and raisins.

Switchman A. W. Gustafson has returned from a visit in Texas. He reports having a good trip, but says "Illinois looks good to me."

Chief Dispatcher Keene is teaching a new clerk "how to make a racket." Bet it's a hard job for him.

George Lahey, of the accounting department, one day recently stood up with a fine air of bravado and told us all just what he would do in the event a burglar made any attempt to enter his home some night. His bluff seems to have been called that very night, and we understand indirectly that George's nerve completely failed him, and it took two other members of the household to comfort and remain with him while his mother frightened away "Mr. Burglar."

Maring W. Crane, assistant accountant in the master mechanic's office, is contemplating a trip to Decatur. We wonder just why, when we know she lives right in our own city.

James Warren, M. C. B. clerk was in Indianapolis three or four days on company business.

The superintendent's office has nothing on the master mechanic's office in the stock raising line, they inform us, stating "Our file clerk, Hobart Lidster, is the owner of a nice bunch of pigs, whom he resides with during his absence from his numerous duties in the office."

WISCONSIN DIVISION.

First of all employes on this division are to be complimented on the splendid showing made in the Victory Loan drive. Final reports show 94 per cent of the employes subscribing \$183,000.00. Master Mechanic Ormsby and Roadmaster Boland went over the top.

Extra Gang Foreman Ed Kussman was a caller in the superintendent's office.

Division Claim Clerk H. V. Liston has just returned from a week's vacation.

Mrs. Clyde Featherling, who has been employed as stenographer in the superintendent's office for the past three years, has resigned her position.

Division Claim Agent Condit was quite ill the past week with a bad attack of tonsillitis. We all missed him and upon his return division office employes presented him with a beautiful bouquet of flowers, which adorn his desk, presentation being made by chief dispatcher.

Kenneth Crowe, formerly engineer on the Amboy district, Chas. Young, formerly engineer on the Amboy district, Westcott Walker, formerly telephone operator in the superintendent's office, C. H. Rowand, brakeman on the Amboy district, and M. H. Huisinga, formerly operator on the division, have returned to Freeport. They were members of the 13th Engineers and saw real service.

E. F. Greeney, conductor on the Amboy district, enlisted in military service September 10, 1917. He was with the Rainbow Division and has returned to Freeport. He saw everything that could be seen "over there" from the first trench and always looking ahead.

Geo. T. Cox, dispatcher, just returned from military service. George enlisted in the Signal Corps May 23, 1917. He went over in a hurry and took in all the big battles from Chauteau Thierry to the end. We are pleased to welcome George without an injury of any kind.

MURINE EYE REMEDY.

Murine Allays Irritation Caused by Smoke — Cinder — Alkali Dust — Strong Winds. Should be used for all Eyes that Need Care. These suggestions must surely Appeal to Men in all branches of Railway Service. See Murine Eye Remedy Co. Adv. in this issue and write for their Book of the Eye.

ROCKFORD, ILLINOIS.

Carl Gray informs us that he is enjoying much success with his newly organized male quartet.

Elmer Gruber, one of our best men, has been invited to deliver a Fourth of July oration at a town near Polo.

One of the boys at the East Rockford station has a method all his own when it comes to computing freight charges. Not long since, he was assigned to compute revenue charges on a bunch of freight bills and he was getting along until he was asked just where he got such big figures—his columns did not look just right. His work was checked up and after wrestling with them for some time it was discovered that he had added the Pro numbers instead of the cash. Strange to say, however, there was but ten cents variance between the two sums obtained and it cost the erstwhile mathematician several good cigars and four dinners as peace offerings to his fellow workers and he will add no more Pro numbers.

Ed Lender and the Over and Short Department are synonymous terms, judging from the numerous inquiries for that particular branch of the service. If a business man has a claim or an inspection is necessary, he drops in and inquires for the Ed Lender Department. An old lady who is worried about her Sears Sawbuck shipment will ask for Lender and feels satisfied that the shipment will come through all right if Lender says so. Of course there is a reason for this popularity and the answer is, that Ed is always on the level. His word is better than a bond and he is courteous and genial at every stage of the game. Ed has a sense of justice that is uncanny in its unerring accuracy and it is destined to bring him advancement sooner or later.

It has been claimed that the main office at Rockford is not sufficiently mentioned in the Rockford news items to this magazine. There is a fertile field for some good stories in the main office, but owing to the majority of the force being women and this writer having profited by bitter experience in times past, he has no desire to mix in affairs feminine. We once hired out as third mate on a prosperous newspaper in Nebraska and we were instructed to give truthful and descriptive accounts of all assignments covered. Our first experience was that of reporting a convention of an organization composed of women only and boy like we referred to it as a gabfest and likened it to the bird house at Lincoln Park in Chicago, where brilliant plumage and noises of a million varieties ran riot. For this, the editor of the paper narrowly escaped a libel suit. We were then tried out on the society section and were obliged to work with an ancient "sob sister" that had about as much

real imagination as an ice box. We were new and raw to be sure—that was our version of the affair and we were honest about it, but that fact did not mitigate the offense. A bunch of women reformers came to town one day and we set out on their trail which led as usual to a large hall. In our report we stated that they reminded us of a certain figure which used to protect the parental corn field against crows. We were honest about that too, but it was our downfall—we were farmed out down in the stock yards district where we confined our talent to reporting markets, receipts of live stock and their purchasers. We have learned our lesson and we know better than to attempt writing news of a feminine nature.

LaSalle, Illinois.

W. H. Cramer, of Dixon, attended the carnival in La Salle this week.

As usual the Illinois Central was lucky enough to secure the business afforded by the "World's Fair" carnival, which is spending a week electrifying the people of La Salle, Ill., and thereabouts with its gorgeous display of wonders. Mr. Clift really doesn't know what he missed when he stayed on No. 132 the other morning, instead of stopping off at La Salle. The writer is of the opinion that the aforesaid carnival was meant more for a place like Amboy.

D. P. Cawley and a party of friends motored to Ottawa the other night in Dan's new "Hup." We are all aware that "motoring" is the height of railroader's enjoyment, that is when everything goes as per schedule, but one cannot blame the machine when the driver's knowledge of the various trails is quite scant. The party managed to get as far as Utica before the trails became confusing, and with the assistance of the lights going out, the party was placed in somewhat of a squabble. It was just a matter of a few hours, however, before daylight came on, and the bunch all arrived home in time for work.

John W. Myler writes from France and informs us that everything is booming. He expects to be home within the next six weeks.

MINNESOTA DIVISION

Minnesota Division was well represented at the "Home Coming" celebration for the 13th Engineers in Chicago Monday, April 12th, and sustained their record for patriotic spirit which has been evidenced so far throughout the war period. The delegation from the Minnesota Division numbered at least 225, of which number 135 were from Waterloo. We were very proud of having been assigned such a fine location along the line of march and also that we were given one of the large "Welcome Home" banners to be unfurled when the boys passed us. This banner was

ably taken care of by Conductor L. E. Strouse, and he was assisted by the Misses Esther McLaughlin, Elsie Heitzman, Hilda Schwartz and Grace McDonald from the superintendent's office at Dubuque.

We were all prepared to give the yell which the committee on arrangements had assigned for our use when the boys passed by and went further than this, adopting the yell for one of our own which reads as follows:

"Here they are the Lucky 13th, who did things in style.

Are they all right? Well, I guess; beat all others a mile.

Who's all right? The Lucky 13th. Who says so? We all do,

And who are we? The Minnesota Division of the old I. C."

We had a fine time rehearsing the yell, but switch engines on the lake front outdid us and we could not possibly put the yell into use for the boys.

At the reception at the Coliseum a great many of the Minnesota Division employees met and greeted Conductor H. H. Everhart and Operator F. E. Belscamper, who were with the 13th Engineers. Both of these men seemed to be in especially good health and were glad that they were able to have participated with so splendid an organization over-seas; they, however, were very glad to be back with the home folks.

Sanford Keer, agent at Cedar Rapids, was there with his genial smile to greet the 13th Engineers. The ever-present grip, rubbers and umbrella were there with him.

Division Accountant G. A. Saunders at Dubuque has been spending a week's vacation in Texas visiting his brother who is located at one of the camps there.

Miss Louise Heitzman has recently been appointed as stenographer in the road master's office at Dubuque. Miss Heitzman has just returned from war service work at Washington, D. C.

Train Master H. G. Brown and Mrs. Brown were called to Bowling Green, Mo., recently, on account of the serious illness of Mrs. Brown's mother.

Minnesota Division has had a great many troop trains of over-seas men. The Red Cross organizations at Dubuque and Waterloo have done themselves proud in serving the boys while passing through and the boys are loud in their praise of the work of these good women.

Dubuque and Waterloo, on Wednesday, April 14th, had the honor of entertaining for a period of three hours each, the 168th Battalion of the Rainbow Division, while en route to Camp Dodge, Des Moines. There were quite a few Dubuque and Waterloo boys in this battalion and both of the cities did all they possibly could to make the boys feel that they were proud of them and glad

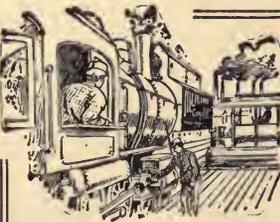
to have them home. Just before the special train carrying the Rainbow boys reached Dubuque, we had a sun shower which caused one of the most beautiful rainbows ever seen in this locality. The rainbow spanned the Mississippi river and was the most wonderful sight to all those who viewed same, as well as an unlooked for demonstration for the Rainbow boys.

We are very proud of the Minnesota Division 100 per cent record in subscriptions for the Victory Loan and all employees contributing, as well as those who worked so faithfully in securing subscriptions are thanked by this means for their participation in putting the loan "over the top" on the Minnesota Division.

Assistant Chief Clerk O. J. Oster, in the superintendent's office, has just returned from a vacation spent in Chicago and Milwaukee. Mr. Oster was accompanied on this trip by his wife and son.

Chief Clerk Charles Briggs of the superintendent's office at Ft. Dodge was a visitor in our office recently.

All of Mr. O. L. Lindrew's friends on the Minnesota Division are glad of the reports received from him that he is in so much better health and that he will soon be ready to resume his duties with the company. We are all looking forward to his next visit on the division.



**Railway
Employees
Eyes are
Exposed to
Wind, Dust
and Alkali
Poisons**

The Rush of Air, created by the swiftly-moving train, is heavily laden with coal-smoke, gas and dust, and it is a wonder that trainmen retain their normal Eye-sight as long as they do.

Murine Eye Remedy is a Convenient and Pleasant Lotion and should be applied following other ablutions.

Murine relieves
Soreness, Redness
and Granulation.

Druggists supply Murine
at 60c per bottle.

The Murine Eye Remedy Co.,
Chicago, will mail Book of
the Eye Free upon request.



Special train was operated the morning of May 21st from Cedar Rapids to Dubuque for a party desiring to attend the consecration service of Bishop Drumm, which occurred at St. Raphael's Cathedral, Dubuque.

Chief Dispatcher P. E. Talty is spending his annual vacation in Pittsburgh, Pa., and New York City.

Conductor H. H. Everhart took the first train to Dubuque after having been released at Camp Grant and has been thoroughly enjoyed by all of his old friends on the division.

KENTUCKY DIVISION.

Paducah District.

Agent J. T. Donovan has been very active as director of sales in the Victory Liberty Loan, with headquarters at the Soldiers' and Sailors' Club on Broadway, but is back in the job now.

Paducah district was nearly 100 per cent on the Victory Loan as it had been on all previous loans.

"Bun" Pugh and family spent Saturday, May 3rd, at the wonderful Kentucky health resort, Dawson, Ky. "Bun" says that, if he had to stay there a week, he would sure get weak in the pocketbook. No place for a demurrage clerk.

Miss Katherine Grogan took in the Derby at Louisville, May 10th. We have some inside dope that she took in two derbys. We are wondering which derby took her in, as she owns up to losing \$5.00.

Mr. J. A. Green, of the Bureau of Inflammable and Explosives, gave an illustrated lecture on the safe handling and storing of inflammables and explosives.

Pat Edward Grogan, our classy cashier, and several companions, drove through to Fulton, Ky., recently. We wonder why they went to Fulton and July 1st still one month away.

W. M. Pullias, checker, journeyed to Gallitan, Tenn., to see that his brother was safely married to that Florida belle. "Brother" is a preacher, we wonder if he is really kin to "Bill."

We note Miss Gertrude Drennan has requested transportation to Princeton, Ky., and will no doubt spend a week end with relatives at her old home, Lamasco, Ky.

Geo. L. Hinton, our car service clerk, is ill, but we hope to have him back with us very soon.

With our new round house and our new hospital nearing completion, the employes at Paducah are feeling all stuck up. We have a right to be, as they are both magnificent buildings, and it is not only the employes that are proud of them, but all citizens of Paducah in general.

Corbett Lofton and Harry Utterback arrived from overseas service. We are glad to have them back with us again, as both

Battleaxe and Skinny are a good tonic for the blues.

Our heart-felt sympathy is hereby extended to Checker Mack Brogan, whose mother recently died.

Robert L. Eaker, claim clerk, is willing to "swap" jobs with the porters at Grand Central Station, Memphis, Tenn. Memphis seems to have an attraction for our claim clerk, but we don't think it is the city, but someone out in the suburbs.

Frank Berger, our abstract clerk, is in Cincinnati attending the B. of R. C. Convention.

Al F. Roth, accountant, spent ten days at the Victory Loan headquarters. We expect him to spend ten more days in the near future at Heath, Ky. Al is agent at Heath when he is at home.

Pete Budde is figuring his bank balance and will retire in the near future, retire that old "Ford," if he keeps on making all the overtime he has made for the last two months.

Mr. J. W. Jewell, assistant chief dispatcher, who has been in Texas the past three months, will arrive here from Louisville where he has been attending the races. Mr. Jewell says we will have to go only a few feet further until we strike oil and then "we will be all right."

General Manager Clift, Asst. Gen. Manager Downs, Gen. Supt. Egan and Superintendent Hill moved over the Evansville district enroute Evansville.

Lieut. Brooks Livingston, who has returned from Germany, was up to see us recently.

Chief Dispatcher Taylor spent his two days' vacation in Paducah.

Yardmaster Moss is spending his vacation in Mississippi and Texas.

Mr. Peters, of the Freight Service Bureau, and Claim Clerk Fossee, together with Mr. Downs started checking station on the Evansville district recently.

Trainmaster Downs and Conductor D. B. Osborne attended the Derby.

W. J. O'Daniels, who before enlisting in the army was cashier at Hopkinsville, has just returned from Germany and will soon be at his post again.

Messrs. Dodge and Turley, in charge of the fuel cars, are spending a couple of days with us, holding classes daily and delivering interesting talks on fuel conservation.

Happenings of Interest at 12th and Rowan Street Local Freight Office, Louisville, Kentucky

Mr. W. S. Thomas, general yardmaster Central City, visited us on April 22nd.

Victory Loan solicitors visited our office April 23rd and reported 100 per cent in subscriptions.

Mr. Wm. Gramig, mail clerk, was confined to his home on May 1st due to in-

juries sustained while touring through the Blue Grass regions on a motorcycle.

Mr. B. T. Breckenridge, assistant general freight agent here, paid us a visit on April 25th.

Mr. James Ballard, bill clerk, left us for a short period on May 3rd, having been called as a witness in the Federal court at Jonesboro, Ark.

On April 25th we had with us Mr. R. B. Goe, supervisor of weighting, Chicago.

Mr. C. Klinger, commercial agent at Louisville, paid us a visit on April 28th.

Mr. Boyd J. Thompson and family will leave shortly for a brief visit to Hobbs, Ky.

We were pleased to have with us on May 2nd our new trainmaster, Mr. C. O. Cecil, who succeeded former Trainmaster A. F. Page.

Mr. J. E. Nicklies and family visited friends and relatives at Bloomfield, Ky.

The annual baseball game between front office and rear office force of the local office took place May 30th at Shawnee Park at 9:00 a. m. The rear office was under the guidance of Chief Outbound Clerk A. W. Gross and the front office was led by Chief Claim Clerk H. E. Rose.

Mr. C. M. Kittle, federal manager, Mr. P. M. Gatch, assistant general claim agent Southern Lines, in company with our superintendent, Mr. T. E. Hill, inspected Louisville station May 13th.

Our cordial friend, Mr. E. E. Troyer, traveling auditor, was with us on May 12th.

The father of our cashier, Mr. Harry L. Bard, died at his home at Caruthersville, Ind., the night of May 12th. We extend sympathy to the family.

TENNESSEE DIVISION

Miss Estell Slaughter, clerk, superintendent's office, Fulton, is spending a few days' vacation in Chicago.

J. Malcolm Chambers, car distributor, superintendent's office, Fulton, left a few days ago to attend clerks' convention in Cincinnati.

The many friends of Accountant Joe Hillman are glad to know that his wife is getting along nicely after having undergone an operation at Memphis.

Train Master C. R. Young attended fuel convention in Chicago May 18th, and when he returns we feel sure he will be able to tell us all about fuel conservation.

L. B. Ryan, clerk, Fulton, is enjoying his annual vacation in the city of Martin.

Time Keeper C. H. Glisson has returned to work after being absent several days on account of sickness.

R. E. Pickering, G. J. Willingham, Joe Albritton and C. E. Tribble, clerks, superintendent's office, Fulton, attended Kentucky derby, Louisville, 10th. From all evidence they are very good "pickers," as some of them came back without even an *empty* pocket book.

HAWK BRAND



Overalls

and

Union Suits

BUCK BRAND



Full Cut, Roomy Union-made Railroad Overalls and Jumpers. Every garment guaranteed to give absolute satisfaction or purchase price cheerfully refunded.

Our Auto Mechanic Khaki Union Suit is unexcelled in Material, Design and Workmanship.

Miller Manufacturing Company

Five Factories:

Dallas and Fort Worth, Texas—
Memphis, Tenn., Little Rock, Ark., Kansas City, Mo.

Harry Butterworth, file clerk, is enjoying his annual vacation.

Miss H. Johnson, clerk, superintendent's office, Fulton, attended Centennial Celebration, Memphis.

Chief Clerk B. F. Evans has been visiting in Dyersburg frequently in connection with taking over the C. M. & G. R. R. as part of Tennessee Division. While in Dyersburg Mr. Evans made the acquaintance of Mayor Barnes and the chief of police (through the burning of papers in the street).

Mr. C. M. Anderson, Regional Supervisor of Safety, Southern Section, and Mr. S. S. Morris, General Chairman Illinois Central Railroad Safety Committee, attended Division Safety Committee, Fulton, and we were very delighted with their visit and feel that we were benefited greatly in the safety first movement by having them with us.

Mr. Valentine, statistician, superintendent's office, Fulton, is still DaDa at his house, and says walking is getting to be a regular habit with him, especially at night.

MISSISSIPPI DIVISION.

Messrs. S. P. Critz and Gayle Taylor, members of the engineering department of Memphis, were visitors in our city recently. We were glad to have them pay us a visit, both having formerly been with the engineering department on this division. Mr. Critz enlisted with Battery "A" at this point and has seen service overseas since we last saw him.

Mr. J. F. Watts, supervisor of Jackson district, made a business trip to Magnolia, Miss., his old home, recently.

The following from the road department were in attendance at the reception given the Thirteenth Engineers at Chicago on May 12: G. M. Hubbard, supervisor, B. & B.; J. T. Westbrook, assistant engineer; J. E. Lufkin, supervisor of signals; S. W. Lusk, section foreman, and wife. D. H. Holmes, Mrs. Lusk's brother, a member of the famous Thirteenth, was employed as section foreman on this division before enlisting in the Railway Regiment soon after the declaration of war.

Rodman C. P. Severns spent several days in New Orleans recently.

Miss Gertrude McCune, clerk to the trainmaster and supervisor at Durant, Miss., spent several days in New Orleans.

In soliciting Fifty Victory Loan Bond purchasers, it was discovered that with but very few exceptions employes having received a good amount of back time had invested this money in real estate. Those having homes purchased farms. Those having no homes purchased homes, which created a greater desire among these men for regular work than heretofore, this being just the reverse to what was expected by many, i. e., laying off

and remaining idle until the back time could be spent.

We are glad to announce that each agent, conductor, flagman and brakeman on the Grenada and Aberdeen district, Mississippi division, went 100 per cent strong on the Fifth Victory Loan.

It is with regret that we record the death of Emma, fourteen-year-old sister of Clerk Annie Bell Anderson, on Tuesday, May 13.

Conductor B. T. McKinnie was in Water Valley one day last week visiting with his many friends. We were indeed glad to have him with us.

Chief Accountant J. G. Skogsberg has come to the conclusion that cooking three meals a day and performing eight hours' service at the office is entirely too much for one man. Girls, here's your chance.

Division Storekeeper Hoyt has placed a box in front of his office. He says he is going to plant hickory nut in it to make hammer handles out of the tree, when they get sledge hammer handle size.

Night Enginehouse Foreman F. Myers returned home after an operation in a New Orleans hospital. He is now all right.

Day Enginehouse Foreman S. J. Williams returned home after an operation in a hospital at Birmingham. He is now all right.

The high cost of automobiles makes no difference to quite a number of boys, as they still purchase.

Miss Loryne Holcomb, extra stenographer in master mechanic's office and 12th Street Station, Chicago, was quietly married to Mr. Earl H. Stanford, a very prominent lumber man from Deemer, Miss.

It is rumored that one handsome tool dresser in blacksmith shop is about to become a benedict in the near future. Hurry up Joe, you are getting old and Fred says you are slipping.

Machinist F. W. Waldron has a "VELVET JOE" look these days and will soon engage a "Chuffer" to operate his popcorn and peanut machine. Business is good.

Blacksmith Foreman King, who is a member of the city council, is a strong advocate of the slogan—"City Beautiful" as he has converted all vacant city property into flower beds.

The tennis championship is still in dispute between the superintendent's and master mechanic's office force. However, both sides are after the service of Otis Hallman, who is reported as an expert—at least he says so.

General Car Foreman Everett and wife just returned from New Orleans, where Mrs. Everett went for expert medical attention.

Jim Bennett, Charlie Doyle, Frank Landreth and Walter Louis Mauldin of master mechanic's office, enjoyed a fishing trip to "Schooner" River recently. The day's pleasure was marred by Frank Landreth falling in, the water being over his head. However

Charlie Doyle waded in and rescued him, as it was only knee deep for Charlie.

John Russell, B. E. Fox, Harris Bennett, Charles F. Barton and Earl A. Truett have returned from military service in France and have resumed their former positions with the Illinois Central Railroad Company at Water Valley, Miss.

General Foreman Jernberg attended master mechanic's staff meeting the past week.

Upon arrival from overseas, Earl A. Truett had an introduction to his little daughter and in a week's time they had become genuinely acquainted.

H. F. Collins, chief clerk, mechanical department, attended meeting of chief clerks in Chicago the 9th of May.

Mr. S. R. Mauldin, master mechanic, attended meeting of master mechanics in general superintendent of motive powers office the first of the month.

Mr. E. A. Barton, traveling representative of the freight service bureau, assisted by train masters and claim clerk has recently made station check on this division and gave the division 100 per cent. Mr. Barton has always been welcome on the Division, he being an old agent himself and capable of fully instructing new agents in the handling of freight matters. We believe that the method pursued by him would be indicative of good results on any Division.

General Superintendent J. M. Egan made us a visit this month and was gladly welcomed by his former friends at Water Valley as well as all employees.

VICKSBURG DIVISION

Mr. P. R. Henderson spent a couple of days with friends while on his furlough. "P. R." being a high-flyer of the United States army, he made a quick trip, but we understand he is to return again. For further information see Miss Zetta Buehler, care, superintendent's office.

Chief Clerk Seymour Simmons is looking rather lonely past few days, due to Mrs. Simmons and daughter being away on a visit to Mrs. Simmons' parents.

DIAMONDS WATCHES ON CREDIT

SEND FOR FREE CATALOG

There are over 2,000 photographic illustrations of Diamond Rings, La Vallieres, Ear Screws, Scarf Pins, Studs, Brooches, Bar Pins, Watches, Bracelet Watches; also our wonderfully showy assembled Solitaire Diamond Clusters. **LIBERTY BONDS ACCEPTED.**



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Hearts**



**DIAMONDS
WIN
HEARTS**

Cased in Handsome Ring Box

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Each Diamond is skilfully mounted in our famous Loftis Perfection 14-karat solid gold 6-prong ring, possessing every line of grace and beauty.

\$10 Down, \$5 a Month, buys a \$50 Ring.

\$20 Down, \$10 a Month, buys a \$100 Ring.

\$25 Down, \$12.50 a Month, buys a \$125 Ring.

OUR CATALOG illustrates and describes all the standard world-renowned **Watches**; solid gold and gold-filled cases; new popular designs. Splendid bargains in 25-year guaranteed watches as low as **\$2.50 A MONTH** on credit terms as low as

WE HAVE BEEN IN BUSINESS OVER 60 YEARS

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STORES IN LEADING TIES

Every article in our catalog is priced unusually low. What ever you select will be sent prepaid by us. You see and examine the article right in your own hands. If satisfied, pay one-fifth of price and keep it; balance in eight equal monthly payments. **Send Your Order Today**

Mr. L. T. Ormond has been employed as stenographer in superintendent's office in place of Miss Katherine Shumate, who has returned to her old position as stenographer in road master's office.

Mr. Geo. W. Stumpe, division auditor; Special Work Authority Clerk B. F. Simmons, and Chief Accountant M. P. Massey attended meeting of accountants at Memphis, May 20th, to discuss D. V.'s and reports in connection therewith. Much interest was reported as taken in the meeting and much good believed to be accomplished.

Wouldn't You Like To Know How The

MONROE Is Saving Time and Energy

and insuring accuracy in many of the leading Railroads the country over?

Just a line from you is the only cost or obligation involved, and we will tell you the story.

With your knowledge of the difficulties and the likelihood of error by the usual process, you will readily appreciate the value of the Two-Way Mechanism of the MONROE, its Flexibility, its Positive Proof of all operations and how it will not only Add, but Multiply, Divide and Subtract as easily as other machines Add.

Monroe Calculating Machine Company

Henry H. Doty, Central Division Mgr.
330 W. Monroe Street, Chicago.

General Offices: Woolworth Building, New York.



Miss Robt. Ferguson has been appointed assistant accountant, vice Miss Mannie A. Studdard, transferred to assistant tonnage clerk.

Our old friend, Mr. A. B. Faucet, has returned to work for this company, as agent at Erwin, Miss., after having been absent several months.

Mr. J. S. Terry, formerly employed by "Uncle Sam" at Park Field, Tenn., has been discharged from army duty and is now back at work, being placed on a newly created position, as car distributor, at Greenville, in Chief Dispatcher Chandler's office.

Ticket Agent J. F. Barber had as his guest Mr. Linton, chief clerk to Mr. Bower, who was treated to a fishing trip on Lake Washington, before his return to Memphis.

Mr. Fred Mehlinger, ticket agent at Niles, Miss., made a visit to Greenville a few days ago, after having returned from a trip to St. Louis. "Freddie" always wears the smile that won't come off.

Mr. Howard Lewy has just returned from Camp Pike, Ark., after having received an honorable discharge, and will resume duties at his old job, ticket clerk at passenger station, Greenville. We welcome Howard home again.

We are pleased to learn that Mr. T. G. Turney will return to the Vicksburg Division to spend a few more days with us, to assist us in closing out and working up D. V.'s. Mr. Turney rendered us some very valuable services along this line recently, and we more than welcome his return.

NEW ORLEANS TERMINAL

The postman was joyfully greeted one day this week, by several members of the terminal superintendent's office force, for the reason that he had quite a few registered letters containing Liberty Bonds for certain employes.

Don't know whether Rolfe is trying to assume a disguise or not, but he came to the office Monday of this week presenting a calico appearance of tan and red.

Recently a baseball team has been organized in this office, and each and every Monday we are told how the opponents won by strategy. We are living in hope that some of these days the table will reverse.

We have from good authority that when Mr. Nulty's girl acts cross with him, it affects him so, he is sick for the next week.

Wanted to know: Whether there is any foundation to our suspicions that someone presented Mr. Thomas J. Lee with a mirror? The reason for our curiosity in this case, is the fact that he has not been heard to remark on his own good looks once during the past two or three days.

Mrs. Minnie Cronin bid adieu for a few

days to the office force. She will leave immediately for Fort Worth, Texas, and we all wish her a pleasant trip.

Local Freight Office

L. E. Williams and Paul J. Leaman are very popular in the local office.

Erwin Poncet recently returned from a sixteen months' vacation in France with the Tulane Unit. He was quite a frequenter of cabarets, but finding the good old days gone, now spends his evenings on his front porch.

C. D. Miller, better known as the "speed demon" of the Accounting Department, is in the limelight again. Understand he has been cautioned several times by the Police Department for speeding. W. J. O'Rourke, accountant, was his guest recently.

Someone evidently told Ex-Sergeant H. G. Flippen that his soldier uniform is very becoming, so he has decided to wear it the limit. Too bad, the 90 days are nearly up.

Levee Depot

Sidney Natal recently returned to work after service with the United States Marines.

Willie Elstrott who also enlisted with the Marines, is very anxious to return to work and be with his home folks.

Phil Reidenauer with the United States Medical Corps, is expected back soon.

J. H. Harmeyer recently returned to work at the levee.

We all are sorry to hear of E. Fourcade's serious illness and wish him a speedy recovery.

Our Ex-Foreman J. R. Cousins, now with the United States Quartermasters Department, pays us a visit occasionally.

Outbound Warehouse, Poydras

The record of three Stowmen employed at Warehouse No. 7, Poydras, deserves mention. Flem Hunter, Wm. Steele and George Sanders did not load a single shipment wrong during the year 1918. So far this year they only loaded one package each in wrong car.

Inbound Warehouse, Poydras

Foreman John R. Eckendorff recently purchased a fine new home in the third ward on South Cortez Street.

L. C. Wright, L. C. L. foreman, was confined to his home for a few days on account of sickness.

Johnny Crumhorn is back with us after his sojourn in France.

Earl Golden sprung a surprise on us in the shape of an announcement to the effect that he had been married since last December.

Suppose Crumhorn will be announcing his shortly.

"Shut that door!" yelled the rough man. "Where were you raised—in a barn?" The man addressed meekly and silently complied, but the speaker, looking at him a moment later, observed that he was in tears. Going over to his victim, he apologized. "Oh, come," he said soothingly, "you shouldn't take it to heart because I asked you if you were raised in a barn."

"That's it, that's it," sobbed the other man. "I was raised in a barn and it makes me homesick every time I hear an ass bray."

—*Boston Transcript.*

Back in the village war news comes slowly. All the talk is still of the great German retreat. The news of the armistice will not arrive till the week after next. Hence the following:

"How do you reckon them soldiers kept their dugouts from cavin' in?" asked the oldest inhabitant.

"Why," said the next-door neighbor, "I certainly am surprised at your ignorance o' military affairs! They cemented 'em with this 'ere trench-mortar."

—*Clipped.*



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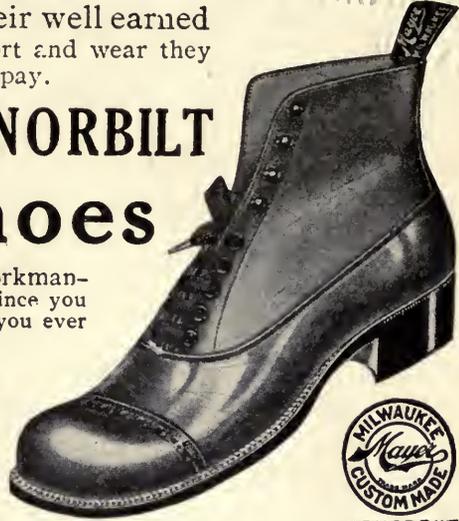
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